

PCH & 2ND PROJECT

INITIAL STUDY

PREPARED FOR:

The City of Long Beach
Department of Development Services

PREPARED BY:

Matrix Environmental, LLC

March 2014

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Environmental Checklist Form

Attachment A: Project Description

Appendix IS-1 Sewer Study

Environmental Checklist Form

- 1. Project Title:** PCH & 2nd
- 2. Lead Agency Name and Address:** City of Long Beach
Department of Development Services
Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802
- 3. Contact Person and Phone Number:** Craig Chalfant, Planner
(562) 570-6368
- 4. Project Location:** 6400 Pacific Coast Highway
Long Beach, Los Angeles County, CA 90803
The property is bounded by 2nd Street to the north, Pacific Coast Highway to the east, a retail shopping center (Marina Shores Shopping Center) to the south, and Marina Drive to the west.
- 5. Project Sponsor's Name and Address:** Seaport Marina, LLC
6400 Pacific Coast Highway
Long Beach, CA 90803
- 6. General Plan Designation:** Land Use District No. 7
- 7. Zoning:** Subarea 17 of the Southeast Area Development Improvement Plan (Planned Development District 1)
- 8. Description of the Project:**

The Project would include approximately 216,000 square feet of retail uses, approximately 29,000 square feet of restaurant uses, and 1,172 surface and structured parking spaces. These improvements would replace an existing hotel (the Seaport Marina Hotel) and associated amenities and surface parking areas. The proposed uses would be provided within several one- and two-story buildings ranging in height from 20 feet to a maximum height of

35 feet. Landscaped courtyards and open space areas would also be provided throughout the Project Site. Please refer to Attachment A, Project Description, for a detailed description of the Project.

9. Surrounding Land Uses and Setting

The Project Site is located in the southeastern portion of the City of Long Beach. North of the Project Site, along 2nd Street, is a one-story pharmacy building and a one-story grocery store with associated surface parking areas. North of these uses is the Marina Pacifica Mall, which includes retail, restaurant, and entertainment uses with surface and some subterranean parking. Northwest of the Project Site and immediately west of the Marina Pacifica Mall are three- to five-story multi-family residential uses within the private waterfront condominium community known as the Marina Pacifica. The area northeast of the Project Site consists of a fast food restaurant, oil fields, and the Los Cerritos Wetlands. East of the Project Site, is a service station and, south of the service station, along PCH, are several one-story buildings, which comprise the shopping center development known as The Marketplace. The Marketplace includes restaurants, a grocery store, a movie theater, and other retail uses with associated surface parking areas. South of The Marketplace are several one- and two-story office buildings and the Los Cerritos Wetlands. The Los Cerritos Wetlands also continue east of The Marketplace. Immediately south of the Project Site is the Marina Shores Shopping Center, which includes a grocery store, restaurants, and other retail uses with associated surface parking. South of the Marina Shores Shopping Center is a two-story office building followed by the San Gabriel River. The area west of the Project Site, across Marina Drive, is primarily occupied by a surface parking lot associated with the publicly owned Alamitos Bay Marina. Restaurants and limited boat-related retail uses are also located west of the Project Site, adjacent to the Alamitos Bay Marina. Also west of the Project Site is a boat launch (Davies Launch Ramp) located near 2nd Street and Marina Drive.

10. Other public agencies whose approval is required:

California Coastal Commission, California Department of Transportation (Caltrans).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

DETERMINATION (To be completed by Lead Agency)

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 the mitigation measures described on an attached sheet have been added to the project. 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.	X
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.	



 Signature

3/19/14

 Date

ENVIRONMENTAL IMPACTS. (Explanations for all answers are required):

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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1. AESTHETICS. Would the project:

- a. Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. A scenic vista is a view of a valued visual resource. Visual resources in the Project area include the Alamitos Bay Marina, which is visible from along 2nd Street and from Marina Drive in the vicinity of the Project Site. The Project would replace the existing two-story, approximately 165,000-square-foot Seaport Marina Hotel with approximately 216,000 square feet of retail uses and approximately 29,000 square feet of restaurant uses. The proposed uses would be provided within several buildings ranging in height from 20 feet to a maximum height of 35 feet. The Project would also include approximately 1,172 parking spaces, which would be provided in a surface parking area and within a three-level parking structure which would measure approximately 35 feet. The proposed structures could be visible within scenic vistas that are available from locations within the Project Site vicinity. Therefore, the Project’s potential impacts on scenic vistas will be analyzed further in an EIR.

- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. No designated scenic highways are located on or in the vicinity of the Project Site.¹ Therefore, while the Seaport Marina Hotel, which was constructed approximately 52 years ago, may be historically significant, none of the surrounding roadways in the vicinity of the Project Site have been designated as scenic highways. As such, the Project would not damage any scenic resources within a designated scenic highway. No impacts would occur and no mitigation measures are required. Further evaluation of this issue in an EIR is not required.

¹ California Department of Transportation. California Scenic Highway Program, Scenic Highway Routes, www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm, accessed August 27, 2013.

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| c. Substantially degrade the existing visual character or quality of the site and its surroundings? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact. As described above, the Project would involve the development of approximately 216,000 square feet of retail uses and approximately 29,000 square feet of restaurant uses. The proposed uses would be provided within several buildings ranging in height from 20 feet to a maximum height of 35 feet. The Project would also include approximately 1,172 parking spaces, which would be provided in a surface parking area and within a three-level parking structure which would measure approximately 35 feet. While the proposed buildings and parking structure would be anticipated to be of similar height and scale as existing buildings within the Project vicinity, Project development would change the visual character and quality of the Project Site and its surroundings by replacing the existing two-story hotel and associated surface parking areas with new buildings, a surface parking area, and a three-level parking structure. Therefore, the EIR will provide further analysis of the Project’s potential impacts to visual character and quality.

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| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Potentially Significant Impact. The Project Site is located within an urbanized area, characterized by medium to high ambient nighttime artificial light levels. Light sources within and in the vicinity of the Project Site include street lighting, vehicle headlights, illuminated signage, security lighting, and architectural lighting. The Project would result in the development of new buildings and architectural features in various areas throughout the Project Site. The Project would include nighttime illumination for security and wayfinding, parking, signage, and architectural highlighting, which may be visible from some nearby off-site locations. In addition, new buildings and architectural features would introduce new surfaces which could result in new sources of glare. Therefore, the EIR will provide further analysis of the Project’s potential impacts due to light and glare.

With regards to potential shading impacts, shadow effects are dependent on several factors, including local topography, the height and bulk of a project’s structural elements, the sensitivity of surrounding uses, season, and duration of shadow projection. Shade sensitive uses typically include residential uses and routinely usable outdoor spaces associated with recreational or institutional uses (i.e., schools), pedestrian-oriented outdoor spaces, nurseries,

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<i>Potentially Significant Impact</i>			

and existing solar collectors. These uses are considered sensitive because sunlight is important to their function, physical comfort, or commerce. As described in Attachment A, Project Description, the Project Site is surrounded by commercial uses to the north, south and east, and by the Alamitos Bay Marina surface parking lot to the west. The Project would include the development of several buildings throughout the Project Site which would range in height from approximately 20 feet to a maximum height of 35 feet. Therefore, development of new structures on-site would generate new shadows with varied lengths and angles depending on the time of day and season. However, due to the low-rise height of the proposed structures, new shadows would generally fall onto the Project Site and adjacent roadways. As such, due to their distances from the Project Site, proposed buildings would have no impact on shadow-sensitive uses within the greater Project vicinity. Therefore, potential shading impacts associated with Project development would be less than significant and no mitigation measures or further analysis of this topic in an EIR is required.

2. AGRICULTURE AND FOREST 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 Department 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 the 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?

No Impact. The Project Site is located in an urbanized area of the City of Long Beach and does not include any agricultural land. In addition, the Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Agency.² As such, the Project would not convert farmland to a non-agricultural use. No impacts would occur, and no mitigation measures would be required. No further analysis of this issue is required.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project Site is not zoned for agricultural use under the Long Beach Municipal Code and no agricultural zoning is present in the surrounding area. The Project Site and surrounding area are also not enrolled under a Williamson Act Contract. Therefore, the Project would not conflict with existing zoning for agricultural uses or a Williamson Act Contract. No impacts would occur, and no mitigation measures would be required. No further analysis of this issue is required.

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 in Government Code Section 51104(g))?

No Impact. The Project Site is located in an urbanized area of the City of Long Beach and does not include any forest land or timberland. Additionally, the Project Site is currently zoned for commercial land uses, is not zoned for forest land, and is not used as forest land. Therefore, the Project would not rezone forest land or timberland as defined by the Public Resources Code. No impacts would occur, and no mitigation measures would be required. No further analysis of this issue is required.

² California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Important Farmland in California, 2010, www.consrv.ca.gov/DLRP/fmmp/overview/survey_area_map.htm, accessed July 31, 2013.

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| d. Result in the loss of forest land or conversion of forest land to a non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact. As mentioned above, the Project Site is located in an urbanized area of the City of Long Beach, is not zoned for forest land, and does not include any forest or timberland. Therefore, the Project would not result in the loss or conversion of forest land. No impacts would occur, and no mitigation measures would be required. No further analysis of this issue is required.

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| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. As noted above, the Project Site is located in an urbanized area of Long Beach and does not contain any agricultural or forest uses, nor are any agricultural or forest uses located in the vicinity of the Project Site. Thus, development of the Project would not convert any farmland or forest land to non-agricultural or non-forest use. No impacts would occur, and no mitigation measures would be required. No further analysis of this issue is required.

3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Potentially Significant Impact. The Project Site is located within the 6,700-square-mile South Coast Air Basin (Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter less

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<i>Potentially Significant Impact</i>			

than 10 microns in size [PM₁₀],³ particulate matter less than 2.5 microns in size [PM_{2.5}], and lead⁴). As such, the Project would be subject to the SCAQMD’s 2012 Air Quality Management Plan (AQMP). The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment.⁵ With regard to future growth, SCAG has prepared the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the 2012 RTP/SCS are based on growth projections in local General Plans for jurisdictions located in SCAG’s planning area. The 2012 RTP/SCS growth projections are utilized in the preparation of the air quality forecasts and consistency analysis included in the SCAQMD’s 2012 AQMP.

Construction and operation of the Project may result in an increase in stationary and mobile source air emissions. As a result, Project development could have an adverse effect on the SCAQMD’s implementation of the AQMP. Therefore, the EIR will provide further analysis of the Project’s consistency with the SCAQMD’s AQMP.

- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The Project would contribute to regional and localized air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Construction-related pollutants would be associated with sources such as construction worker vehicle trips, the operation of construction equipment, site grading and preparation activities, and the application of architectural coatings. During Project operation, air pollutants

³ A redesignation request to Attainment for the 24-hour PM₁₀ standard is pending with the United States Environmental Protection Agency.

⁴ Partial nonattainment designation for the Los Angeles County portion of the Basin only.

⁵ SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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would be emitted on a daily basis from motor vehicle travel, energy consumption, and other on-site activities. Therefore, the EIR will provide further analysis of the Project’s construction and operational air pollutant emissions.

- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
-

Potentially Significant Impact. As described above, Project construction and operation would emit air pollutants in the Basin, which is currently in non-attainment of federal and State air quality standards for ozone, PM₁₀, PM_{2.5}, and lead. Therefore, implementation of the Project could potentially contribute to air quality impacts, which could cause a cumulative impact when combined with other existing and future emissions sources in the area. Therefore, the EIR will provide further analysis of cumulative air pollutant emissions associated with the Project.

- d. Expose sensitive receptors to substantial pollutant concentrations?
-

Potentially Significant Impact. As discussed above, the Project would contribute to regional and localized air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Some population groups, including children, the elderly, and acutely and chronically ill persons (especially those with cardio-respiratory diseases), are considered more sensitive to air pollution than others. The SCAQMD *CEQA Air Quality Handbook* provides examples of typical sensitive receptors and includes long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. Sensitive receptors in the Project vicinity include multi-family residences. Therefore, the EIR will provide further analysis of the Project’s potential to result in substantial adverse impacts to sensitive receptors.

- e. Create objectionable odors affecting a substantial number of people?
-

	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

Less Than Significant Impact. No objectionable odors are anticipated as a result of either construction or operation of the Project. The Project would be constructed using conventional building materials typical of construction projects of a similar type and size. Any odors that may be generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. While the Project would not involve these types of uses, on-site trash receptacles used by the Project would have the potential to create odors. However, as trash receptacles would be contained, located, and maintained in a manner that promotes odor control, no substantially adverse odor impacts are anticipated. Thus, impacts with regard to odors would be less than significant, and no mitigation measures would be required. No further analysis of this issue is required.

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 regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The Project Site is located within an urbanized area and is currently developed with a hotel, associated surface parking areas, and landscaping. Due to the developed nature of the Project Site, species likely to occur on-site are limited to small terrestrial and avian species typically found in developed settings. While on-site vegetation is limited to ornamental, non-native shrubs and trees, some on-site mature trees could potentially be used for roosting and nesting purposes by migratory birds. Thus, removal of on-site mature trees would be conducted in accordance with the Migratory Bird Treaty Act (MBTA). In accordance with the MBTA, efforts would be made to schedule removal of mature trees between September 1 and February 14 to avoid the nesting season. If activities were to occur during the nesting season, all suitable habitats would be thoroughly surveyed for the presence

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<i>Potentially Significant Impact</i>			

of nesting birds by a qualified biologist prior to removal. If any active nests were detected, the area would be flagged, along with a minimum 50-foot buffer (buffer may range between 50 and 300 feet as determined by the monitoring biologist), and would be avoided until the nesting cycle has completed or the monitoring biologist determines that the nest has failed. Therefore, with compliance with existing regulatory requirements, the Project would not have a substantial adverse direct effect on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service and would not result in a direct significant impact with regard to this topic.

