

V. Alternatives



V. Alternatives

1. Introduction

The identification and analysis of alternatives to a project is a fundamental aspect of the environmental review process under CEQA. Specifically, Public Resources Code Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is... to identify alternatives to the project."

Direction regarding the consideration and discussion of project alternatives in an EIR is provided in CEQA Guidelines Section 15126.6 as follows:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible.

The CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to avoid or substantially lessen significant impacts relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." The CEQA Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed. In selecting project alternatives for analysis, potential alternatives must be feasible. CEQA Guidelines Section 15126.6(f)(1) states that:

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations,

jurisdictional boundaries [...], and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site [...]

Beyond these factors, CEQA Guidelines Section 15126.6(e) requires the analysis of a “no project” alternative, and CEQA Guidelines Section 15126.6(f) requires an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.

2. Overview of Selected Alternatives

As indicated above, the intent of the alternatives is to reduce the significant impacts of a project. Based on the analyses provided in Section IV, Environmental Impact Analysis, of this Draft EIR, implementation of the Project would result in significant impacts that cannot be feasibly mitigated with respect to regional air quality during operation and traffic. In addition, as evaluated in Section IV, Environmental Impact Analysis, of this Draft EIR, cumulative impacts would result with regard to regional air quality during operation and traffic. Accordingly, the following alternatives to the Project have been selected for evaluation based on the significant environmental impacts of the Project, the objectives established for the Project (listed in Section II, Project Description, of this Draft EIR), the feasibility of the possible alternatives that were considered, and public input received during the Draft EIR scoping process:

- Alternative 1: No Project/Reoccupation of Existing Hotel Alternative;
- Alternative 2: Reduced Density Alternative; and
- Alternative 3: Mixed-Use—Commercial and Hotel Alternative

Each of these alternatives is described and evaluated below.

3. Alternatives Considered and Rejected

As set forth in CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate an alternative from detailed consideration is the alternative’s failure to meet most of the basic project objectives, the alternative’s infeasibility, or the alternative’s inability to avoid significant environmental impacts. Alternatives to the Project that were considered and rejected as infeasible are discussed below.

- **Residential Use Alternative:** An alternative was considered in which the Project would include residential uses. Under this alternative, impacts would be similar to those of the Project. However, residential uses are not currently permitted on the Project Site, and previous proposals for residential uses on the Project Site were met with public opposition. Furthermore, development of residential uses on-site would not be expected to eliminate the Project's significant and unavoidable impacts with respect to regional air quality. This alternative would also fail to meet the Project's underlying purpose of creating a distinctive commercial environment within the community by providing a blend of shopping and dining uses, open space, and amenities that collectively offer an active shopping and dining experience and rejuvenate an existing underutilized commercial site. Based on the above, this alternative was ultimately rejected as infeasible.
- **Substantially Reduced Density Alternatives:** Alternatives with greater reductions in floor area than evaluated herein also were considered. Under these scenarios, impacts would be reduced compared to those of the Project, and in some cases could be reduced to less than significant levels. However, substantial floor area reductions would render the Project financially infeasible. Accordingly, alternatives with a floor area reduction of greater than 30 percent were rejected as infeasible.

4. Alternatives Analysis Format

In accordance with CEQA Guidelines Section 15126.6(d), each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the Project. Furthermore, each alternative is evaluated to determine whether the alternative would meet most of the Project objectives identified in Section II, Project Description, of this Draft EIR.¹ Moreover, although the CEQA Guidelines provide that the purpose of the alternatives analysis is to determine whether an alternative can avoid one or more significant impacts of a proposed project, each alternative analyzed herein is compared to each Project impact, including those impacts that would be less than significant, for full disclosure purposes. Accordingly, the evaluation of each of the alternatives follows the process described below:

- a. The net environmental impacts of the alternative are determined for each environmental issue area analyzed in Section IV of this Draft EIR assuming (unless otherwise stated) that the alternative would implement the same regulatory compliance measures, project design features, and mitigation measures identified in the Draft EIR analysis.

¹ *State of California, CEQA Guidelines Section 15126.6 (c).*

- b. Post-mitigation significant and non-significant environmental impacts of the alternative and the Project are compared for each environmental issue area as follows:
- Less: Where the net impact of the alternative would be clearly less adverse or more beneficial than the impact of the Project, the comparative impact is said to be “less.”
 - Greater: Where the net impact of the alternative would clearly be more adverse or less beneficial than the Project, the comparative impact is said to be “greater.”
 - Similar: Where the impact of the alternative and Project would be roughly equivalent, the comparative impact is said to be “similar.”
- c. The comparative analysis of the impacts is followed by a general discussion of whether the underlying purpose and basic Project objectives are feasibly and substantially attained by the alternative. However, an analysis of the financial feasibility of each alternative is not provided in this Draft EIR.

Table V-1 on page V-5 provides a summary matrix that compares the impacts associated with the Project with the impacts of each of the analyzed alternatives.

**Table V-1
Alternatives Comparison Table**

Environmental Issue	Project Impact	Alternative 1 No Project/Reoccupation of Existing Hotel	Alternative 2 Reduced Density	Alternative 3 Mixed-Use—Commercial and Hotel
A. AESTHETICS/VISUAL QUALITY, VIEWS, LIGHT, GLARE, AND SHADING				
Construction— Aesthetics/Visual Character	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)
Construction—Views	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)
Construction—Light/Glare	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)
Operational— Aesthetics/Visual Character	Less Than Significant	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Operational—Views	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)
Operational—Light/Glare	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)
B. AIR QUALITY				
Construction—Regional Impacts	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Construction—Localized Impacts	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Construction—Toxic Air Contaminants	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Construction—Odors	Less Than Significant	Less (No Impact) (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)

**Table V-1 (Continued)
Alternatives Comparison Table**

Environmental Issue	Project Impact	Alternative 1 No Project/Reoccupation of Existing Hotel	Alternative 2 Reduced Density	Alternative 3 Mixed-Use—Commercial and Hotel
Operational—Regional Impacts	Significant and Unavoidable	Less (Less Than Significant)	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)
Operational—Localized Impacts	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Operational—CO “Hotspots”	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)
Operational—Toxic Air Contaminants	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)
Operational—Odors	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)
C. CULTURAL RESOURCES				
Historic Resources	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)
Archaeological Resources	Less Than Significant with Mitigation	Less (No Impact)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
Paleontological Resources	Less Than Significant with Mitigation	Less (No Impact)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
Tribal Cultural Resources	Less Than Significant with Mitigation	Less (No Impact)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)

**Table V-1 (Continued)
Alternatives Comparison Table**

Environmental Issue	Project Impact	Alternative 1 No Project/Reoccupation of Existing Hotel	Alternative 2 Reduced Density	Alternative 3 Mixed-Use—Commercial and Hotel
D. GEOLOGY AND SOILS				
Seismic Ground Shaking	Less Than Significant	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Liquefaction/Settlement	Less Than Significant with Mitigation	Less (Less Than Significant)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
Lateral Spreading/Subsidence	Less Than Significant	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Expansive Soils	Less Than Significant	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
E. GREENHOUSE GAS EMISSIONS				
Greenhouse Gas Emissions	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
F. HAZARDS AND HAZARDOUS MATERIALS				
Construction—Hazardous Materials Use and Storage; Hazardous Waste Generation, Handling, and Disposal; Underground and Aboveground Storage Tanks; Polychlorinated Biphenyls	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)