However, several waterways and open space areas, which could provide habitat for sensitive species, are located in the general vicinity of the Project Site, including the Los Cerritos Channel, located north of the Project Site; the San Gabriel River, located south of the Project Site; the Los Cerritos Wetlands, located northeast of the Project Site; and the Alamitos Bay Marina, located west of the Project Site, across Marina Drive. While unlikely, the Project could result in an indirect impact to potentially sensitive species in these surrounding areas. Therefore, the EIR will provide further analysis of the Project’s potential to indirectly impact off-site sensitive species.

- 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 Wildlife or U.S. Fish and Wildlife Service?

Potentially Significant Impact. As previously described, the Project Site is located within an urbanized area and is currently developed with a hotel, surface parking areas, and landscaping. No riparian habitats or other sensitive natural communities are located within the Project Site. Therefore, the Project would not have a substantial adverse direct effect on any riparian habitat or other sensitive natural community.

The Los Cerritos Wetlands, which contains wetland habitat, is located northeast of the Project Site. While unlikely, the Project could result in an indirect impact to the Los Cerritos Wetlands. Therefore, the EIR will provide further analysis of the Project’s potential to indirectly impact off-site riparian habitat.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. The Project Site is located within an urbanized area and is currently developed with a hotel, surface parking areas, and landscaping. There are no federally protected waters or wetlands, as defined by Section 404 of the Clean Water Act on the Project Site. Therefore, the Project would have no significant direct impact on federally protected wetlands.

However, several waterways surround the Project Site, including the Los Cerritos Channel, the San Gabriel River, and the Alamitos Bay Marina. While unlikely, the Project could result in an indirect impact to these waterways. Therefore, the EIR will provide further analysis of the Project’s potential to indirectly impact the surrounding waterways.

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The Project Site is located in an urbanized area and is currently developed with a hotel, associated surface parking areas, and landscaping. No wildlife corridors or native wildlife nursery sites are present on the Project Site. Additionally, there is no body of water existing on the Project Site that serves as natural habitat for fish. Further, while on-site vegetation is limited to ornamental, non-native shrubs and trees, some on-site mature trees could potentially be used for roosting and nesting purposes by migratory birds. Thus, as discussed in response to Section 4.a, above, removal of on-site mature trees would be conducted in accordance with the MBTA. Therefore, with compliance with existing regulatory requirements, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or

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<i>Potentially Significant Impact</i>			

migratory wildlife corridors, or impede the use of native wildlife nursery sites and would not result in a direct significant impact with regard to this topic.

However, as described above, several waterways and open space areas, which could provide habitat for sensitive species, are located in the vicinity of the Project Site. While unlikely, the Project could result in an indirect impact to species in these surrounding areas. Therefore, the EIR will provide further analysis of the Project’s potential to indirectly impact off-site wildlife movement.

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. As previously described, the Project Site is currently developed with a hotel, associated surface parking areas, and landscaping. The vegetation on-site includes ornamental, non-native shrubs, and landscaping trees. The removal of any street trees for Project development would occur in accordance with the City’s Tree Maintenance Policy, which sets forth guidelines to administer Chapter 14.28 of the Long Beach Municipal Code. The Project would also provide landscaping and open space in accordance with the City’s requirements for the Southeast Area Development and Improvement Plan (SEADIP) area. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. No impacts would occur and no mitigation measures are necessary. Further analysis of this issue in an EIR is not required.

- f. Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?

No Impact. As indicated above, the Project Site is located in an urbanized area and does not provide habitat for sensitive biological resources. As such, the Project Site is not subject to a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the Project would not result in impacts associated with conflict with the provisions of any habitat conservation plans, and no mitigation measures are required. No further analysis of this issue is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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5. CULTURAL RESOURCES. Would the project:

- a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?

Potentially Significant Impact. Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is: (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources; (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). Additionally, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources.

As previously described, the Project Site is currently developed with the Seaport Marina Hotel, which was constructed over 52 years ago. As part of the Project, the Seaport Marina Hotel would be removed. Thus, further analysis of this issue in an EIR is required. The EIR analysis will assess the potential for historic resources on the Project Site based upon applicable criteria. The EIR analysis will focus on the effects of the Project’s development on identified historic resources on the Project Site and in the Project vicinity.

- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

Potentially Significant Impact. Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that “has yielded, or may be likely to yield, information important to prehistory or history.” Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past

	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

human endeavors and that may be historically or culturally important to a significant earlier community. The Project Site is located within an urbanized area and has been subject to disturbance in the past. Thus, surficial archaeological resources that may have existed at one time have likely been previously disturbed. Notwithstanding, the Project would require grading of the entire site, excavation, and other construction activities that could have the potential to disturb existing but undiscovered archaeological resources. Therefore, further analysis of this issue in an EIR is required.

- c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this area are extinct. As described above, the Project Site is located within an urbanized area and has been subject to disturbance in the past. However, the Project would require grading of the entire site, excavation, and other construction activities that could have the potential to disturb existing but undiscovered paleontological resources. Therefore, further analysis of this issue in an EIR is required.

There are no unique geologic features within or adjacent to the Project Site. Thus, no impacts associated with destruction of a unique geologic feature would occur and no mitigation measures are required. No further analysis of this issue is required.

- d. Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. As previously described, the Project Site is located within an urbanized area and has been subject to disturbance in the past. In addition, no known traditional burial sites have been identified on-site. Notwithstanding, the Project would require grading and excavation that could have the potential to uncover human remains. Thus, further analysis of this issue in an EIR is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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6. GEOLOGY AND SOILS. Would the project:

a. Expose people or structures to 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 active fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. Fault rupture is defined as the surface displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults may be designated as Earthquake Fault Zones under the Alquist–Priolo Earthquake Fault Zoning Act, which includes standards regulating development adjacent to active faults. These zones, which extend from 200 to 500 feet on each side of the known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist–Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures.

The Project Site is not within a currently established Alquist–Priolo Earthquake Fault Zone as identified by the CGS or within the City’s General Plan Seismic Safety Element.^{6,7} No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. The nearest active fault to the Project Site is the Newport–Inglewood Fault Zone, which is estimated to be located approximately 0.25 mile northeast of the Project

⁶ California Geological Survey, *Regional Geologic Hazards and Mapping Program, Special Studies Zone Map, Los Alamitos Quadrangle, July 1, 1986*, www.conservation.ca.gov/cgs/rghm/ap/Pages/index.aspx; accessed September 17, 2013.

⁷ City of Long Beach General Plan, *Seismic Safety Element, Plate 2, October 1988*.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Site.⁸ Therefore, the potential for surface rupture to occur on the Project Site is considered low. Impacts related to the rupture of a known earthquake fault would be less than significant and no mitigation measures would be required. No further analysis of this issue is required.

ii. Strong seismic ground shaking?

Potentially Significant Impact. The Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. As previously stated, the closest active fault is the Newport-Inglewood Fault, which is located approximately 0.25-mile northeast of the Project Site. The location of the Project Site within a seismically active area in proximity to the Newport-Inglewood Fault could expose people or structure to strong seismic ground shaking. Therefore, the EIR will provide further analysis of the Project’s potential impacts associated with ground shaking.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction involves a sudden loss in strength of saturated, cohesionless soils that are subject to ground vibration and results in temporary transformation of the soil to a fluid mass. If the liquefying layer is near the surface, the effects are much like that of quicksand for any structure located on it. If the layer is deeper in the subsurface, it may provide a sliding surface for the material above it. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine- to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

Based on the Seismic Hazards Maps of the State of California, the Project Site is located within a potentially liquefiable area.⁹ In addition, the Project Site is located in an area with a

⁸ *Ibid.*

⁹ *California Geological Survey, Regional Geologic Hazards and Mapping Program, Seismic Hazard Zones Map, Los Alamitos Quadrangle, March 25, 1999, www.conservation.ca.gov/cgs/rghm/ap/Pages/index.aspx; accessed September 17, 2013.*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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significant liquefaction potential as mapped by the City.¹⁰ Therefore, this issue will be analyzed further in an EIR.

iv. Landslides?

Less Than Significant Impact. The Project Site and surrounding area are characterized by a relatively flat topography and, as such, are not identified by the City within an area of steep slopes.¹¹ Additionally, the Project Site and surrounding area are not designated as an earthquake-induced landslide area by the CGS.¹² Furthermore, the Project does not propose substantial alteration to the existing topography. Therefore, no significant impacts would occur and no mitigation measures would be required. No further evaluation of this issue is required.

b. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Development of the Project would require grading, limited excavation to support the building foundations, and other construction activities that have the potential to disturb existing soils and expose soils to rainfall and wind, thereby potentially resulting in soil erosion. However, construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the City pursuant to grading permit requirements. Specifically, Project construction would comply with the Long Beach Building Standards Code (Title 18 of the Long Beach Municipal Code), which requires necessary permits, plans, plan checks, and inspections to ensure that the Project would reduce erosion effects. In addition, as part of the plan check requirements, the Project would be required to have a stormwater management program, including a Storm Water Pollution Prevention Plan (SWPPP) pursuant to the National Pollution Discharge Elimination System (NPDES) permit requirements. As part of the SWPPP, Best Management Practices (BMPs) would be implemented during construction to reduce sedimentation and erosion levels to the maximum extent possible. With compliance with regulatory requirements

¹⁰ City of Long Beach General Plan, Seismic Safety Element, Plate 7, October 1988.

¹¹ City of Long Beach General Plan, Seismic Safety Element, Plate 9, October 1988.

¹² California Department of Conservation, Division of Mines and Geology. Seismic Hazard Zone Report for the Los Alamitos 7.5-Minute Quadrangle, Los Angeles and Orange Counties, California. 1998. Available at http://gmw.consrv.ca.gov/shmp/download/quad/LOS_ALAMITOS/reports/lalmi_eval.pdf, accessed September 18, 2013.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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that include the implementation of BMPs, impacts would be less than significant and no mitigation measures would be required. No further analysis of this issue is required.

- 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?

Potentially Significant Impact. As discussed above, the Project Site could be susceptible to ground shaking. In addition, as the Project Site is located within a potentially liquefiable area, the Project Site could be subject to seismically related ground failure hazards, including liquefaction. As such, this issue will be addressed in an EIR.

- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?

Less Than Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. Based on the City’s General Plan Seismic Element, the soils underlying the Project Site are classified as Soil Profile A, which consist of predominantly man-made fills composed of fine sand and silt. As such, existing site soils are not considered expansive based on the 2010 California Building Code, Title 24, Section 1803.5.3. Therefore, the Project Site would not be located on expansive soils and, as such, impacts with respect to expansive soils would be less than significant. No mitigation measures or further analysis of this issue is required.

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project Site is located within a community served by existing sewage infrastructure. Therefore, wastewater generated by the Project would be accommodated via connections to the existing sewage infrastructure located in the Project area. As such, the

	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

Project would not require the use of septic tanks or alternative wastewater disposal systems. The Project would not result in impacts related to the ability of soils to support septic tanks or alternative wastewater disposal systems and no mitigation measures would be required. No further analysis of this issue is required.

7. GREENHOUSE GAS EMISSIONS. Would the project:

- a. Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Gases that trap heat in the atmosphere are referred to as greenhouse gases since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth’s temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the Project, including construction and operational activities, would include associated human activity–related greenhouse gas emissions. Therefore, the EIR will provide further analysis of the Project’s greenhouse gas emissions.

- b. Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. As the Project would have the potential to emit greenhouse gas emissions, an evaluation of these emissions and associated emission reduction strategies will be undertaken in an EIR to determine whether the Project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (e.g., Assembly Bill 32, City of Long Beach Green Building Ordinance).

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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8. 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?

Potentially Significant Impact. Construction of the Project would involve the temporary use of typical, although potentially hazardous materials, including vehicle fuels, oils, transmission fluids, paints, adhesives, cleaning solvents, surface coatings, and other acidic or alkaline solutions that would require special handling, transport, and disposal. In addition, operation of the Project would involve the routine use and handling of potentially hazardous materials typical of those used for retail and restaurant developments including cleaning solvents for custodial maintenance of the buildings and pesticides for landscaping. Further, as part of the Project, the existing Seaport Marina Hotel, which was constructed over 50 years ago, would be demolished. Due to the age of this structure, there is a potential for asbestos-containing materials (ACMs) and/or lead-based paints (LBPs) to be present on-site. Additionally, based on past oil extraction activities within and surrounding the Project Site, there is a potential for the presence of gases such as methane in the vicinity of the Project Site. Therefore, the Project’s potential impacts with regard to the routine transport, use, or disposal of potentially hazardous materials will be evaluated further in an EIR.

- 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?

Potentially Significant Impact. Please refer to response to Section 8.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?

No Impact. The nearest school to the Project Site is Naples Elementary School, located approximately one mile west of the Project Site. Therefore, the Project Site would not emit

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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hazardous emissions or handle hazardous materials within one-quarter mile of a school. No impacts would occur and no further analysis of this issue is required.

- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. Based on the previous use of the Project Site as an active oil field, the Project Site may be included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 which could represent a significant hazard to the public or to the environment. Therefore, further evaluation of this issue will be included in an EIR.

- 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 for people residing or working in the project area?

No Impact. The Project Site is not located within an airport land use plan or within two miles of a public or public use airport. The nearest airport is the Long Beach Airport, which is located approximately 3.5 miles north-northwest of the Project Site. Therefore, no impacts would occur and no mitigation measures would be required. No further analysis of this issue is required.

- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. There are no private airstrips in the vicinity of the Project Site. Therefore, no impacts would occur and no mitigation measures would be required. No further evaluation of this issue is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. As provided in the City’s General Plan Public Safety Element, emergency response and emergency evacuation for the City is based on the availability of through streets, multiple access routes, and bridges. During construction, the majority of construction activities for the Project would be confined to the Project Site itself; however, limited off-site infrastructure improvements may require some construction activities in adjacent street rights-of-way. As such, some partial lane closures adjacent to the Project Site, including on 2nd Street, PCH, and Marina Drive, may occur. However, these closures would be temporary in nature and even in the event of partial lane closures, both directions of travel on area roadways would be maintained so as not to physically impair access to and around the Project Site. Additionally, the Project would not place any permanent physical barriers on any of the existing surrounding streets and access along and through streets and highways in the area would be maintained. Therefore, the Project would not cause an impediment along surrounding streets, which may be used as evacuation routes in the event of an emergency, or otherwise impair implementation of an emergency response plan or emergency evacuation plan. Impacts would be less than significant and no mitigation measures would be required. No further analysis of this issue is required.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The Project Site is surrounded by urban development and not adjacent to any wildlands. Therefore, the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. No impacts would occur and no mitigation measures would be required. No further analysis of this issue is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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9. HYDROLOGY AND WATER QUALITY. Would the project:

- a. Violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. Construction of the Project would require earthwork activities, including grading and limited excavation of the Project Site, which would temporarily expose soils. During precipitation events in particular, construction activities associated with the Project would have the potential to result in minor soil erosion from grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Further, potential changes in on-site drainage patterns resulting from Project implementation and the introduction of new uses could affect the quality of storm water runoff. Therefore, further analysis of this issue in an EIR is required.

- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. Based on historical site data from the California Department of Water Resources, the groundwater level in the vicinity of the Project Site has ranged from approximately 6.5 feet to 10 feet below the ground surface.

The Project would not install any groundwater wells and would not otherwise directly withdraw any groundwater. In addition, any excavation would be limited to the placement of building foundations. Therefore, based on the historical groundwater level, it is not anticipated that Project construction would require dewatering. Thus, Project construction would not deplete groundwater supplies or interfere with groundwater recharge.

In addition, operation of the Project would not interfere with groundwater recharge. The majority of the Project Site is developed with the existing Seaport Marina Hotel and paved

	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

surfaces, with limited ornamental landscaping. Therefore, the degree to which surface water infiltration and groundwater recharge currently occurs on-site is negligible. The Project would replace existing impervious surface areas with new impervious areas and would continue to incorporate landscaping on-site. Thus, any change to impervious surfaces would be marginal. Therefore, construction and operation of the Project would not substantially affect groundwater levels beneath the Project Site or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Therefore, impacts on groundwater would be less than significant, and no mitigation measures would be required. No further evaluation of this issue is required.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Potentially Significant Impact. The majority of the Project Site is developed with the existing Seaport Marina Hotel and paved surfaces, with limited ornamental landscaping. No streams or rivers are present on the Project Site. In the surrounding area, the Alamitos Bay Marina is located approximately 300 feet west of the Project Site and the channelized San Gabriel River is located approximately 0.25-mile southeast of the Project Site. The Project would require grading and the construction of new buildings that may alter the direction of runoff from the Project Site. Therefore, the Project has the potential to result in alteration of drainage patterns that have the potential to result in erosion or siltation. This issue will be addressed further in an EIR.

- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Potentially Significant Impact. Please refer to response to Section 9.c, above. As discussed therein, with implementation of the Project changes in runoff within the Project Site

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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may occur. Therefore, the potential for the Project to alter the existing drainage pattern or increase the rate or amount of surface runoff such that on- or off-site flooding would occur will be evaluated in an EIR.

- e. 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?

Potentially Significant Impact. Please refer to responses to Sections 9.a and 9.d, above. As discussed therein, with implementation of the Project, changes in runoff patterns may occur within the Project Site. In addition, construction and operation of the Project has the potential to result in additional sources of polluted runoff. Therefore, the potential for the Project to contribute runoff which would exceed the capacity of existing drainage systems or provide additional sources of polluted runoff will be analyzed further in an EIR.

- f. Otherwise substantially degrade water quality?

Potentially Significant Impact. Please refer to response to Section 9.a, above.

- g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The Project Site is not located within a 100-year flood plain as mapped by the Federal Emergency Management Agency (FEMA).¹³ The Project Site is located in FEMA’s Flood Zone X (Shaded), which is defined as an area of moderate flood hazard or within the limits of one percent and 0.2 percent annual chance floodplain. Additionally, according to the City of Long Beach Flood Zones Map, the Project Site is located within a 0.2 percent annual

¹³ Federal Emergency Management Agency, *Flood Insurance Rate Map, Map Number 06037C1988F, October 2, 2013.*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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chance flood hazard zone.¹⁴ Further, the Project does not propose the development of residential uses. Therefore, the Project would not place housing within a 100-year flood plain. No impacts would occur and no mitigation measures would be required. No further evaluation of this issue is required.

- h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. As discussed above in response to Section 9.g, the Project Site is not located within a designated 100-year flood plain area. Thus, the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. No impacts would occur, and no mitigation measures would be required. No further evaluation of this issue is required.

- i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. As stated above, the Project Site is not located within a designated 100-year flood plain. Based on the City’s General Plan Public Safety Element, three flood control dams lie upstream from the City, including the Sepulveda Basin, Hansen Basin, and Whittier Narrows Basin. As provided in the City’s General Plan Public Safety Element, due to the intervening low and flat topography and the distance of the Sepulveda Basin and the Hansen Basin more than 30 miles upstream, any flooding resulting from a dam failure at either of these locations would be expected to dissipate prior to reaching the City. In addition, while flooding could occur along both sides of the San Gabriel River, which is located south of the Project Site, given the topography of the surrounding area and the location of the Whittier Narrows Basin relative to the Project Site, any flooding would be minimal. Further, dams in California are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing dams are intended to

¹⁴ City of Long Beach, Federal Emergency Management Agency Flood Zones

	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

ensure that all dams are capable of withstanding the maximum considered earthquake for the site. Given the distance of the Sepulveda Basin, Hansen Basin, and Whittier Narrows Basin to the Project Site, the oversight by the Division of Safety of Dams, including regular inspections, the potential for substantial adverse impacts related to inundation at the Project Site as a result of dam failure would be less than significant. No further evaluation of this issue is required.

j. Inundation by seiche, tsunami, or mudflow?

Potentially Significant Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The Project Site is located approximately 300 feet east of the Alamitos Bay Marina. As such, the Project Site is located within an area potentially affected by a tsunami or seiche as mapped in the City’s General Plan Seismic Safety Element.¹⁵ As previously described, the Project Site and surrounding area are characterized by a relatively flat topography and are not identified by the City within an area of steep slopes.¹⁶ Therefore, the Project Site is not positioned downslope from an area of potential mudflow and impacts with respect to mudflows would not occur. The potential for impacts with regards to inundation by seiche or tsunami will be evaluated further in an EIR.

10. LAND USE AND PLANNING. Would the project:

a. Physically divide an established community?

Less Than Significant Impact. As detailed in Attachment A, Project Description, the Project Site is located in an urbanized area and is surrounded by a variety of land uses. Specifically, immediately north of 2nd Street is a one-story pharmacy building and a one-story grocery

¹⁵ City of Long Beach General Plan, Seismic Safety Element, Plate 11, October 1988.

¹⁶ City of Long Beach General Plan, Seismic Safety Element, Plate 9, October 1988.

	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

store. North of these uses is the Marina Pacifica Mall, which includes retail, restaurant, and entertainment uses. Northwest of the Project Site and immediately west of the Marina Pacifica Mall are three- to five-story multi-family residential uses within the private waterfront condominium community known as the Marina Pacifica. The area northeast of the Project Site consists of a fast food restaurant, oil fields, and the Los Cerritos Wetlands. East of the Project Site, at the southeast corner of PCH and 2nd Street, is a service station and, south of the service station, along PCH, are several one-story buildings, which comprise the shopping center development known as The Marketplace. South of The Marketplace are several one- and two-story office buildings and the Los Cerritos Wetlands. Immediately south of the Project Site is the Marina Shores Shopping Center, which includes a grocery store, restaurants, and other retail uses. South of the Marina Shores Shopping Center is a two-story office building followed by the San Gabriel River. The area west of the Project Site, across Marina Drive, is primarily occupied by a surface parking lot associated with the publicly owned Alamitos Bay Marina. Restaurants and limited boat-related retail uses are also located west of the Project Site, adjacent to the Alamitos Bay Marina. Also west of the Project Site is a boat launch (Davies Launch Ramp) located near 2nd Street and Marina Drive.

The Project includes the development of retail and restaurant uses in a series of buildings and would replace the existing Seaport Marina Hotel and associated amenities and surface parking areas. The proposed uses would be consistent with other mixed-use developments in the surrounding area, as described above, and would be compatible in terms of building heights and massing with the community. In addition, all proposed development would occur within the boundaries of the Project Site as it currently exists and would not physically alter surrounding parcels or properties. Therefore, the Project would not physically divide, disrupt, or isolate an established community. Rather, implementation of the Project would result in further infill of an already developed community with similar and compatible land uses. No significant impacts would occur and no mitigation measures would be required. No further evaluation of this issue is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. The Project Site is designated as Land Use District (LUD) No. 7, Mixed Use District, by the City’s General Plan and is zoned as Subarea 17 within Planned Development District 1 (PD-1), Southeast Area Development and Improvement Plan (SEADIP). As set forth in the General Plan, uses intended for LUD No. 7 include employment centers, such as retail, offices, and medical facilities; higher density residences; visitor-serving facilities; personal and professional services; or recreational facilities. In addition, as described in the SEADIP, PD-1 provides for a community of residential, business, and light industrial uses integrated by an extensive system of parks, open space, and trails. The SEADIP specifically identifies commercial uses within Subarea 17 and, with the exception of the general development provisions applicable to the entire development area, does not include specific development and use standards for Subarea 17.¹⁷ The Project Site is also located within a coastal zone and is therefore subject to the requirements of the City’s Local Coastal Program. In addition to planning documents prepared and administered by the City, regional plans prepared by the Southern California Association of Governments, the South Coast Air Quality Management District, and Metro also apply to the Project. Therefore, the EIR will provide further analysis of the Project’s consistency with the applicable land use plans, policies, and regulations.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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¹⁷ The SEADIP states that Subarea 17 is fully developed in accordance with the Retail Center (CR) zone. Based on modifications to the City’s Zoning Regulations, the CR zone now corresponds to the City’s Community Commercial Automobile-Oriented (CCA) District. In accordance with the Long Beach Municipal Code, uses allowed in the CCA District include retail and service uses for an entire community such as convenience and comparison shopping goods and associated services.

	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

No Impact. The Project Site is located in an urbanized area and does not provide habitat for sensitive biological resources. As such, the Project Site is not subject to a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the Project would not result in impacts associated with conflict with the provisions of any habitat conservation plans, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

11. 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?

Less Than Significant Impact. The Project Site is located within an urbanized area and has been previously disturbed by development. No mineral extraction operations currently occur or have occurred on the Project Site since initial on-site construction activities in the 1960's. Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No significant impacts would occur and no mitigation measures would be required. No further evaluation of this issue is required.

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?

No Impact. The Project Site is not classified by the City as an area containing significant mineral deposits nor is the Project Site located in a mineral producing area as classified by the California Geological Survey.¹⁸ Therefore, the Project would not result in the loss of availability of a locally important mineral resource recovery site. No significant impacts would occur and no mitigation measures would be required. No further evaluation of this issue is required.

¹⁸ California Department of Conservation, Office of Mine Reclamation. Mines On Line Interactive Map, www.conservation.ca.gov/omr/Pages/Index.aspx, accessed December 12, 2013.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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12. NOISE. Would the project result in:

- a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. The Project Site is located within an urbanized area that contains various sources of noise. The most predominate source of noise in the Project area is associated with traffic from roadways. Existing on-site noise sources include vehicle noises, landscaping and maintenance activities, and other noises associated with the general occupancy of the Project Site with hotel uses.

During Project construction activities, the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) would generate noise on a short-term basis. Additionally, as the Project would introduce new uses to the Project Site, noise levels from on-site sources and potentially from increased traffic levels could increase during Project operation. Therefore, further analysis of this issue in an EIR is required.

- b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Construction of the Project could generate groundborne noise and vibration associated with site grading, clearing activities, and construction truck travel. As such, the Project would have the potential to generate and expose people to excessive groundborne vibration and noise levels during short-term construction activities. Therefore, further analysis of this issue in an EIR is required.

- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As discussed in response to Section 12.a, above, as the Project would introduce new uses to the Project Site, noise levels from on-site sources and potentially from increased traffic levels could increase during Project operation. Therefore, further analysis of this issue in an EIR is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. As discussed in response to Section 12.a, above, construction activity attributable to the Project has the potential to temporarily or periodically increase ambient noise levels above existing levels. In addition, the introduction of new on-site uses may also result in periodic increases in noise levels. Therefore, further analysis of this issue in an EIR is required.

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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The Project Site is not located within an airport land use plan or within two miles of a public or public use airport. The nearest airport is the Long Beach Airport, which is located approximately 3.5 miles north-northwest of the Project Site. Therefore, no impacts would occur and no mitigation measures would be required. No further analysis of this issue is required.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. There are no private airstrips in the vicinity of the Project Site. Therefore, no impacts would occur and no mitigation measures would be required. No further analysis of this issue is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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13. POPULATION AND HOUSING. Would the project:

- a. Induce substantial 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)?