**Table V-1 (Continued)
Alternatives Comparison Table**

Environmental Issue	Project Impact	Alternative 1 No Project/Reoccupation of Existing Hotel	Alternative 2 Reduced Density	Alternative 3 Mixed-Use—Commercial and Hotel
Construction— Contaminated Soil; Asbestos; Lead-Based Paint; Abandoned Oil Wells and Methane Gas	Less Than Significant with Mitigation	Less (No Impact)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
Operation—Hazardous Materials Use and Storage; Hazardous Waste Generation, Handling, and Disposal; Underground and Aboveground Storage Tanks; Asbestos; Lead- Based Paint; Polychlorinated Biphenyls; Abandoned Oil Wells and Methane Gas	Less Than Significant	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Operation—Contaminated Soil	Less Than Significant with Mitigation	Less (Less Than Significant)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
G. HYDROLOGY AND WATER QUALITY				
Surface Water Hydrology	Less Than Significant	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Surface Water Quality	Less Than Significant	Greater (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Groundwater Hydrology	Less Than Significant	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)

Table V-1 (Continued)
Alternatives Comparison Table

Environmental Issue	Project Impact	Alternative 1 No Project/Reoccupation of Existing Hotel	Alternative 2 Reduced Density	Alternative 3 Mixed-Use—Commercial and Hotel
Groundwater Quality	Less Than Significant	Greater (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Seiche and Tsunami Risk	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
H. LAND USE				
Land Use Consistency	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)
Land Use Compatibility	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)
I. NOISE				
Construction Noise—On-Site	Less Than Significant with Mitigation	Less (No Impact)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
Construction Noise—Off-Site (Mobile Noise)	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)
Construction Vibration—Building Damage/Human Annoyance	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Operational Noise—On-Site	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)
Operational Noise—Off-Site (Mobile Noise)	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)

**Table V-1 (Continued)
Alternatives Comparison Table**

Environmental Issue	Project Impact	Alternative 1 No Project/Reoccupation of Existing Hotel	Alternative 2 Reduced Density	Alternative 3 Mixed-Use—Commercial and Hotel
J. PUBLIC SERVICES				
Construction—Fire Protection	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Operational—Fire Protection	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
Construction—Police Protection	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Operational—Police Protection	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
K. TRAFFIC AND ACCESS				
Construction—Intersection Capacity	Significant and Unavoidable	Less (No Impact)	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)
Construction—Access and Safety	Less Than Significant with Mitigation	Less (No Impact)	Less (Less Than Significant with Mitigation)	Less (Less Than Significant with Mitigation)
Construction—Public Transit	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)
Operational—Intersection Capacity	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)
Operational—CMP Segments	Significant and Unavoidable	Less (Less Than Significant)	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)

**Table V-1 (Continued)
Alternatives Comparison Table**

Environmental Issue	Project Impact	Alternative 1 No Project/Reoccupation of Existing Hotel	Alternative 2 Reduced Density	Alternative 3 Mixed-Use—Commercial and Hotel
Operational—Site Access and Circulation	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Operational—Public Transit	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Operational—Caltrans Analyses: Intersection Capacity/Freeway Segments/Freeway Ramps	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)
L. Utilities and Service Systems				
Construction—Water Supply	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Operational—Water Supply	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Operational—Water Infrastructure	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Construction—Energy	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Operational—Energy	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
<hr/> <p><i>Source: Eyestone Environmental, 2017.</i></p>				

V. Alternatives

A. Alternative 1: No Project/Reoccupation of Existing Hotel Alternative

1. Description of the Alternative

In accordance with the CEQA Guidelines, the No Project Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. CEQA Guidelines Section 15126.6(e)(3)(B) states “in certain instances, the No Project Alternative means ‘no build’ wherein the existing environmental setting is maintained.” However, CEQA Guidelines Section 15126.6(e)(3)(B) also indicates the No Project Alternative may discuss “predictable actions by others, such as the proposal of some other project” if disapproval of the project under consideration were to occur. CEQA Guidelines Section 15126.6(e)(3)(C) further states that the No Project Alternative should reflect “what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.”

Based on this guidance, Alternative 1, the No Project/Reoccupation of Existing Hotel Alternative, assumes the Project would not be approved and the existing hotel and associated on-site improvements would remain. However, it is noted that while existing conditions for the purposes of this EIR are based on the conditions that existed on-site at the time the Notice of Preparation (NOP) was publicly circulated (i.e., November 2016), in accordance with CEQA Guidelines Section 15125(a), at which time the SeaPort Marina Hotel and associated commercial uses within the hotel were operating, those uses subsequently ceased operations and all buildings on-site are currently vacant. Accordingly, Alternative 1, the No Project/Reoccupation of Existing Hotel Alternative, would involve the reoccupation of the hotel and associated commercial uses, which would necessarily involve improvements to bring the existing structures up to current Long Beach Municipal Code (LBMC) standards. It is also assumed that interior renovations may occur as well in order to appeal to a new customer base, along with limited landscape improvements. Furthermore, while only 170 of the SeaPort Marina Hotel’s 248 rooms were operating in November 2016, it can be assumed that any new hotel operator would strive for full occupancy, particularly given the need for capital improvements in order to recommence operations.

The site plan under this Alternative would resemble existing conditions, as illustrated in Figure II-3 in Section II, Project Description, of this Draft EIR. Amenities and commercial uses within the hotel are expected to be similar to those that previously existed (e.g., rental car/limousine service, fitness studio, and restaurant/café uses). In addition, the hotel would host occasional banquets and meetings, as previously occurred on-site.

2. Environmental Impacts Analysis

a. Aesthetics/Visual Quality, Views, Light and Glare, and Shading

(1) Aesthetics/Visual Quality

Other than minor improvements to bring the existing structures up to current LBMC standards, no new development would occur under Alternative 1, and the potential for construction activities that could temporarily alter the visual appearance or quality of the Project Site would not occur. Therefore, no visual quality impacts associated with construction would occur, and impacts would be less in comparison to the Project's less than significant impacts.

Similarly, as Alternative 1 would not alter the existing uses on the Project Site, introduce new buildings on the Project Site, or degrade the appearance of the Project Site, operational impacts related to aesthetics and visual quality would not occur under Alternative 1. Under Alternative 1, the visual quality of the Project Site, which is considered relatively poor and outdated in design, could be slightly enhanced based on minor improvements potentially including exterior painting and additional landscaping. However, the Project Site would not be improved with a commercial development involving updated architecture, new amenities, and extensive landscaping elements. Therefore, Alternative 1 would not have the same extent of beneficial visual impacts as the Project. While impacts to aesthetics would be less than significant, such impacts would be greater in comparison to the Project's less than significant impacts based on the limited changes that would occur on-site.