Less Than Significant Impact. The Project does not propose the development of residential uses and thus would not directly contribute to population growth within the Project Site area. While construction of the Project would create temporary construction-related jobs, the work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, Project-related construction workers would not be anticipated to relocate their household's place of residence as a consequence of working on the Project and, therefore, no new permanent residents would be generated during construction of the Project. With regards to operation of the Project, the proposed retail and restaurant uses would include a range of full-time and part-time positions that are typically filled by persons already residing in the vicinity of the workplace, and who generally do not relocate their households due to such employment opportunities. As such, the Project would be unlikely to create an indirect demand for additional housing or households in the area. Therefore, given that the Project would not directly contribute to population growth in the Project area and as most of the employment opportunities generated by the Project would be filled by people already residing in the vicinity of the Project Site, the potential growth associated with Project employees who may relocate their place of residence would not be substantial. As such, the Project would not result in a notable increase in demand for new housing, and any new demand, should it occur, would be minor in the context of forecasted growth for the City. Further, as the Project would be located in a highly developed area with an established network of roads and other urban infrastructure, it would not require the extension of such infrastructure in a manner that would indirectly induce substantial population growth. Therefore, the Project would not induce substantial population or housing growth. Impacts would be less than significant and no mitigation measures are required. No further evaluation of this issue is required.

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| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact. The Project Site is currently occupied by a hotel and does not include any existing dwelling units. Therefore, the Project would not displace any existing housing. No impacts would occur and no mitigation measures would be required. No further evaluation of this issue is required.

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| c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. The Project Site is currently occupied by a hotel and does not include any existing dwelling units. Therefore, development of the Project would not cause the displacement of any persons or require the construction of housing elsewhere. No impacts would occur and no mitigation measures would be required. No further evaluation of this issue is required.

14. PUBLIC SERVICES. Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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:

- | | | | | |
|---------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a. Fire protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Potentially Significant Impact. The Project would involve the development of retail and restaurant uses in a series of buildings that would replace the existing Seaport Marina Hotel and associated amenities and surface parking areas. While the Project Site is currently developed, the Project would result in an increase in on-site development and would introduce new land uses that are not currently found on the Project Site. As a result, the Project would increase the employee and visitor population in the area and, accordingly, the Project Site's demand for fire protection services provided by the Long Beach Fire Department (LBFD) would be increased. Therefore, the EIR will provide further analysis of this issue.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. The Project would involve the development of retail and restaurant uses in a series of buildings that would replace the existing Seaport Marina Hotel and associated amenities and surface parking areas. While the Project Site is currently developed, the Project would result in an increase in on-site development and would introduce new land uses that are not currently found on the Project Site. As a result, the Project would increase the employee and visitor population in the area and, accordingly, the Project Site’s demand for Police protection services provided by the Long Beach Police Department (LBPD) would be increased. Therefore, the EIR will provide further analysis of this issue.

c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. The Project includes the development of retail and restaurant uses. Development of new residential land uses, which directly generate school-aged children and a demand for school services, is not proposed. Thus, implementation of the Project would not result in a direct increase in the number of students within the service area of the Long Beach Unified School District (LBUSD). In addition, the number of new students that could be indirectly generated by the Project that could attend LBUSD schools serving the Project Site would not be anticipated to be substantial since the Project is not anticipated to induce a substantial number of persons to change their residence as a result of gaining employment at the Project Site. Furthermore, pursuant to Senate Bill 50, the Applicant would be required to pay development fees for schools to the LBUSD prior to the issuance of building permits. Pursuant to Government Code Section 65995, the payment of these fees is considered mitigation of Project-related school impacts. Therefore, impacts on schools would be less than significant and mitigation measures would not be required. No further evaluation of this issue is required.

d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. As previously described, the Project would involve the development of office and retail uses. Development of new residential land uses, which typically create the greatest demand for parks and recreational facilities, is not proposed. Thus, implementation of the Project would not result in on-site residents who would utilize nearby parks and/or recreational facilities. While it is possible that some of the new employees associated with the Project may utilize local parks and recreational facilities, this increased

	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

demand would be negligible due to the amount of time it would take for employees to access off-site local parks (the closest of which are Marine Stadium and Jack Nichol Park located approximately 0.5 mile west and north of the Project Site, respectively). Additionally, the new employment opportunities that would be generated by the Project would not be anticipated to result a substantial number of persons relocating to the Project vicinity. Therefore, new demand for public parks and recreational facilities associated with Project development would be limited. Thus, impacts on parks and recreational facilities would be less than significant, and mitigation measures would not be required. No further evaluation of this issue is required.

e. Other public facilities?

Less Than Significant Impact. Other public facilities available to future occupants of the Project include library services, roads, transit, utility systems including water and sewer infrastructure, as well as other general public facilities.

With regard to library services, the Project would involve the development of retail and restaurant uses within the Project Site. As no residential uses would be developed as part of the Project, no new residents would be generated on-site. Thus, implementation of the Project would not result in a direct increase in the number of residents within the service population of the Bay Shore Branch Library, located approximately 1.1 miles northwest of the Project Site. In addition, as Project employees would be more likely to use library facilities near their homes during non-work hours and given that the Project is not anticipated to result in a substantial number of persons relocating to the Project vicinity, Project employees and the potential indirect population generation that could be attributable to those employees would generate minimal demand for library services. As such, any indirect or direct demand for library services generated by Project employees would be negligible. Therefore, impacts on library facilities would be less than significant, and mitigation measures would not be required. No further evaluation of this issue is required.

During construction and operation of the Project, roads would continue to be utilized to access the Project Site. As discussed below in Section 16, Transportation/Traffic, the potential for the Project to result in a significant increase in the number of vehicle trips on local roadways would be evaluated in an EIR. Any necessary improvements to local roadways associated with development of the Project would be identified in the EIR.

Please refer to Section 17, Utilities and Service Systems, for a discussion of impacts on the City’s public utility infrastructure. No other public services would be notably impacted by the

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Project. Impacts would be less than significant and no mitigation measures would be required. Further analysis of other public services in an EIR is not required.

15. 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?

Less Than Significant Impact. As discussed previously, the Project involves the development of retail and restaurant uses. New residential land uses, which typically create the greatest demand for parks and recreational services, are not proposed. Thus, implementation of the Project would not result in on-site residents who would utilize nearby neighborhood and regional parks or other recreational facilities. In addition, while it is possible that some of the Project’s employees may utilize local parks and recreational facilities, this increased demand would be negligible due to the amount of time it would take for employees to access off-site local parks and recreational facilities. Furthermore, the new employment opportunities that would be generated by the Project would not be expected to result in a substantial number of persons relocating their residence. Therefore, new demand for public parks and recreational facilities associated with Project development would be limited. As such, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that a substantial physical deterioration of the facility would occur or be accelerated. Thus, impacts on parks and recreational facilities would be less than significant, and mitigation measures would not be required. No further evaluation of this issue is required.

- 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?

No Impact. The Project would not include any on-site public recreational facilities or parks. Therefore, no impacts would occur and no mitigation measures would be required. No further evaluation of this issue is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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16. TRANSPORTATION/TRAFFIC. Would the project:

- a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact. Construction of the Project has the potential to affect the transportation system through the hauling of excavated materials and debris, the transport of construction equipment, the delivery of construction materials, and travel by construction workers to and from the Project Site. In addition, the Project proposes an increase in development which would result in an increase in daily and peak hour traffic within the Project vicinity associated with the Project’s employees and visitors. The resulting increase in the use of the area’s transportation facilities could exceed roadway and transit system capacities. Therefore, further analysis of this issue in an EIR is required.

- b. Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. The Metropolitan Transportation Authority (Metro) administers the Congestion Management Program (CMP), a State mandated program designed to address the impacts urban congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project. The CMP for Los Angeles County requires an

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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analysis of any Project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction during either the A.M. or P.M. weekday peak hours. Implementation of the Project would generate additional vehicle trips, which could potentially add more than 50 trips to a CMP roadway intersection or more than 150 trips to a CMP freeway segment. Therefore, further analysis of this issue in an EIR is required.

- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. As previously described, the Project Site is not located within the vicinity of a public or private airport or planning boundary of any airport land use plan. In addition, the low-rise structures proposed by the Project would not increase or change air traffic patterns or increase levels of risk with respect to air traffic. Therefore, no impact would occur and no mitigation measures would be required. No further evaluation of this issue is required.

- d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. However, the Project would increase traffic levels in the area, particularly at the locations that provide direct access to the Project Site. Therefore, further analysis of this issue in an EIR is required.

- e. Result in inadequate emergency access?

Less Than Significant Impact. While it is expected that the majority of construction activities for the Project would be confined on-site, the Project may require some construction activities to occur in adjacent street rights-of-way. As such, some partial lane closures adjacent to the Project Site, including on 2nd Street, PCH, and Marina Drive, may occur. However, these closures would be temporary in nature and even in the event of partial lane closures, both directions of travel on area roadways would be maintained so as not to physically impair access to and around the Project Site. Additionally, the Project would not place any

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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permanent physical barriers on any of the existing surrounding streets and access along and through streets and highways in the area would be maintained. Therefore, the Project would not result in inadequate emergency access. Impacts would be less than significant and no mitigation measures would be required. No further analysis of this issue is required.

- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact. The Project Site is served by a variety of transit options, including Long Beach Transit Bus Routes 131, 171, and 121. The Project proposes an increase in development that would increase demand for alternative transportation modes. In addition, during Project construction, infrastructure improvements on streets rights-of-way may require the temporary closure of single through lanes or relocation of existing bus stops. Therefore, further analysis of the potential for the Project to conflict with adopted policies, plans, or programs regarding public transit, bicycle facilities, or pedestrian facilities is required.

17. UTILITIES AND SERVICE SYSTEMS. Would the project:

- a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. The City of Long Beach Water Department provides wastewater collection and treatment services for the Project Site. Wastewater generated during operation of the Project would be collected and discharged into existing sewer mains and conveyed to the Joint Water Pollution Control Plant (JWPCP) in the City of Carson or the Long Beach Water Reclamation Plant (LBWRP). The Joint Water Pollution Control Plant provides primary and secondary treatment for approximately 280 million gallons of wastewater per day (mgd) and has a total permitted capacity of 400 mgd.¹⁹ The Long Beach Water

¹⁹ Sanitation Districts of Los Angeles County. *Wastewater and Sewer Systems, Wastewater Facilities, Joint Water Pollution Control Plant*, www.lacsd.org/wastewater/wwfacilities/jwpcp/default.asp, accessed October 3, 2013.

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<i>Potentially Significant Impact</i>			

Reclamation Plan provides primary, secondary, and tertiary treatment for 25 million gallons of wastewater per day.²⁰ Therefore, the wastewater treatment facilities serving the City have a combined treatment capacity of 305 mgd. Based on annual performance data reported by the Sanitation Districts of Los Angeles County for the year 2012, the JWPCP processes an average flow of approximately 265 mgd. As such, the JWPCP has an available treatment capacity of 15 mgd.

Incoming wastewater to the JWPCP and the LBWRP initially passes through screens and basins to remove coarse debris and grit. This is followed by primary treatment, which is a physical separation process where solids are allowed to either settle to the bottom of tanks or float on the surface. These solids, called sludge, are collected, treated, and recycled. The portion of water that remains, called primary effluent, is treated through secondary treatment using a natural, biological approach. Living micro-organisms are added to the primary effluent to consume organic pollutants. These micro-organisms are later harvested and removed as sludge. After secondary treatment is complete at the JWPCP, the water is disinfected and dispersed to the Pacific Ocean through networks of outfalls that extend two miles off the Palos Verdes Peninsula to a depth of 200 feet. After secondary treatment is complete at the LBWRP, the water is filtered to remove any remaining suspended materials (tertiary treatment) and the reclaimed water is reused. Any discharge of effluent from the JWPCP into the Pacific Ocean is regulated by the JWPCP NPDES Permit issued under the Clean Water Act and is required to meet the requirements set forth by Regional Water Quality Control Board (RWQCB). Accordingly, the JWPCP's effluent to the Pacific Ocean is continually monitored to ensure that it meets or exceeds prescribed standards.

The wastewater generated by the Project would be typical of retail and restaurant uses. No industrial discharge into the wastewater system would occur. As the JWPCP is in compliance with the State's wastewater treatment requirements, the Project would not exceed the wastewater treatment requirements of RWQCB. Therefore, impacts would be less than significant and no mitigation measures would be required. No further evaluation of this issue is required.

²⁰ Sanitation Districts of Los Angeles County. *Wastewater and Sewer Systems, Wastewater Facilities, Joint Outfall System Water Reclamation Plants*, www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/long_beach.asp, accessed October 3, 2013.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Water and wastewater systems consist of two components, the source of the water supply or place of sewage treatment, and the conveyance systems (i.e., distribution lines and mains) that link the location of these facilities to an individual development site. With regard to water, the location, condition and capacity of water conveyance lines will be evaluated in an EIR to determine whether adequate capacity is available to accommodate the required fire flows and domestic water demand generated by the Project.

With regards to wastewater, as described in response to Section 17.a, above, wastewater generated during operation of the Project would be collected and discharged into existing sewer mains and conveyed to the Joint Water Pollution Control Plant or the Long Beach Water Reclamation Plant, which have a combined treatment capacity of 305 mgd. Wastewater from the Project currently flows through an existing 12-inch diameter sewer main located in 2nd Street. Based on the Sewer Study prepared by Incedon Consulting Group and included as Appendix IS-1 of this Initial Study, the 12-inch sewer main is estimated to convey an average of 0.70 cubic feet per second (cfs) of wastewater with a maximum flow depth of 7.08 inches and is within the maximum acceptable flow depth of 9.0 inches (75 percent of the total pipe depth) for a 12-inch diameter sewer main.²¹ Based on the proposed uses, the Project is estimated to generate approximately 45,600 gallons per day (gpd) of wastewater, which equates to a peak flow of 0.120 cubic feet per second (cfs).²² When accounting for the existing on-site uses, which generate approximately 28,092 gpd (peak flow of 0.075 cfs) of wastewater and which would be removed as part of the Project, the Project would result in a net increase in wastewater generation of approximately 17,508 gpd. This equates to a peak

²¹ Incedon Consulting Group, *PCH & 2nd Sewer Study*, October 2013.

²² Project wastewater generation was calculated using the City of Los Angeles Department of Public Works, Bureau of Engineering sewage generation factors. The "Retail Area (greater than 100,000 square feet)" with a rate of 50 gpd/1,000 square foot was applied to the proposed retail uses. The "Restaurant: Full Service Indoor Seat" with a rate of 30 gpd/seat was applied to the proposed restaurant uses and assumed 1 seat/25 square feet of restaurant space.

	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

flow of 0.045 cfs. When the Project's flows are added to the existing 12-inch sewer main, total flows in the sewer main would be 0.745 cfs and the sewer main would continue to operate below the standard acceptable operating limit capacity of 75 percent. Therefore, the existing wastewater infrastructure would have adequate capacity to accommodate the Project's net increase in wastewater flows. As such, wastewater treatment demands generated by the Project are not expected to result in the need to construct new wastewater lines to serve the Project.

As discussed in response to Section 17.a, above, wastewater from the Project Site is conveyed via municipal sewage infrastructure to the Joint Water Pollution Control Plant or the Long Beach Water Reclamation Plant. The JWPCP has an available capacity of approximately 15 mgd. The Project's net increase in wastewater generation of approximately 17,508 gpd would represent approximately 0.12 percent of the available capacity at the JWPCP. As noted above in response to Section 17.a, the JWPCP has a total permitted capacity of 400 mgd and, as such, future increases in wastewater flows at the JWPCP may become available. Therefore, given the amount of wastewater expected to be generated by the Project, existing wastewater treatment capacity, and future wastewater treatment capacity, adequate wastewater treatment capacity would be available to serve the Project Site. As such, the Project would have a less than significant impact with respect to wastewater treatment and infrastructure. No mitigation measures would be required and no further analysis of this topic is required.

- c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. Please refer to responses to Sections 9.a and 9.d, above. As discussed therein, with implementation of the Project, drainage patterns within the Project Site may be altered. Therefore, the potential for the Project to contribute runoff which would exceed the capacity of existing drainage systems and thereby require the construction of new stormwater drainage facilities will be analyzed further in an EIR.

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| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact. The Long Beach Water Department supplies water to the Project Site. The Project could increase the demand for water provided by Long Beach Water Department. Given the complexity and evolving nature of the subject of water supply in Southern California, further analysis of this issue in an EIR will be provided.

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| e. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Less Than Significant Impact. Please refer to response to Section 17.b, above. As discussed therein, based on the amount of wastewater expected to be generated by the Project, existing wastewater treatment capacity, and future wastewater treatment capacity, adequate wastewater treatment capacity would be available to serve the Project Site. As such, the Project would have a less than significant impact with respect to wastewater treatment and infrastructure. No mitigation measures would be required and no further analysis of this topic is required.

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| f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Less Than Significant Impact. The Automated Refuse Collection Division within the Department of Public Works Environmental Services Bureau provides a comprehensive range of refuse disposal and waste management planning services to residents and businesses in the City. Landfills within Los Angeles County are categorized as either Class III or unclassified landfills. Non-hazardous municipal solid waste is disposed of in Class III landfills, while construction waste, yard trimmings, and earth-like waste are disposed of in unclassified (inert)

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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landfills. Eleven Class III landfills and one unclassified landfill with solid waste facility permits are located within Los Angeles County.^{23,24} Of the eleven Class III landfills, six Class III landfills received solid waste from the City of Long Beach in 2012.^{25,26} Within Los Angeles County, there are two solid waste transformation facilities that convert, combust, or otherwise process solid waste for the purpose of energy recovery, the Commerce Refuse to Energy Facility and the Southeast Resource Recovery Facility, located in the City of Long Beach. Solid waste generated within the City is disposed at one of the five Class III landfills open to the City or at the unclassified landfill, or processed at the Southeast Resource Recovery Facility.

Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the Los Angeles County Countywide Integrated Waste Management Plan (CoIWMP) Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.²⁷ Based on the most recent 2012 CoIWMP Annual Report, the remaining total disposal capacity for the County's Class III landfills is estimated at 129.2 million tons as of December 31, 2012. For the Class III landfills open to the City of Long Beach, the remaining total disposal capacity is estimated at 111.08 million tons.²⁸ Additionally, in 2012, the County's Class III landfills open to the City had a total maximum daily capacity of 23,250 tons per day (tpd)²⁹ and an average daily disposal of 11,953 tpd,³⁰ resulting in approximately 11,297 tpd of remaining daily disposal capacity.

²³ *County of Los Angeles, Department of Public Works. Los Angeles County Integrated Waste Management Plan 2011 Annual Report, August 2012.*

²⁴ *The eleven Class III landfills within Los Angeles County include: Antelope Valley, Burbank, Calabasas, Chiquita Canyon, Lancaster, Pebbly Beach, Puente Hills, San Clemente, Savage Canyon, Scholl Canyon, and Sunshine Canyon City/County. The unclassified landfill within the Los Angeles County is the Azusa Land Reclamation facility.*

²⁵ *County of Los Angeles, Department of Public Works. Solid Waste Information Management System, accessed October 7, 2013.*

²⁶ *The six Class III landfills open to the City of Long Beach include: Antelope Valley, Chiquita Canyon, Lancaster, Puente Hills, Savage Canyon (Whittier), and Sunshine Canyon City/County.*

²⁷ *Los Angeles County Countywide Integrated Waste Management Plan, 2012 Annual Report.*

²⁸ *Excludes disposal capacity associated with the Puente Hills landfill as this facility is no longer in operation.*

²⁹ *Los Angeles County Countywide Integrated Waste Management Plan, 2012 Annual Report, Appendix E-1.*

	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

As discussed in the 2012 Annual Report, without changes in the status quo, it is anticipated that a shortage of permitted solid waste disposal capacity at in-County Class III landfills would occur. The status quo scenario assumes no expansions of existing landfills, no new landfills, and no additional capacity from alternative technologies. Nonetheless, the 2012 Annual Report anticipates that future disposal needs can be adequately met through 2027 via a multi-pronged approach that includes successfully permitting and developing proposed in-County landfill expansions, developing conversion and other alternative technologies, utilizing available or planned out-of-County disposal capacity, and developing necessary infrastructure to facilitate exportation of waste to out-of-County landfills. Additionally, by continuing to enhance diversion programs and increasing the Countywide diversion rate, jurisdictions in Los Angeles County may further ensure adequate disposal capacity is available to serve the needs of the residents and businesses through the planning period.

Construction of the Project would involve demolition, site grading/preparation, and building construction activities. These activities would generate construction and demolition wastes (e.g., wood, concrete, asphalt, cardboard, brick, glass, plastic, and metal) that would be recycled or collected by private waste haulers contracted by the Applicant and taken for disposal at the County's inert landfills. Based on construction and debris rates established by the United States Environmental Protection Agency, it is anticipated that construction of the Project would generate a total of approximately 46,334 tons of demolition debris and approximately 1,078 tons of construction debris, for a combined total of approximately 47,412 tons of construction-related waste generation. It should be noted that soil export is not typically included in the calculation of construction waste to be landfilled since soil is not disposed of as waste, but rather is typically used as a cover material. Thus, soil export is not included in these totals. The amount of construction and debris waste generated by construction of the Project would represent approximately 0.07 percent of the existing remaining disposal capacity of 64,125,859 tons for the unclassified landfill in Los Angeles County that has solid waste facility permits. Thus, the total amount of construction and demolition waste generated by the Project would represent a fraction of the remaining capacity at the unclassified landfill in Los Angeles County.

Based on solid waste generation factors provided by the California Department of Resources Recycling and Recovery, the Project would generate approximately 2,240 lbs/day of solid

³⁰ *Based on the facilities open to the City operating six day per week.*

	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

waste upon completion. When accounting for the existing uses to be removed, which are estimated to generate approximately 495 lbs/day of solid waste, the Project would result in a net increase of approximately 1,745 lbs/day of solid waste. The waste generation factors utilized do not account for recycling or other waste diversion measures, and as such, the estimated solid waste generated by the Project is conservative. The estimated solid waste generated by the Project would represent approximately 0.08 percent of the daily solid waste disposed of by the City.³¹ Furthermore, the solid waste generated by the Project would represent approximately 0.008 percent of the remaining daily disposal capacity of the County's Class III landfills open to the City.

Based on the above, the landfills that serve the Project Site would have adequate capacity to accept the solid waste that would be generated by construction and operation of the Project. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this issue is required.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939) which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. Additionally, the City of Long Beach Department of Public Works Environmental Services Bureau implements several waste reduction programs, including the Litter-Free Long Beach Campaign, which is designed to expand awareness of the impacts of litter, build community pride, and develop the support and participation of Long Beach residents, schools and businesses.

The Project would be consistent with the applicable regulations associated with solid waste and would promote compliance with AB 939 by providing clearly marked, source sorted

³¹ *The City of Long Beach disposed of approximately 389,806.59 tons of waste in 2012 at Class III landfills yielding an average daily disposal of 1,071 tons or 2,142,000 lbs/day. Source: County of Los Angeles, Department of Public Works, Solid Waste Information Management System.*

	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

receptacles to facilitate recycling. Since the Project would comply with federal, State, and local statutes and regulations related to solid waste, no significant impacts would occur and no mitigation measures would be required. No further evaluation of this issue is required.

h. Other utilities and service systems?

Less Than Significant Impact. Electricity transmission to the Project Site is provided and maintained by Southern California Edison (SCE) through a network of utility poles and underground utility lines. The City of Long Beach also produces electricity which is sold to SCE at its Southeast Resource Recovery Facility (SERRF). The SERRF combusts residential and commercial solid waste to produce steam that in turn is used to run the turbine-generator producing electricity. The electricity is used to operate the facility with the remainder sold to SCE. The SERRF processes an average of 1,290 tons of municipal solid waste each day and generates up to 36 megawatt hours (MWh) of electricity. Each year, the SERRF generates enough power to supply 35,000 residential homes with electricity.³²

Based on electricity usage rate values provided in the SCAQMD CEQA Air Quality Handbook, the Project is estimated to generate a demand of approximately 4,303 megawatt hours (MWh) of electricity per year. When accounting for the existing uses to be removed, which generate an estimated demand of approximately 1,639 MWh of electricity per year, the Project would generate a net demand increase of approximately 2,664 MWh of electricity per year. SCE forecasts that electricity consumption within its service area will be between 99,552 gigawatt hours (GWh) for the low demand scenario and 104,083 GWh for the high demand scenario by 2015; between 103,789 GWh and 112,771 GWh by 2020; and between 108,566 GWh and 119,985 GWh by 2024.³³ Based on a straight interpolation of 2015 and 2020 data, electricity demand within the SCE service area in 2017 (the Project buildout year) is estimated to be 101,247 GWh for the low demand scenario and 107,558 for the high demand scenario. The Project's electricity demand would represent approximately 0.003 percent of SCE's estimated electricity demand for the low demand scenario and 0.002 percent of SCE's estimated electricity demand for the high demand scenario during the Project's build-out year. SCE will

³² *City of Long Beach. Southeast Resource Recovery Facility Operations, www.longbeach.gov/lbgo/serrf/serrf_operations.asp, accessed October 9, 2013.*

³³ *California Energy Commission. California Energy Demand 2014–2024 Revised Forecast, Volume 2: Electricity Demand by Utility Planning Area, www.energy.ca.gov/publications/searchReports.php?div_num=200, accessed October 9, 2013.*

	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

continue to provide adequate supplies to its service area through transmission upgrades, sourcing new generation, and continuing to promote electricity conservation.³⁴ Therefore, SCE would have adequate supplies to serve the Project’s electricity demand. Impacts with regard to electrical supply and infrastructure capacity would be less than significant, and no mitigation measures would be required. No further evaluation of this issue is required.

Natural gas service is provided to the Project Site by the Long Beach Gas and Oil Department (LBGO). Based on natural gas usage rate values provided in the SCAQMD CEQA Air Quality Handbook, the Project is estimated to consume approximately 8,526 cubic feet of natural gas per year. When accounting for the existing uses to be removed, which consume approximately 9,489 cubic feet of natural gas per year, the Project would consume approximately 963 cubic feet less of natural gas per year. As the Project’s demand for natural gas would be reduced compared to the natural gas consumed by the existing on-site uses, the LBGO would continue to provide adequate natural gas supplies to the Project Site. Impacts with regard to natural gas supply and infrastructure capacity would be less than significant, and no mitigation measures would be required. No further evaluation of this issue is required.

It should be noted that the above estimates do not account for the various energy conservation measures that would be incorporated in the Project in accordance with Title 24, Building Energy Efficiency Program, and the sustainability intent of the U.S. Green Building Council’s Leadership in Energy and Environmental Design LEED® program.

19. MANDATORY FINDINGS OF SIGNIFICANCE.

- a. Does the project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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³⁴ Southern California Edison. *Reliability and Meeting Demand*, www.sce.com/wps/portal/home/about-us/reliability/meeting-demand/, accessed October 9, 2013.

	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

examples of the major periods of California history or prehistory?

Potentially Significant Impact. As indicated by the analysis above, the Project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, the Project could potentially degrade the quality of the environment with respect to those issues that could result in potentially significant impacts as discussed above, including historic resources. An EIR will be prepared to analyze and document such potentially significant impacts.

- 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)?
-

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the Project are combined with impacts from other development to result in impacts that are greater than the impacts of the Project alone. Located within the vicinity of the Project Site are other current and reasonably foreseeable projects whose development, in conjunction with that of the Project, may contribute to potential cumulative impacts. Impacts of the Project on both an individual and cumulative basis will be addressed in an EIR for the following subject areas: aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality (stormwater), land use and planning, noise, public services (fire protection and police protection), transportation/traffic, and utilities and service systems (water).