(2) Views

As no new physical development would occur under Alternative 1, existing views of and across the Project Site would not be altered. Views of off-site visual resources would not be affected. Therefore, Alternative 1 would have no potential to obstruct an existing, publicly available, recognized view resource. As such, no impacts to views would occur, and impacts would be less in comparison to the less than significant impacts of the Project.

(3) Light and Glare

Alternative 1 would not result in the construction of any new physical development on-site. Therefore, this Alternative would not introduce light sources associated with construction equipment or materials with the potential to cause glare. Therefore, no impacts with respect to light and glare would occur during construction, and impacts would be less in comparison to the less than significant impacts of the Project.

Alternative 1 would not alter the existing uses on the Project Site or introduce any new sources of light or glare. Therefore, Alternative 1 would not change the existing light and glare environment on the Project Site. Therefore, no impacts with respect to light and glare would occur, and impacts would be less in comparison to the less than significant impacts of the Project.

(4) Shading

As this Alternative would not involve the development of new structures, new shadows would not be generated. Therefore, no impacts with respect to shading would occur, and impacts would be less in comparison to the less than significant impacts of the Project.

b. Air Quality

(1) Construction

Under Alternative 1, no new physical development would occur, and the existing uses would remain. Accordingly, no construction-related air quality impacts would occur under Alternative 1. Thus, Alternative 1 would result in fewer impacts with regards to air quality compared to the Project, with no impacts with respect to regional emissions, localized emissions, toxic air contaminants (TACs), and odors occurring.

(2) Operation

As discussed above, Alternative 1 would increase hotel occupancy from 170 to 248 rooms. While this increase in occupancy would increase the operational emissions related to vehicular traffic and the consumption of electricity and natural gas beyond those currently generated by existing uses on-site, the new emissions generated by the Project would not increase substantially so as to exceed the operational regional and localized air quality thresholds. In addition, with regard to TACs, Alternative 1 would involve an increase in delivery trucks to the Project Site, although not substantially enough to cause a significant TAC impact. Furthermore, Alternative 1 would not include any uses identified by the South Coast Air Quality Management District's (SCAQMD) CEQA Handbook as being

associated with odor complaints. Therefore, Alternative 1 would result in less than significant operational air quality impacts, and these impacts would be reduced compared to the Project's less than significant impacts associated with operational localized emissions, TACs, and odors, as well as the Project's significant and unavoidable regional NO_x impacts.

c. Cultural Resources

(1) Historic Resources

Alternative 1 would not physically alter the existing structures on the Project Site or construct new structures on-site. Thus, while the existing hotel is not considered an historic resource, Alternative 1 would not alter the surroundings of other historic resources in the Project vicinity. Therefore, no impacts to historic resources would occur, and impacts would be less in comparison to the less than significant impacts of the Project.

(2) Archaeological Resources

Under Alternative 1, no grading or earthwork activities would occur. Thus, under Alternative 1, potential impacts related to the discovery of any unknown archeological resources or Native American resources, including human remains, would be avoided. No impacts to archeological resources would occur, and impacts would be less in comparison to the less than significant impacts of the Project.

(3) Paleontological Resources

Under Alternative 1, no grading or earthwork activities would occur. Thus, under Alternative 1, potential impacts related to the discovery of any unknown paleontological resources would be avoided. No impacts to paleontological resources would occur, and impacts would be less in comparison to the less than significant impacts of the Project.

(4) Tribal Cultural Resources

Under Alternative 1, no grading or earthwork activities would occur. Thus, under Alternative 1, potential impacts related to the discovery of any tribal cultural resources would be avoided. No impacts to tribal cultural resources would occur, and impacts would be less in comparison to the less than significant impacts of the Project.

d. Geology and Soils

Alternative 1 would not require grading or earthwork activities that could result in impacts related to soil erosion or the loss of topsoil. However, the Project Site is located within the seismically active region of Southern California; thus, as with the Project, Alternative 1 would be exposed to certain site-specific geologic hazards. Although no new development would be introduced under Alternative 1, given the potential for seismic groundshaking, soil liquefaction, subsidence, and collapse, minor improvements would be required to bring the existing structures up to current seismic standards. However, such improvements would be less invasive than those required of the Project. Accordingly, impacts would be less than the Project's and less than significant.

e. Greenhouse Gas Emissions

Under Alternative 1, no new physical development would occur at the Project Site, although hotel occupancy would increase from 170 to 248 rooms. This increase in use and occupancy would result in an increase in operational greenhouse gas (GHG) emissions related to vehicular traffic, the consumption of electricity and natural gas, and water usage and wastewater generation beyond the levels currently generated by the existing uses on-site. However, both the number of average daily vehicle trips and utility usage would be less under Alternative 1 than under the Project, thus fewer GHG emissions would be generated as compared to the Project. As such, impacts associated with GHG emissions would be less than significant and less in comparison to the Project's less than significant impacts.

f. Hazards and Hazardous Materials

Under Alternative 1, no new physical construction, earthwork, or ground-disturbing activities would occur that could expose workers to hazardous materials known to exist in soil and groundwater, nor result in the need for off-site transport or disposal of excavated hazardous materials.² Any use of hazardous materials would involve those typical of commercial uses, such as cleaning agents and limited pesticide use, which would be stored and handled in accordance with manufacturers' specifications, similar to existing conditions. There would be no potential for new or increased generation of hazardous waste, uncovering of subsurface hazards (e.g., underground storage tanks [USTs], aboveground storage tanks [ASTs], and subsurface contamination), dewatering during construction, or encountering asbestos-containing materials (ACMs), lead-based paint

² *However, the site remediation activities currently occurring on-site, including any soil remediation and re- abandonment of oil wells, would be completed in accordance with regulatory requirements, separate from reoccupation of the existing hotel.*

(LBP), or polychlorinated biphenyls (PCBs). Therefore, no construction-related impacts would occur and operational impacts would be less than significant, all of which would be reduced in comparison to the Project.

g. Hydrology and Water Quality

(1) Surface Water Hydrology

Under Alternative 1, no new physical development would occur, and the existing development would remain. Thus, this Alternative would not alter existing drainage patterns or the amount of impervious surface area on-site, and surface water runoff volumes and flow rates would remain unchanged. Impacts with respect to surface water hydrology under Alternative 1 would be less significant and reduced in comparison to the Project.

(2) Surface Water Quality

Under Alternative 1, no new physical development would occur, and construction-related impacts to surface water quality would not result. However, full occupancy of the hotel (as compared to partial occupancy under existing conditions as of November 2016) likely would involve an increase in pollutants to stormwater runoff (e.g., due to the presence of more automobiles on-site), although the nature of such pollutants would be similar to those generated under existing conditions. Additionally, it should be noted that Alternative 1 would not achieve the beneficial impacts that would result from implementation of the Project's best management practices (BMPs), which are specifically intended to control and treat runoff. Therefore, although Alternative 1 would result in less than significant impacts to surface water quality, such impacts would be greater in comparison to the Project's.