With regard to cumulative effects for the issues of agriculture and forest resources, mineral resources, population and housing, recreation, other public services (schools, parks, libraries), and other utilities (wastewater, solid waste, electricity, and natural gas), the Project would not combine with related projects or other cumulative growth to result in significant cumulative

	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

impacts. With respect to agriculture and forest resources and mineral resources, the Project would have no impact to these resources, and therefore could not combine with other projects to result in cumulative impacts. With regard to population and housing, recreation, schools, parks, libraries, wastewater, solid waste, electricity, and natural gas, the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. Specifically, as discussed in the analysis above, the Project does not propose the development of residential uses and thus would not directly contribute to population growth within the Project Site area. In addition, the Project would not result in a notable increase in demand for new housing, and any new demand, should it occur, would be minor in the context of forecasted growth for the City. Further, the estimated solid waste generated by the Project would represent approximately 0.08 percent of the daily solid waste disposed of by the City of Long Beach, and approximately 0.008 percent of the remaining daily disposal capacity of the County's Class III landfills open to the City. Additionally, the Project's electricity demand would represent approximately 0.003 percent of SCE's estimated electricity demand for the low demand scenario and 0.002 percent of SCE's estimated electricity demand for the high demand scenario during the Project's build-out year and the Project's natural gas demand would be reduced compared to the existing on-site uses. Thus, cumulative impacts for these subject areas would be less than significant, and no further evaluation in an EIR is required.

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. As indicated by the analysis above, the Project could result in potentially significant impacts with regard to aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality (stormwater), land use, noise, public services (fire protection and police protection), transportation/traffic, and utilities and service systems (water). As a result, these potential effects will be analyzed further in an EIR.

Attachment A
Project Description



Attachment A: Project Description

A. Introduction

Seaport Marina, LLC, the Project Applicant, proposes a commercial development on a 10.93-acre site located at 6400 East Pacific Coast Highway (Project Site) in the City of Long Beach (City). The Project Site is specifically bounded by 2nd Street to the north, Pacific Coast Highway (PCH) to the east, a retail shopping center (Marina Shores Shopping Center) to the south, and Marina Drive to the west. The Project Applicant proposes to construct approximately 216,000 square feet of retail uses, approximately 29,000 square feet of restaurant uses, and 1,172 surface and structured parking spaces (Project). These improvements would replace an existing hotel (the Seaport Marina Hotel) and associated amenities and surface parking areas. The proposed uses would be provided within several one- and two-story buildings ranging in height from 20 feet to a maximum height of 35 feet.¹ Landscaped courtyards and open space areas would also be provided throughout the Project Site.

B. Project Location and Surrounding Uses

As illustrated in the regional Project location map provided in Figure A-1 on page A-2, the Project Site is located within the southeastern portion of the City. Primary regional access is provided by Pacific Coast Highway, which runs northwest-southeast adjacent to the Project Site, and Interstate 405 (San Diego Freeway), which runs northwest-southeast approximately one mile to the northeast of the Project Site.

As shown in Figure A-2 on page A-3, the Project Site is surrounded by a variety of land uses. Specifically, immediately north of 2nd Street is a one-story pharmacy building and a one-story grocery store with associated surface parking areas. North of these uses is the Marina Pacifica Mall, which includes retail, restaurant, and entertainment uses with surface and some subterranean parking. Northwest of the Project Site and immediately west of the Marina Pacifica Mall are three- to five-story multi-family residential uses within

¹ *The proposed two-story buildings along Marina Drive would have sloped roofs and the heights of the buildings would range from 29 feet to 37 feet with the midpoint height at 35 feet. Per Long Beach Municipal Code Section 21.15.1330, the height of a building with a sloped roof is the vertical distance above grade, as defined in Section 21.15.1190, to the midpoint height of the highest sloped roof.*

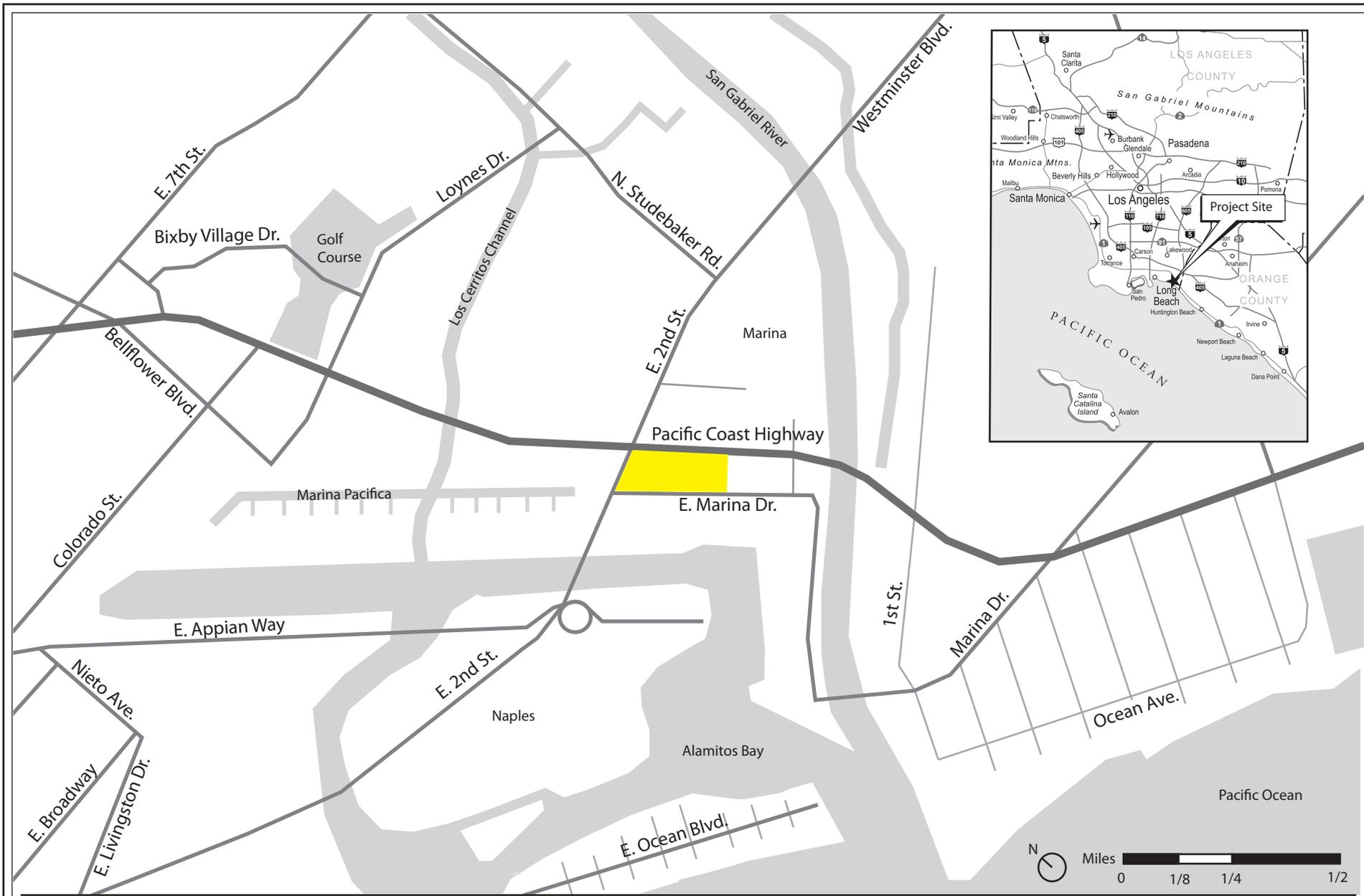


Figure A-1
Project Location Map



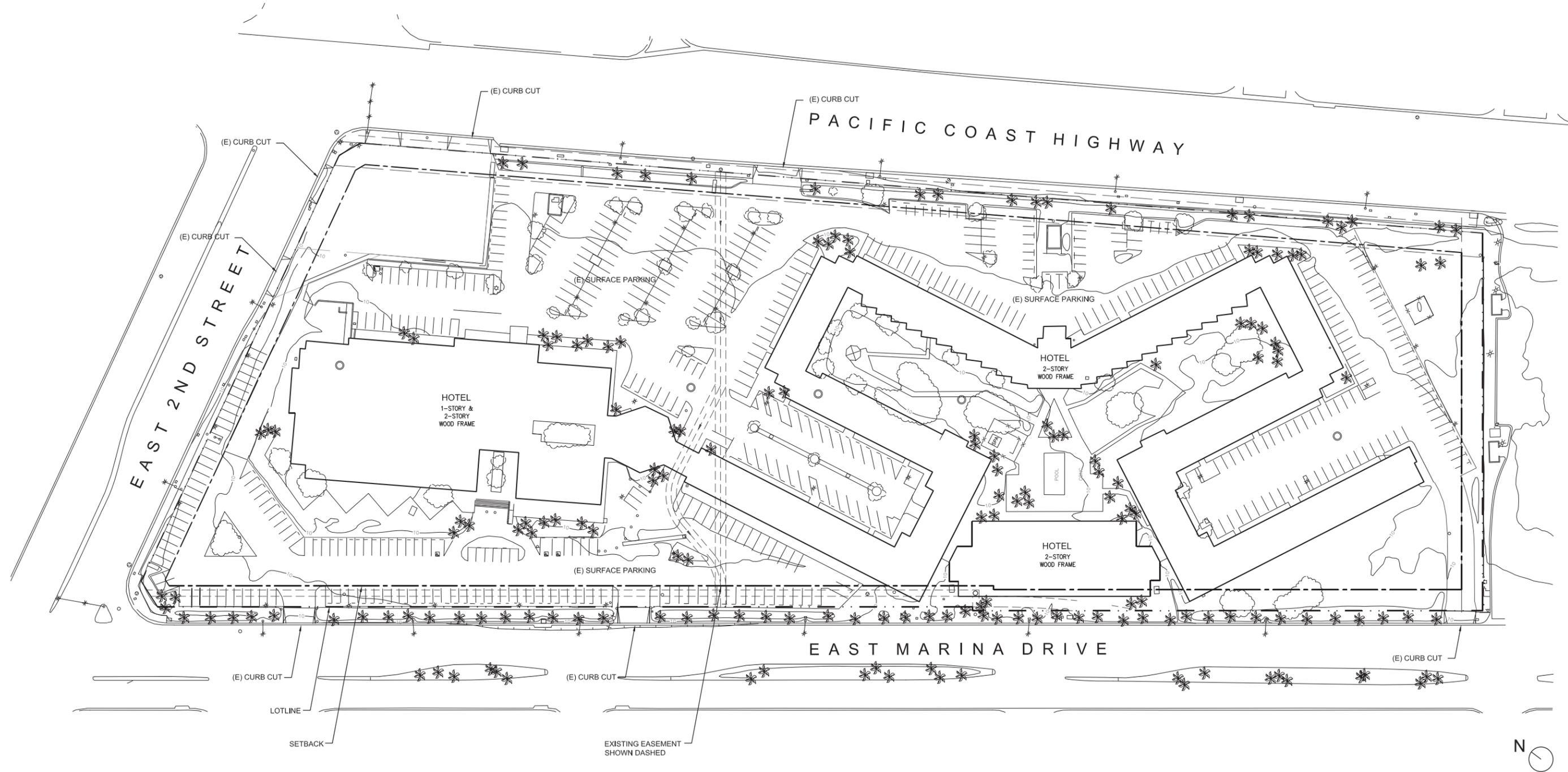
Figure A-2
Aerial Photograph of Project Vicinity

the private waterfront condominium community known as the Marina Pacifica. The area northeast of the Project Site consists of a fast food restaurant (northeast corner of PCH and 2nd Street), oil fields, and the Los Cerritos Wetlands. East of the Project Site, at the southeast corner of PCH and 2nd Street, is a service station and, south of the service station, along PCH, are several one-story buildings, which comprise the shopping center development known as The Marketplace. The Marketplace includes restaurants, a grocery store, a movie theater, and other retail uses with associated surface parking areas. South of The Marketplace are several one- and two-story office buildings and the Los Cerritos Wetlands. The Los Cerritos Wetlands also continue east of The Marketplace. Immediately south of the Project Site is the Marina Shores Shopping Center, which includes a grocery store, restaurants, and other retail uses with associated surface parking. South of the Marina Shores Shopping Center is a two-story office building followed by the San Gabriel River. The area west of the Project Site, across Marina Drive, is primarily occupied by a surface parking lot associated with the publicly owned Alamitos Bay Marina. Restaurants and limited boat-related retail uses are also located west of the Project Site, adjacent to the Alamitos Bay Marina. Also west of the Project Site is a boat launch (Davies Launch Ramp) located near 2nd Street and Marina Drive.

C. Existing Project Site Conditions

As shown in the existing site plan provided in Figure A-3 on page A-5, the Project Site is currently occupied by the two-story, approximately 165,000-square-foot Seaport Marina Hotel and associated surface parking areas providing a total of 400 parking spaces. Commercial uses within the Seaport Marina Hotel include an Enterprise Rent-A-Car, a limousine service, and a café. Access to the Project Site is provided via driveways along 2nd Street, PCH, and Marina Drive. Landscaping within the Project Site includes trees, shrubs, and grasses throughout the courtyards, a swimming pool, and some landscaping along the building perimeters and surface parking areas. A row of palm trees also line PCH and Marina Drive.

The Project Site is designated as Land Use District (LUD) No. 7, Mixed Use District, by the City's General Plan and is zoned as Subarea 17 within Planned Development District 1 (PD-1), Southeast Area Development and Improvement Plan (SEADIP). As set forth in the General Plan, uses intended for LUD No. 7 include employment centers, such as retail, offices, and medical facilities; higher density residences; visitor-serving facilities; personal and professional services; or recreational facilities. In addition, as described in the SEADIP, PD-1 provides for a community of residential, business, and light industrial uses integrated by an extensive system of parks, open space, and trails. The SEADIP specifically identifies commercial uses within Subarea 17 and, with the exception of the general development provisions applicable to the entire development area, does not



include specific development and use standards for Subarea 17.² The Project Site is also located within a coastal zone and is therefore subject to the requirements of the City's Local Coastal Program.