(3) Groundwater Hydrology

Under Alternative 1, no new physical development would occur, and the existing development would remain. Thus, this Alternative would not alter existing drainage patterns or groundwater flows beneath the Project Site. Impacts with respect to groundwater hydrology under Alternative 1 would be less than significant and reduced in comparison to the Project

(4) Groundwater Quality

Under Alternative 1, no new physical development would occur, and construction-related impacts to groundwater quality would not result. However, full occupancy of the hotel (as compared to partial occupancy under existing conditions as of November 2016)

likely would involve an increase in pollutants to stormwater runoff (e.g., due to the presence of more automobiles on-site), although the nature of such pollutants would be similar to those generated under existing conditions. Such stormwater runoff would have the potential to percolate into the groundwater supply. Additionally, it should be noted that Alternative 1 would not achieve the beneficial impacts that would result from implementation of the Project's BMPs specifically intended to control and treat runoff. Therefore, although Alternative 1 would result in less than significant impacts to surface water quality, such impacts would be greater in comparison to the Project's.

(5) Seiche and Tsunami Risk

Under Alternative 1, no new physical development would occur, and the Project Site would remain in its existing condition. Given the proximity of Alamitos Bay and the low elevation of the Project Site, there would be a continued risk of tsunami. Such impacts would be the similar to the Project's and less than significant.

h. Land Use

Under Alternative 1, no changes to the existing land uses or the physical characteristics of the Project Site would occur. The existing hotel and associated parking and amenities would remain and generally would operate as they did at the time the NOP was published, although at full occupancy. The existing uses would continue to be consistent with applicable land use plans, policies, and regulations, including the land use designations and zoning for the site. Therefore, Alternative 1 would not result in any inconsistencies with existing land use plans and policies that govern the Project Site. Impacts related to consistency with land use regulations and plans would not occur under Alternative 1, and such impacts would be less than those of the Project.

With regard to land use compatibility, operation of the existing uses on-site would continue to be consistent with surrounding development in terms of land use and scale. Thus, Alternative 1 would not affect existing on-site or off-site land uses, and existing land use relationships would remain unchanged. Impacts related to land use compatibility would not occur under Alternative 1, and impacts would be less in comparison to the less than significant impacts of the Project.

i. Noise

(1) Construction

Alternative 1 would not involve new construction activities that could impact nearby sensitive receptors. As no construction-related noise or vibration would be generated on or off-site, no would occur and such impacts would be reduced in comparison to the Project.

(2) Operation

Under Alternative 1, no new physical development or new land uses would be introduced, and no changes to the nature of site operations would occur. The existing hotel, restaurant, and other commercial uses generally would operate as they did at the time the NOP was published, although at full occupancy. Therefore, although no new stationary noise sources would be introduced on the Project Site, the increase in occupancy would involve an increase in vehicular trips, which would generate mobile noise on nearby roadways, as well as increased on-site noise associated with car doors and alarms. However, as fewer trips would be generated under Alternative 1 than under the Project, related noise impacts would be less than those of the Project. As such, impacts associated with operational noise would be less than significant and reduced in comparison to the Project.

j. Public Services

(1) Fire Protection

Alternative 1 would not involve any new physical development or otherwise result in changes to existing site operations beyond an increase in hotel occupancy. However, the Long Beach Fire Department (LBFD) evaluates fire protection service in terms of land use type, floor area, distance to the nearest fire station(s), and compliance with fire flow and other Fire Code requirements, none of which would change as a result of reoccupation of the hotel. Accordingly, this Alternative would not represent an increased demand for fire protection services relative to existing conditions. No impact would occur, and impacts would be reduced in comparison to those of the Project.

(2) Police Protection

Alternative 1 would not involve any new physical development or changes to existing site operations beyond an increase in hotel occupancy. However, as this Alternative would increase the daytime service population on-site in comparison to existing conditions (as of November 2016), it would have the potential to increase calls for police protection services provided by the Long Beach Police Department (LBPD). Nonetheless, impacts to police

protection services would be less than significant and reduced in comparison to the Project's impacts.

k. Traffic and Access

This discussion is based on the *2nd + PCH Project Alternatives Traffic Analysis* prepared by Linscott, Law & Greenspan, Engineers, dated April 10, 2017, and provided in Appendix W of this Draft EIR.

(1) Construction

Alternative 1 would not result in new physical development and would not generate vehicle trips related to construction, including construction truck trips or construction worker trips. Therefore, no construction-related traffic impacts would occur, which would be less in comparison to the Project's significant and unavoidable construction traffic impacts.

(2) Operation

Alternative 1 assumes full reoccupation of the existing hotel. At the time the NOP was published (November 2016), portions of the hotel were not open to the public, and only 170 rooms were in operation. As such, even though no new development is proposed, traffic and transit ridership under Alternative 1 would increase slightly over existing conditions. Nevertheless, the total number of trips would be less than that of the Project. Specifically, Alternative 1 would generate 13,029 fewer trips than the Project. While significant Existing Plus Project impacts would not occur, traffic under Alternative 1 would result in a significant impact at one study intersection under Future Plus Project Conditions using City methodology and two study intersections using Caltrans methodology. Alternative 1 would also result in significant impacts to freeway segments and ramps. Like the Project, feasible mitigation has been identified that would reduce impacts on study intersections to a less than significant level. However, as is the case with the Project, implementation of these mitigation measures would require the approval of the City of Long Beach, the City of Seal Beach, and/or Caltrans, as well as the acquisition of right-of-way, which cannot be guaranteed. Furthermore, no feasible mitigation for impacts on freeway segments and ramps has been identified. Therefore, these impacts would remain significant and unavoidable. Impacts with respect to public transit, parking, and access would be less than significant and less than the Project's impacts.

I. Utilities and Service Systems

(1) Water

Under Alternative 1, new physical development would not occur, and no water demand related to construction activities would result. However, the increase in hotel occupancy as compared to existing conditions at the time of the NOP would involve an associated increase in water demand, although this demand would not exceed historic water demand generated by the hotel and associated uses on-site. Overall, impacts to water supply and infrastructure would be less than significant and reduced in comparison to the Project.

(2) Energy

Under Alternative 1, new physical development would not occur, and no energy demand related to construction activities would result. However, the increase in hotel occupancy as compared to existing conditions at the time of the NOP would involve an associated increase in demand for electricity, natural gas, and petroleum-based fuels although this demand would not exceed historic energy demands generated by the hotel and associated uses on-site. Overall, energy impacts would be less than significant and reduced in comparison to the Project.

3. Comparison of Impacts

Alternative 1 would avoid the Project's significant environmental impact related to regional air quality emissions. However, as noted above, reoccupation of the existing hotel would result in an increase in traffic over existing conditions. As such, Alternative 1 would result in significant traffic impacts that, like the Project, would remain significant and unavoidable. As discussed above, under Future Plus Project Conditions, Alternative 1 would result in significant impacts to one study intersection using City methodology, two study intersections using Caltrans methodology, and various freeway segments and ramps. However, such impacts would be reduced in comparison to the Project's significant and unavoidable impacts, as fewer locations would be significantly impacted.

Alternative 1 would also reduce most of the Project's less than significant impacts, although impacts relative to Hydrology and Water Quality would be greater than the Project's. In particular, certain improvements and elements proposed as part of the Project would have beneficial effects, and such improvements would not be implemented under Alternative 1. This alternative would not result in new environmental impacts and would not require mitigation measures to reduce impacts regarding cultural resources, geology and soils, hazards and hazardous materials, and noise.

4. Relationship of the Alternative to Project Objectives

As previously discussed, no new physical development would occur under Alternative 1, and the Project Site would continue to operate as a hotel with associated amenities, much as it did at the time the NOP was published, although at full occupancy. However, Alternative 1 would not meet the underlying purpose of the Project or a majority of the Project objectives. Specifically, Alternative 1 would not: develop a high quality shopping center that reflects the property's unique orientation adjacent to an active marina; enhance the economic vitality of the City and provide property tax, sales tax, and other revenue opportunities to the same extent as the Project; create a southeastern gateway to the City that is welcoming, iconic in nature, and visible from a distance; provide a high level of accessibility to and through the site to ensure a high-quality pedestrian environment, efficient vehicular access, including bicycle facilities, and access to mass transit; provide amenities that encourage and promote public access to the marina; provide a distinctive, high quality, mixed-use commercial environment that maximizes the variety of commercial uses on-site to support the needs of nearby residents and businesses and attract future businesses, employers, and visitors; locate a large retailer at the Project Site in a high visibility location adjacent to a public street to contribute to the initial draw for shoppers to visit the Project and explore its diversity of uses; maximize the visibility of retail tenants through a project design that locates retail tenants in areas easily visible from adjacent public streets, in order to attract a variety of high-quality retailers that will provide for the long-term vitality of the Project; nor provide readily accessible and easily identifiable, centrally located retail and parking facilities with shared parking, serving synergistic commercial uses in order to provide visitors with an easy and convenient retail destination experience and encourage return visits. Furthermore, although the Project's significant and unavoidable regional operational air quality impact would not occur, Alternative 1 would not completely avoid the Project's significant and unavoidable traffic impacts, although such impacts would be reduced.

Overall, Alternative 1 would not meet the Project's underlying purpose to redevelop an underutilized site or most of its other objectives.

V. Alternatives

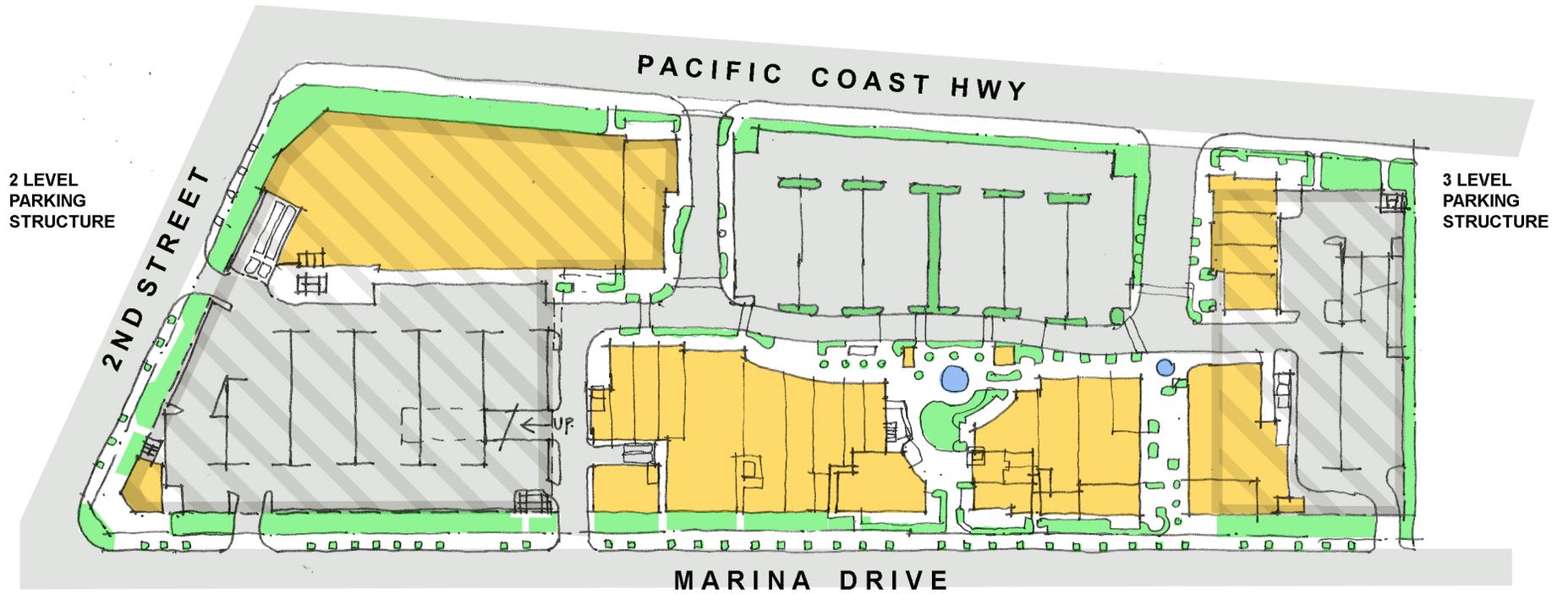
B. Alternative 2: Reduced Density Alternative

1. Description of the Alternative

Alternative 2, the Reduced Density Alternative, would include the development of a similar mix of land uses as the Project, including commercial, retail, and restaurant uses, but reduced in development intensity. More specifically, Alternative 2 represents a 30-percent reduction in the Project's total development and would consist of approximately 170,000 square feet of new floor area, resulting in approximately 124,100 square feet of retail uses, 27,200 square feet of quality restaurant uses, and 18,700 square feet of high-turnover restaurant uses at the Project Site. The reduction in square footage would be achieved by replacing one of the Project buildings along PCH with a surface parking lot, as shown in Figure V-1 on page V-24. Under Alternative 2, the height of the proposed buildings would be the same as under the Project (i.e., one- and two-story buildings ranging in height from a maximum of 30 feet to 35 feet).³ Parking for Alternative 2 would be provided within a surface parking area, a two-level parking structure, and a three-level parking structure.

Other design elements associated with Alternative 2, including the architectural, lighting, signage, and landscape features, would be similar to those of the Project. Alternative 2 would be designed in a contemporary architectural style with elements conjuring images of water and the coast and would integrate various architectural and pedestrian elements throughout the buildings to create a community destination. In particular, landscaped pedestrian pathways would be provided around the site perimeter, and landscaped pedestrian-oriented open space areas such as a plaza and paseos would be provided within the site interior. Alternative 2 also would incorporate sustainability features to comply with the City of Long Beach Green Building Ordinance (Ordinance

³ *The buildings would have sloped roofs, with a maximum midpoint height of 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. While some architectural elements housing elevators and mechanical equipment may have higher roof heights, these features are not included in the measurement of height for commercial buildings per Long Beach Municipal Code Section 21.15.1330.E.*



FIRST FLOOR PLAN

- BUILDING AREA
- PARKING AREA
- ABOVE GRADE PARKING STRUCTURE AREAS

BUILDING AREA PROGRAM 170,000 SF

GROCERY	45,000 SF
FITNESS	20,000 SF
RESTAURANT USES	40,000 SF
RETAIL	65,000 SF

PARKING PROVIDED +/- 855 STALLS

PARKING REQUIRED 852 STALLS



Figure V-1
Reduced Density Alternative Site Plan

No. ORD-09-0013) and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program. The internal access and circulation scheme for Alternative 2 would be similar to that of the Project. Pursuant to Long Beach Municipal Code (LBMC) Chapter 21.41, Alternative 2 would be required to provide a minimum of 852 parking spaces, with a total of approximately 855 spaces provided in the three parking areas.