D. Project Characteristics

The Project Applicant proposes to replace the existing Seaport Marina Hotel and associated amenities and surface parking areas on the Project Site with a commercial development comprising approximately 245,000 square feet of floor area, including approximately 216,000 square feet of retail uses and approximately 29,000 square feet of restaurant uses. The proposed uses would be provided within several one- and two-story buildings ranging in height from 20 feet to a maximum height of 35 feet. A total of 1,172 parking spaces would also be provided within a surface parking area and a three-level parking structure. Landscaped courtyards and open space areas would also be provided throughout the Project Site. The Project would have a total floor area ratio of approximately 0.5:1. In addition, setbacks of approximately 20 feet would be provided along all adjacent streets. The proposed conceptual site plans for the first and second levels of development are included in Figure A-4 on page A-7 and in Figure A-5 on page A-8. In addition, the proposed building elevations are shown in Figure A-6 through Figure A-11 on pages A-9 through A-14.

1. Project Design

As shown in Figure A-4 and Figure A-5, the retail and restaurant uses would be located within a series of one- and two-story structures situated primarily along 2nd Street and Marina Drive with landscaped setbacks along the adjacent street frontages. Specifically, the 2nd Street frontage would be characterized by extensive landscaping and one-story structures ranging in height from 20 feet to 25 feet and featuring a variety of retail uses. Along Marina Drive, the Project would provide a landscaped setback and would include two-story structures ranging in height from 29 feet to 35 feet, which would include retail uses at the ground level and restaurant uses at the upper level. A large retailer located in a freestanding two-story, 35-foot-high building would be developed along the southern boundary of the Project Site, south of the retail and restaurant uses along Marina Drive. Additional retail uses would be provided in two-story structures ranging in height from 25 feet to 35 feet located near the intersection of 2nd Street and PCH and south and

² *The SEADIP states that Subarea 17 is fully developed in accordance with the Retail Center (CR) zone. Based on modifications to the City's Zoning Regulations, the CR zone now corresponds to the City's Community Commercial Automobile-Oriented (CCA) District. In accordance with the Long Beach Municipal Code, uses allowed in the CCA District include retail and service uses for an entire community such as convenience and comparison shopping goods and associated services.*

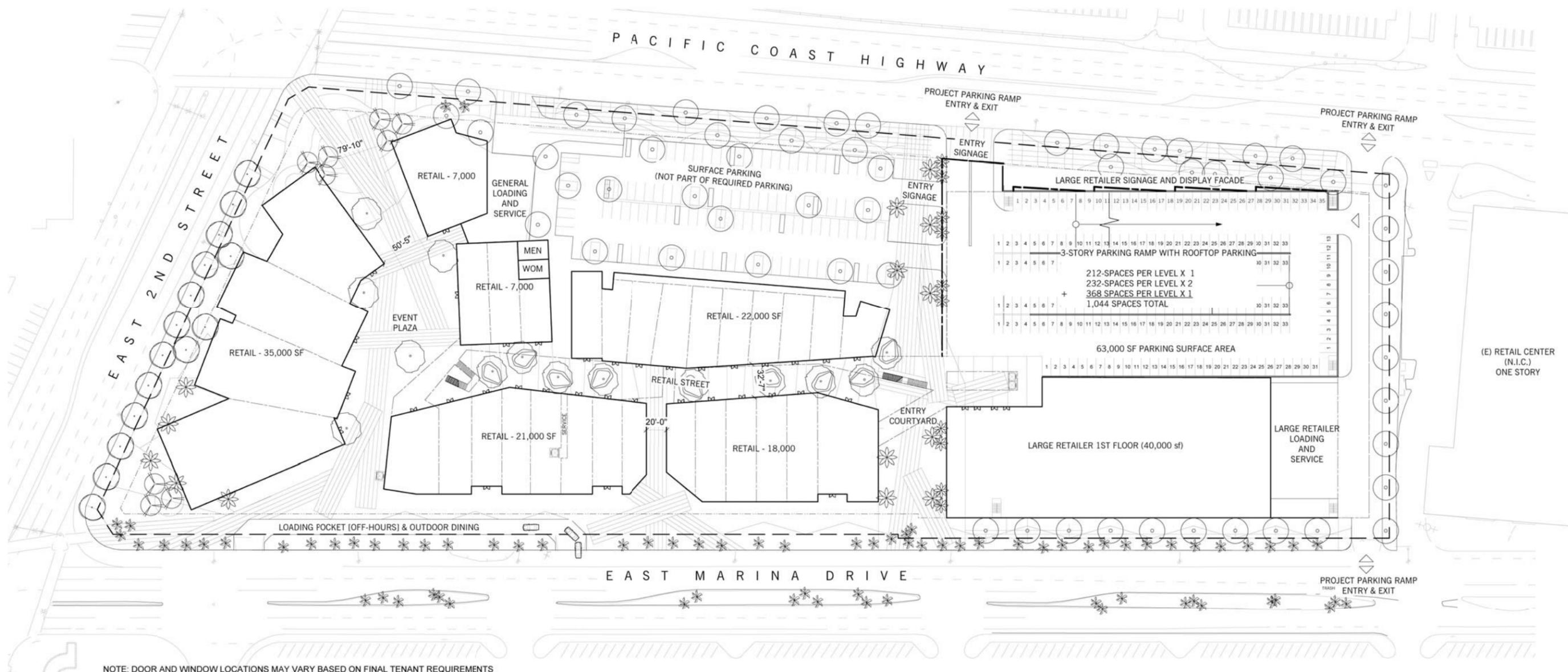
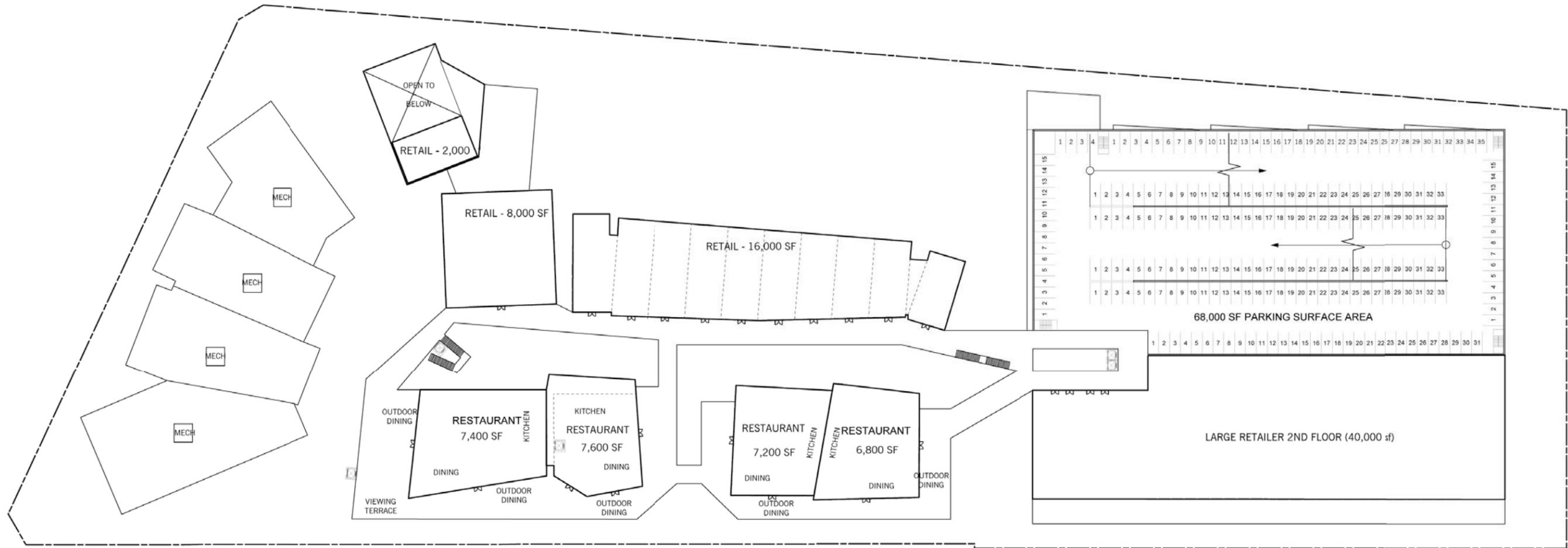


Figure A-4
Proposed Site Plan - Ground Level

Source: Rios Clementi Hale Studios, 2013.





SEGMENT A



SEGMENT B

Note: Storefronts may vary based on final tenant requirements.



SEGMENT A



SEGMENT B

Note: Storefronts may vary based on final tenant requirements.

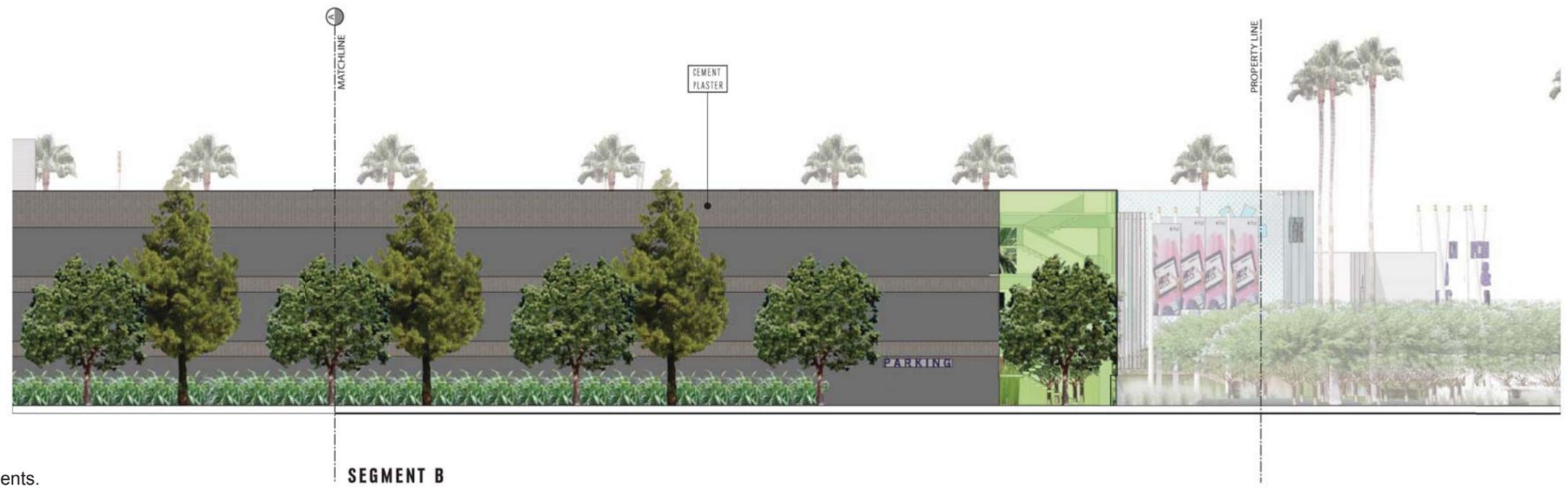


SEGMENT C



SEGMENT D

Note: Storefronts may vary based on final tenant requirements.



Note: Storefronts may vary based on final tenant requirements.



SEGMENT A



SEGMENT B

Note: Storefronts may vary based on final tenant requirements.



Figure A-10
Proposed Building Elevations - West Elevation



SEGMENT C



SEGMENT D

Note: Storefronts may vary based on final tenant requirements.



Figure A-11
Proposed Building Elevations - West Elevation

east of the structures fronting 2nd Street and Marina Drive, respectively. Parking for the Project would be provided within a surface parking area and within a three-level parking structure measuring 35 feet in height located along the eastern portion of the Project Site, along PCH.³ The proposed retail and restaurant uses and associated parking within the Project Site would be linked via landscaped pedestrian walkways.

The Project would be designed in a contemporary architectural style with elements that would visually integrate the various buildings and create a community destination. The new structures would include building fenestration, a variety of surface materials and colors, and varying rooftop designs to create horizontal and vertical articulation, provide visual interest, and reduce building scales. Building materials would include wood, metal panels, aluminum frames, plaster, and glass. Glass used in building façades would be non-reflective or treated with a non-reflective coating in order to minimize glare. Enhanced paving materials including patterned concrete, stone or brick would be utilized along walkways and other outdoor surface areas.

2. Access and Parking

Vehicular access to the Project Site would be provided via driveways on PCH and Marina Drive. Specifically, along the southern Project Site boundary, a cross lot vehicular access drive aisle with entries from PCH and Marina Drive would allow access to the parking structure and to a loading zone for the large retailer. An additional driveway along PCH, just north of the parking structure, would provide access to the parking structure and surface parking area. A third driveway along PCH, north of the surface parking area, would provide general loading and service access. Along Marina Drive, existing curb cuts would remain and would be repurposed to provide a designated loading zone. No driveways are proposed along 2nd Street.

Pedestrian access to the Project Site would be provided via pedestrian pathways along PCH, Marina Drive, at the intersection of PCH and 2nd Street, and at the intersection of Marina Drive and 2nd Street.

Parking for the Project would be provided within a three-level parking structure and a surface parking area that would accommodate a total of 1,172 parking spaces. The surface parking area would provide 128 parking spaces and the remaining 1,044 spaces would be provided within the parking structure.