As with the Project, Alternative 2 would require demolition of the existing SeaPort Marina Hotel and associated on-site uses, with a similar amount of grading and soil export. The overall duration of construction would be incrementally reduced compared to the Project due to the reduction in building construction. However, construction activities during maximum activity days would be similar in scale to those of the Project.

2. Environmental Impact Analysis

a. Aesthetics/Visual Quality, Views, Light and Glare, and Shading

(1) Aesthetics/Visual Quality

Alternative 2 would involve the same general phases of construction as the Project (i.e., demolition, grading and limited excavation for the placement of building footings, building construction, paving/concrete installation, and landscape installation). Similar to the Project, construction activities under Alternative 2 would temporarily alter the visual appearance of the Project Site due to the removal of the existing SeaPort Marina Hotel and existing surface parking areas. However, like the Project, this Alternative would include the use of screening to reduce the visibility of the construction site, which would be kept clear of unauthorized postings and maintained throughout the construction period. Thus overall, while affecting the visual character of the Project area on a short-term basis, construction activities would not substantially alter or degrade the existing visual character of the Project Site. Therefore, aesthetics/visual quality impacts associated with construction would be less than significant and similar to the less than significant impacts of the Project.

Under Alternative 2, the architectural design, maximum building heights, and landscaping features would be similar to those of the Project, with a reduced building footprint along PCH due to replacement of a Project building with surface parking. Like the Project, Alternative 2 would contribute positively to the aesthetic character of the Project Site and the surrounding area by replacing the existing SeaPort Marina Hotel and associated surface parking areas with new commercial development that would incorporate appropriate design elements for the area and enhance the pedestrian experience within and adjacent to the Project Site. Specifically, Alternative 2 would improve the visual

cohesiveness of the area by converting an otherwise underused and somewhat dated hotel into a vibrant, commercial development with a variety of uses. Alternative 2's building design would be similar to the Project's in terms of architectural style, fenestration, and building materials and colors. Furthermore, the overall building heights of Alternative 2 would be the same as those of the Project. Alternative 2 would also provide the same setbacks along the Project Site's property lines as the Project. Therefore, operational impacts related to aesthetics/visual quality would be less than significant and similar compared to those of the Project.

(2) Views

No designated visual resources are located on the Project Site. Although scenic views of the water and marina to the west are available from certain locations in the Project vicinity, views across the Project Site from areas to the east (e.g., from Pacific Coast Highway [PCH]) are limited by existing development on-site, and the hotel itself has fallen into disrepair and thus is not considered scenic. Similar to the Project, street frontages of commercial and restaurant uses under Alternative 2 would be visible along PCH, 2nd Street, and Marina Drive. Such views would not be out of character with the surrounding vicinity and may be considered an improvement over existing conditions.

The building heights of Alternative 2 would reach a maximum of 30 to 35 feet, similar to the Project. Due to intervening urban development throughout the surrounding area, the visibility of Alternative 2 would be limited to viewpoints within a few blocks of the Project Site, and any changes in views would affect a limited number of vantage points. While views of individual off-site visual resources may be obstructed to some extent, similar to the Project, Alternative 2 would not result in the obstruction of a substantial amount or proportion of existing features that contribute to views in the area. Furthermore, the pedestrian corridors and paseos introduced on-site, as well as the second story balconies and terraces, particularly along Marina Drive, would create new view opportunities of the marina and bay. Therefore, impacts to views would be less than significant and similar to those of the Project.

(3) Light and Glare

Construction of Alternative 2 would introduce new, temporary sources of light and glare to the Project Site. Similar to the Project, construction of Alternative 2 would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur during evening hours. Furthermore, construction-related illumination would be used for safety and security purposes only and would be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary. Any glare would be highly transitory and short-term, given the

movement of construction equipment and materials within the construction area and the temporary nature of construction activities. Therefore, light and glare associated with construction of Alternative 2 would not substantially alter the character of off-site areas surrounding the Project Site, similar to the Project. Impacts related to artificial light and glare during construction would be less than significant and similar to those of the Project.

As with the Project, sources of light and glare during operation of Alternative 2 would be similar to other commercial developments in the Project vicinity. The resulting artificial light levels would not be out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity during the day and night. The types and number of lighting fixtures associated with Alternative 2 would be comparable to those of the Project. Therefore, impacts related to light and glare would be less than significant and similar to those of the Project.

(4) Shading

The overall height of Alternative 2 would be the same as that of the Project, and the same setbacks would be provided along the Project Site's property lines, although a Project building along PCH would be replaced with surface parking. As discussed in Section IV.A, Aesthetics, Views, Light/Glare, and Shading, of this Draft EIR, the Project would not have a significant shading impact on nearby sensitive receptors. Therefore, shading impacts under Alternative 2 would be less than significant and similar to those of the Project.

b. Air Quality

(1) Construction

Alternative 2 would involve the same amount of demolition and grading/excavation as the Project, but less new construction a result of the reduction in development intensity. As with the Project, construction of this Alternative would generate air emissions through the use of heavy-duty construction equipment and haul truck and construction worker trips. While the overall amount of building construction would be less than what is proposed under the Project over the entire duration of the construction period, the intensity of air emissions and fugitive dust from site preparation and construction activities would be similar on days with maximum construction activities. Because maximum daily conditions are used for measuring significance, regional and localized impacts on these days would be similar to those of the Project and therefore less than significant. Similarly, the amount of site grading and excavation on maximum activity days would be similar to levels proposed under the Project. However, on an overall comparative basis, while impact levels

would be the same, since Alternative 2 would emit fewer pollutants over the entire duration of construction, impacts would be incrementally reduced compared to the Project.

With respect to TAC emissions, diesel particulate emissions represent the greatest potential for TAC emissions. As Alternative 2 would be reduced in density compared to the Project, impacts due to TAC emissions and the corresponding individual cancer risk would be somewhat less than the Project's less than significant impacts. Construction-related odor impacts under this Alternative would be less than significant and similar to those of the Project.