³ *The height of the proposed parking structure excludes mechanical equipment penthouses in accordance with Long Beach Municipal Code Section 21.15.1330.*

3. Landscaping and Open Space

As shown in Figure A-12 on page A-17, landscaped pedestrian walkways and landscaped pedestrian-oriented open space areas would be provided along the Project Site's perimeter and within the interior of the Project Site. Landscaped pedestrian walkways both within and along the perimeter of the Project Site would facilitate pedestrian access throughout the Project Site as well as between adjacent uses. Landscaped pedestrian-oriented open space areas would include pedestrian seating, enhanced paving, planters, and accent trees. New and existing trees would also be provided along the Project Site's adjacent street frontages and along the southern boundary of the Project Site. The street front corners at 2nd Street at Marina Drive and 2nd Street at PCH would be further accented with groups of trees, shrubs, and water features. A tree-lined meandering sidewalk would also be provided along the PCH frontage. Additionally, the surface parking area would include large trees that provide shade. Landscape planters and hardscape features would also be distributed throughout the upper level. In total, approximately 157,252 square feet (approximately 3.61 acres) of open space would be provided on the Project Site, which would exceed the open space requirements of the SEADIP (30 percent of the total Project Site area or approximately 140,263 square feet). In addition, any significant on-site or street trees removed during construction of the Project would be replaced in accordance with the City's Tree Maintenance Policy and other applicable City requirements.

4. Lighting and Signage

The Project would include exterior lighting on buildings for security and wayfinding purposes and entryway lighting within the parking structure, surface parking area, and along driveways and roadways for safety. In addition, low-level lighting to accent architectural, signage, and landscaping elements would be incorporated throughout the Project Site. On-site lighting would be shielded or directed toward areas to be lit to limit spill-over onto off-site uses.

Project signage would include monument signs, area identification signs, tenant identification wall signs, directional signage, and wall signs for advertising purposes within the interior of the Project Site as well as on the buildings' street-fronting façades/window signs on the retail storefronts. Signage may be freestanding, projected, raised, and externally illuminated and/or consist of channel letters.⁴ All Project signage would be visually integrated with the proposed development and would feature colors that are complementary to the architectural design of the proposed buildings.

⁴ Channel letter signs are individually illuminated letters and graphics.



Figure A-12
 Conceptual Landscape Plan

Source: Rios Clementi Hale Studios, 2013.

5. Sustainability Features

The Project would incorporate features to support and promote environmental sustainability. “Green” principles are incorporated throughout the Project to comply with the City of Long Beach Green Building Ordinance (Ordinance No. ORD-09-0013) and the sustainability intent of the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED®) program. These include energy conservation, water conservation, and waste reduction features.

E. Project Construction and Scheduling

Construction of the Project would commence with demolition of the existing hotel and associated amenities and surface parking areas, followed by grading and limited excavation for the placement of building footings. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction is anticipated to occur over approximately 24 months with anticipated completion in 2017. Grading of the Project Site would require approximately 28,200 cubic yards of soil removal, which would be balanced on-site. In addition, approximately 2,820 cubic yards of fill material would be imported to the Project Site. As part of the Project, a Construction Traffic Management Plan would be implemented during construction to minimize potential conflicts between construction activity and through traffic. The Construction Traffic Management Plan would be subject to City review and approval.

F. Necessary Approvals

The City of Long Beach has the principal responsibility for approving the Project. Approvals required for development of the Project may include, but not be limited to, the following:

- Site Plan Review;
- Coastal Development Permit;⁵ and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

⁵ Pursuant to Long Beach Municipal Code Section 21.25.902, “The coastal zone boundaries are indicated on the official zoning map.” The City’s Coastal Zone Map shows that the Project Site falls within the “City Approved Jurisdiction,” which gives the Planning Commission initial review authority and the City Council jurisdiction over any appeal.

Appendix IS-1

Sewer Study

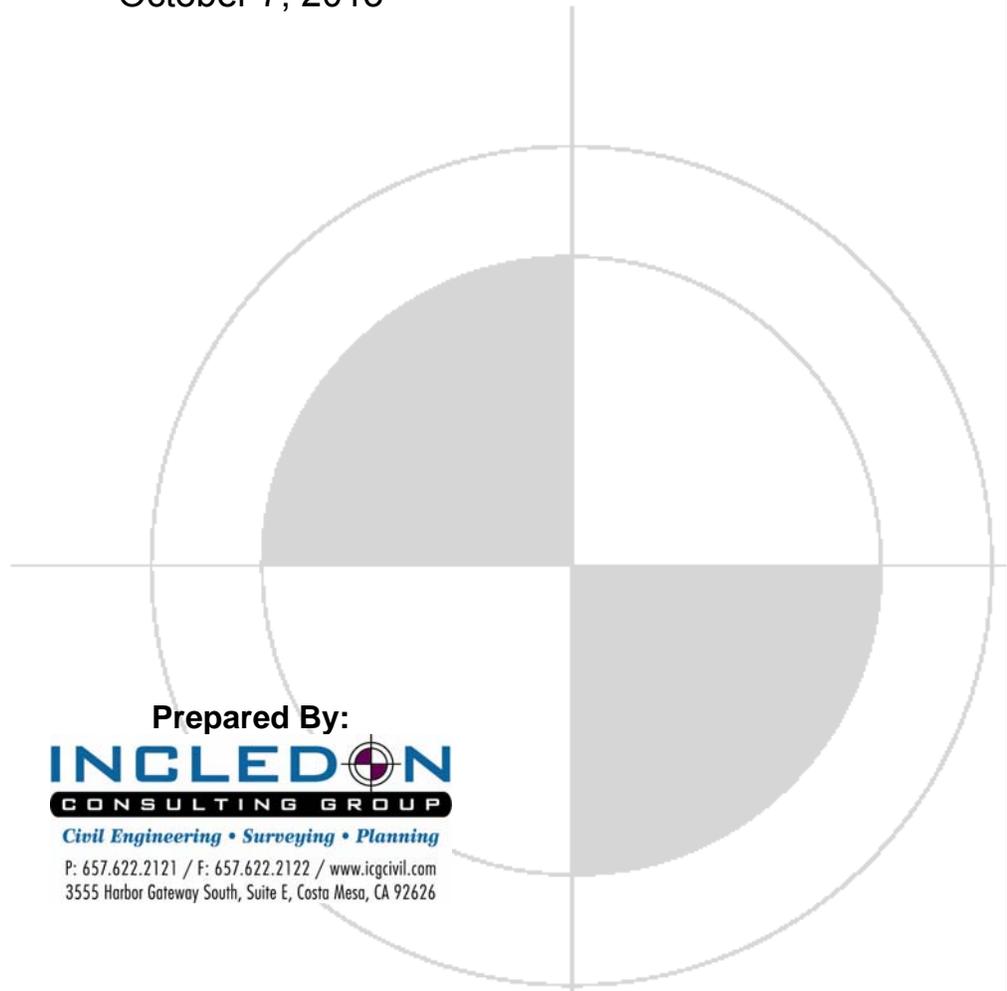


PCH & 2ND

SEWER STUDY

6400 East Pacific Coast Highway
Long Beach, CA 90803

October 7, 2013



Prepared By:

INCLEDON
CONSULTING GROUP

Civil Engineering • Surveying • Planning

P: 657.622.2121 / F: 657.622.2122 / www.icgcivil.com
3555 Harbor Gateway South, Suite E, Costa Mesa, CA 92626

Purpose

This sewer study has been prepared by Incledon Consulting Group to quantify, determine and show that the existing 12-inch diameter sewer line serving the project site has the capacity to provide service to the proposed PCH & 2nd development. The proposed development will consist of 216,000 sf of retail and 29,000 sf of restaurant space.

Flow Monitoring Analysis

National Plant Services (NPS) performed the sewer flow analysis on the 12-inch diameter sewer line serving the proposed development at the manhole on 2nd Street. The monitoring was performed from April 6 through April 13, 2010. The maximum flow observed during this period was 0.70 cfs with a maximum depth of 7.08 inches. The pipe downstream of the observed manhole has a slope of $S=0.0015$.¹

Based on Manning's Equation for pipe flow and using the USDA excel calculator², the actual Manning's coefficient of friction is approximately 0.0168.

$$Q = (1.486/n) A * R^{(2/3)} * S^{(1/2)}$$

Q = flow

R = A/P

A = cross sectional area

P = wetted perimeter

S = slope of pipe = 0.0015

n = Manning's roughness coefficient = 0.0168

Proposed Flow Analysis

Per Table 1 of this study, the new development would generate an additional peak flow of 0.045 cfs. The proposed total flow in the existing 12" diameter sewer line would be 0.70 cfs + 0.045 cfs = 0.745 cfs.

Based on Manning's Equation for pipe flow and using the USDA excel calculator², the proposed depth of flow in the 12-inch diameter sewer line will be approximately 7.4 inches.

Conclusion

The proposed development would increase the flow by 0.045 cfs, from 0.70 cfs to 0.745 cfs. The maximum flow depth will be increased from approximately 7.08 inches to 7.4 inches.

The total maximum depth is below the 75-percent maximum flow height of 9 inches for a 12-inch diameter pipeline.

¹ Tsalyuk, Yefin. Sewer Study – Proposed Residential Development 2nd Street & Pacific Coast Highway, April 2010.

² Accessed October 2, 2013 at <ftp://ftp-fc.sc.egov.usda.gov/WI/engcad/Spreadsheets/MANNINGS-N.xls>.

Table 1 - Estimated Wastewater Generation

Land Use	Amount of Development	Sewer Generation Factor ^a (gpd per unit)	Average Flow		Peak Flow ^b	
			gpd	cfs ^c	gpd	cfs ^c
Proposed Land Uses						
Retail	216,000 sf	50 / 1,000 sf	10,800	0.017	18,360	0.028
Restaurant	29,000 sf	30 / seat ^d	34,800	0.054	59,160	0.092
Total			45,600	0.071	77,520	0.120
Existing Land Uses^e						
Hotel	170 rooms	120 / room	20,400	0.032	34,680	0.054
Restaurant	2,800	30 / seat ^d	3,360	0.005	5,712	0.009
Nightclub	5,600 sf	720 / 1,000 sf	4,032	0.006	6,854	0.011
Office	2,500 sf	120 / 1,000 sf	300	0.000	510	0.001
Total			28,092	0.043	47,756	0.075
Net Total			17,508	0.028	29,764	0.045

NOTES:

a. City of Los Angeles Bureau of Sanitation. "Sewer Facilities Charge, Sewage Generation Factor for Residential and Commercial Categories." Effective April 6, 2012.

b. Estimated to be 1.7 times the average daily wastewater generation.

c. 1 cfs = 646,316.883 gpd.

d. Restaurant space is assumed to include 1 seat per 25 square feet.

e. Tsalyuk, Yefin. Sewer Study – Proposed Residential Development 2nd Street & Pacific Coast Highway, April 2010.

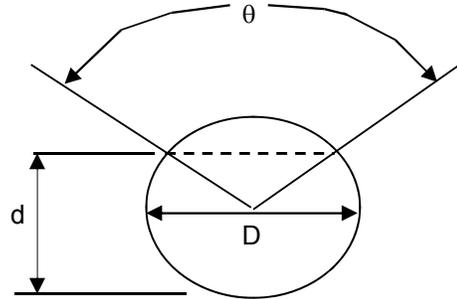
MANNING'S EQUATION FOR PIPE FLOW

Project: PCH & 2nd Location:
 By: AC Date: 2013.10.07
 Chk. By: Date: mdo version 12.8.00

Clear Data
Entry Cells

INPUT

D= 12 inches
 d= 7.08 inches
 n= 0.0168 manning's coeff
 θ= 159.3 degrees
 S= 0.0015 slope in/in



Mannings Formula

$$Q = (1.486/n) A R_h^{2/3} S^{1/2}$$

R=A/P
 A=cross sectional area
 P=wetted perimeter
 S=slope of channel
 n=Manning's roughness coefficient

$$V = (1.49/n) R_h^{2/3} S^{1/2}$$

$$Q = V \times A$$

			Solution to Mannings Equation		Manning's n-values	
Area, ft ²	Wetted Perimeter, ft	Hydraulic Radius, ft	velocity ft/s	flow, cfs		
0.48	1.75	0.28	1.45	0.70	PVC	0.01
					PE (<9"dia)	0.015
					PE (>12"dia)	0.02
					PE(9-12"dia)	0.017
					CMP	0.025
					ADS N12	0.012
					HCMP	0.023
					Conc	0.013

Created by: Mike O'Shea

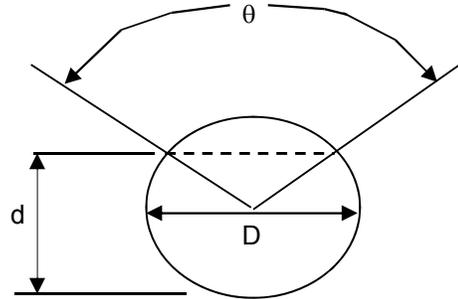
MANNING'S EQUATION FOR PIPE FLOW

Project: PCH & 2nd Location:
 By: AC Date: 2013.10.07
 Chk. By: Date: mdo version 12.8.00

Clear Data
Entry Cells

INPUT

D= 12 inches
 d= 7.4 inches
 n= 0.0168 manning's coeff
 θ= 153.0 degrees
 S= 0.0015 slope in/in



Mannings Formula

$$Q = (1.486/n) A R_h^{2/3} S^{1/2}$$

R=A/P
 A=cross sectional area
 P=wetted perimeter
 S=slope of channel
 n=Manning's roughness coefficient

$$V = (1.49/n) R_h^{2/3} S^{1/2}$$

$$Q = V \times A$$

			Solution to Mannings Equation		Manning's n-values	
Area, ft ²	Wetted Perimeter, ft	Hydraulic Radius, ft	velocity ft/s	flow, cfs		
0.51	1.81	0.28	1.47	0.75	PVC	0.01
					PE (<9"dia)	0.015
					PE (>12"dia)	0.02
					PE(9-12"dia)	0.017
					CMP	0.025
					ADS N12	0.012
					HCMP	0.023
					Conc	0.013

Created by: Mike O'Shea