(2) Operation

Alternative 2 represents a 30-percent reduction in Project development and would result in a total of 170,000 square feet of new floor area, or 75,000 square feet floor area less than the Project. Due to this reduction, traffic levels would be reduced compared to the Project as fewer patrons and employees could be accommodated. Thus, both area sources and stationary sources would generate less on-site operational air emissions compared to the Project. Like the Project, Alternative 2 would implement project design features that would have a direct and indirect benefit to air quality through the reduction of vehicular trips. Under the Project, regional emissions of NO_x would exceed the SCAQMD thresholds, and all other air pollutants would be under the established thresholds. Similarly, while the number of daily trips generated by Alternative 2 would be reduced compared to the Project, the reduction would not be substantial enough to reduce NO_x emissions to a less than significant level. Consequently, under Alternative 2, regional emissions of NO_x would exceed the SCAQMD threshold. Like the Project, this regional impact would be significant and unavoidable, although reduced in comparison to the Project.

With the reduction in new floor area, localized emissions from on-site sources would be slightly reduced compared to levels under the Project. Therefore, localized impacts would be less than significant and reduced compared to the less than significant impacts of the Project.

Also similar to the Project, Alternative 2 would not release substantial amounts of TACs. Thus, like the Project, this Alternative would result in a less than significant air quality impact related to TACs. Additionally, Alternative 2 would not include any uses identified by the SCAQMD as being associated with odors, and odor impacts would be less than significant. In addition, as with the Project, development of Alternative 2 would be consistent with the air quality policies set forth in the SCAQMD's Air Quality Management Plan (AQMP) and the City of Long Beach General Plan Air Quality Element, resulting in a less than significant impact.

c. Cultural Resources

(1) Historic Resources

The existing SeaPort Marina Hotel is not considered eligible as a historical resource under any of the applicable criteria of the National Register of Historic Places, California Register of Historical Resources, or as a City of Long Beach Landmark. Thus, similar to the Project, removal of the existing hotel under Alternative 2 would not cause a substantial adverse change in the significance of a historical resource. Therefore, impacts to historic resources would be less than significant and similar to those of the Project.

(2) Archaeological Resources

Similar to the Project, Alternative 2 would require limited grading and excavation activities with a potential maximum depth of 11.5 feet for the placement of building footings and foundations, as well as for soil remediation. Similar to the Project, Alternative 2 would have the potential to uncover previously unidentified archaeological resources and human remains. However, Alternative 2 would implement the same recommended mitigation measures as the Project in the event archaeological resources and human remains are encountered. Therefore, impacts to historic resources would be less than significant with mitigation, and impacts would similar to the Project's.

(3) Paleontological Resources

Alternative 2 would require limited grading and excavation activities with a potential maximum depth of 11.5 feet for the placement of building footings and foundations, as well as for soil remediation. Similar to the Project, Alternative 2 would have the potential to uncover previously unidentified paleontological resources. However, Alternative 2 would implement the same recommended mitigation measures as the Project in the event that paleontological resources are uncovered. Therefore, impacts to paleontological resources would be less than significant with mitigation, and impacts would similar to the Project's.

(4) Tribal Cultural Resources

Alternative 2 would require limited grading and excavation activities with a potential maximum depth of 11.5 feet for the placement of building footings and foundations, as well as for soil remediation. Similar to the Project, Alternative 2 would have the potential to uncover previously unidentified tribal cultural resources. However, Alternative 2 would implement the same recommended mitigation measures as the Project, including monitoring of all ground-disturbing activities by a certified Native American tribal monitor, as well as measures to be implemented in the event tribal cultural resources are

uncovered. Therefore, impacts to tribal cultural resources would be less than significant with mitigation, and impacts would be similar to the Project's.

d. Geology and Soils

The Project Site is located within the seismically active region of Southern California. Thus, as with the Project, under Alternative 2, impacts related to site-specific geologic hazards, including fault rupture, strong seismic shaking, liquefaction, seismically induced settlement, and subsidence, would be similar to those under the Project since such impacts are a function of the Project Site's underlying geologic conditions rather than the type of land uses or amount of development proposed. As with the Project, Alternative 2 would be subject to all applicable regulations, including the California Building Code and Long Beach Building Standards Code requirements. Construction activities also would occur in accordance with erosion control requirements, including grading and dust control measures. Alternative 2 would involve a similar amount of grading and excavation as the Project, thus hazards associated with liquefaction and settlement would be similar to levels under the Project. Like the Project, Alternative 2 would be required to implement mitigation measures to reduce potential impacts associated with liquefaction and lateral spreading to a less than significant level. Also similar to the Project, Alternative 2 impacts with regard to strong seismic ground shaking would be less than significant with mitigation. Overall, given the similar construction methods, building types, and amount of grading and excavation, impacts related to geology and soils would be less than significant with mitigation, similar to the Project.

e. Greenhouse Gas Emissions

Similar to the Project, Alternative 2 would incorporate sustainability features to reduce GHG emissions and comply with the City of Long Beach Green Building Ordinance, as applicable, as well as the sustainability intent of the U.S. Green Building Council's LEED® program at the Certified level. Similar to the Project, Alternative 2 would also incorporate features and comply with regulatory measures consistent with the goals of AB 32. Like the Project, Alternative 2 would promote implementation of Senate Bill (SB) 375 and support regional land use and transportation GHG reductions consistent with state regulatory requirements for 2020 and 2035. Furthermore, as Alternative 2 would have a reduced amount of floor area compared to the Project, the number of average daily vehicle trips would be reduced and the amount of water consumption and wastewater generation would be less than under the Project. Accordingly, the resulting GHG emissions would be less than under the Project. Overall, GHG impacts would be less than significant and less than those of the Project.

f. Hazards and Hazardous Materials

Alternative 2 involves development of the same types of land uses as the Project, with a similar potential for the use and storage of hazardous materials related to both construction and operations. Similar to the Project, Alternative 2 would comply with all applicable standards and regulations related to the use, storage, and disposal of hazardous materials to ensure impacts associated with the potential release of hazardous materials into the environment would be less than significant. In addition, construction and operation of Alternative 2 would comply with all applicable federal, state, and local requirements concerning the handling and disposal of hazardous waste. Based on the age of existing structures, all of which would be removed, and the presence of subsurface contamination due to past uses on-site, grading and excavation for Alternative 2 would result in potentially significant impacts related to the possible release of hazardous materials that could expose construction workers and the public to health risks associated with soil and groundwater contamination, oil field-related contamination, and the presence of ACMs and lead-based paint.⁴ Similar to the Project, Alternative 2 would be required to implement mitigation measures to reduce such impacts to a less than significant level. Overall, impacts related to hazards and hazardous materials under Alternative 2 would be less than significant with mitigation, similar to the Project.

g. Hydrology and Water Quality

(1) Surface Water Hydrology

Like the Project, Alternative 2 would slightly increase the percentage of impervious surface area on the Project Site. However, with implementation of drainage improvements, including the rerouting of and introduction of new storm drains on-site as needed, compliance with NPDES and City requirements, and implementation of BMPs during both construction and operation, stormwater flow rates would be affected only marginally, similar to under the Project. As with the Project, existing flow patterns and discharge points would be generally maintained under Alternative 2. Therefore, impacts to surface water hydrology would be less than significant, and similar to those of the Project.

(2) Surface Water Quality

Alternative 2 introduce the same new land uses on-site as the Project, which would have the potential to generate surface water pollutants. Like the Project, Alternative 2

⁴ *However, the site remediation activities currently occurring on-site, including any soil remediation and re-abandonment of oil wells, would be completed in accordance with regulatory requirements, separate from development of Alternative 2.*

would slightly increase the percentage of impervious surface area on the Project Site. However, similar to the Project, Alternative 2 would comply with NPDES requirements and local regulations, including the implementation of BMPs and compliance with SUSMP and LID requirements. Also like the Project, new landscaping would incorporate raised filtration planter boxes, which would treat runoff generated on-site prior to discharge to existing catch basins. Thus, impacts to surface water quality would be less than significant under Alternative 2 and similar to the Project's.

(3) Groundwater Hydrology

Like the Project, Alternative 2 would slightly increase the amount of impervious surface area on-site. However, the Project Site is not located within an aquifer recharge area, and no groundwater supply wells are located near the site. Similar to the Project, Alternative 2 would be subject to fluctuating groundwater levels under the site, and as such, its building foundations would be designed to support the proposed structures in saturated soil conditions. Therefore, impacts to groundwater hydrology would be the same as under the Project and less than significant.

(4) Groundwater Quality

Alternative 2 would introduce the same new land uses as the Project, which would have the potential to generate pollutants that could affect groundwater. Like the Project, Alternative 2 would slightly increase the percentage of impervious surface area on the Project Site. However, similar to the Project, Alternative 2 would comply with NPDES requirements and local regulations, including implementation of BMPs and compliance with SUSMP and LID requirements. Thus, impacts to groundwater quality would be less than significant under Alternative 2 and similar to the Project.

(5) Seiche and Tsunami Risk

Regardless of the type of development, the Project Site would be susceptible to the same risks with respect to seiche and tsunami. The Project Site's up gradient location from various water bodies and existing tsunami warning systems that are in place would reduce such risks. Impacts related to seiche or tsunami risk would be the similar to the Project's impacts and less than significant.

h. Land Use

As described above, Alternative 2 represents a reduction in Project development of approximately 30 percent. Based on the same land uses and design characteristics, Alternative 2 would require the same discretionary approvals as the Project. In addition,

Alternative 2 would be consistent with the existing land use and zoning designation of the Project Site, and the proposed uses would be compatible with and complement existing and future development in the Project area. Therefore, Alternative 2 would be consistent with the overall intent of applicable goals, policies, and objectives in local and regional plans that govern development on the Project Site. Given the similarities in the development proposals, land use consistency impacts under Alternative 2 would be less than significant and similar to those of the Project.

i. Noise

(1) Construction

As with the Project, construction of Alternative 2 would generate noise from the use of heavy-duty construction equipment, as well as from haul truck and construction worker trips. While the overall amount of building construction would be less than what is proposed under the Project over the entire duration of the construction period, construction noise impacts would be similar on days with maximum construction activities. Because maximum daily conditions are used for measuring significance, noise impacts on these days would be similar to those of the Project, which would be less than significant.

Similar to the Project, vibration would be generated during the construction of Alternative 2 from the use heavy-duty construction equipment and haul truck trips. Maximum daily activities during the demolition and excavation phases, which typically generate the highest vibration levels, would be similar to levels expected under the Project. Therefore, similar to the Project, vibration levels from on-site construction activities associated with Alternative 2 are anticipated to be well below the significance thresholds for building damage and human annoyance. Haul truck trips on maximum activity days would be similar to levels under the Project. As such, vibration impacts from off-site sources would be less than significant and similar to those of the Project. Overall, impacts related to construction vibration levels would be less than significant, but incrementally reduced in comparison to the Project due to the reduction in the overall duration of construction activities.

(2) Operation

Alternative 2 would incorporate the same project design features as the Project, including measures to limit noise associated with outdoor mechanical equipment, loading docks and trash compactors, and an outdoor amplified sound system. As such, operational noise levels would be comparable to those under the Project, despite the reduction in floor area and the associated reduction in total patronage. As with the Project, impacts from these operational noise sources would be less than significant. Potential

operational noise impacts would be further reduced as a result of compliance with the City's Noise Regulations.

Like the Project, Alternative 2 would result in a net increase in traffic levels compared to existing conditions. However, due to the reduction in floor area associated with Alternative 2, traffic levels would be reduced as compared to the Project. Therefore, on-site noise levels associated with parking areas would be less than levels under the Project, and off-site mobile noise levels associated with traffic also would be less than levels under the Project. Overall, noise levels from all sources factored into the composite noise level analysis would be reduced or similar to those under the Project. Therefore, operational noise impacts would be less than significant and slightly reduced in comparison to the Project.

j. Public Services

(1) Fire Protection

Alternative 2 reflects a 30-percent reduction in floor area and an associated reduction in employment levels and total patronage. Similar to the Project, construction activities under Alternative 2 would have the potential to result in accidental fire and other hazards, although construction would comply with all applicable federal, state, and local requirements concerning hazard avoidance, fire suppression and safety training, and the handling, disposal, use, storage, and management of hazardous waste. Alternative 2 also would implement construction and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, building sprinkler systems, etc. Also similar to the Project, a Construction Management Plan would be prepared and implemented to ensure that adequate and safe access remains available within and near the Project Site during construction. Therefore, construction-related impacts with regard to fire protection under Alternative 2 would be less than significant, and incrementally less than the Project impacts due to the reduced overall duration of construction.

As under the Project, Fire Station Nos. 8 and 14 would continue to serve the Project Site in the event of an emergency. Also, Alternative 2 would comply with regulatory requirements related to fire protection, including Fire Code requirements and payment of the appropriate fire facilities impact fee, providing adequate emergency vehicle access, and installing adequate fire connections and fire hydrants. Emergency response delays associated with increased traffic would be less than anticipated under the Project due to the relative reduction in daily and peak vehicle trips. Therefore, impacts related to fire protection services would be less than significant under Alternative 2 but reduced somewhat compared to the Project due to the reduction in the amount of development.

(2) Police Protection

As previously discussed, Alternative 2 reflects a 30-percent reduction in floor area and thus a reduced amount and duration of building construction. Therefore, construction activities that could increase response times for police vehicles along PCH and other local roadways due to travel time delays caused by traffic during the construction phase would be reduced in comparison to the Project. However, Alternative 2 would implement a Construction Management Plan to ensure that adequate and safe access remains available within and near the Project Site during construction. Furthermore, Alternative 2 would implement the same project design features as the Project requiring implementation of temporary security measures including security fencing, lighting, and locked entry to secure the Project Site during the construction phase. Construction-related impacts with regard to police protection under Alternative 2 would be less than significant, and somewhat less than Project's impacts due to the reduced duration of construction.

Alternative 2 would contribute to an increase in demand for police protection services provided by the LBPD, though to a lesser extent than the Project due to the reduction in floor area and the associated reduction in employment levels and total patronage. Additionally, Alternative 2 would implement the same project design features as the Project and pay the appropriate police facilities impact fee, in accordance with the Chapter 18.22 of the LBMC. Alternative 2 would also generate revenues to the City's general fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new police facilities and related staffing, as deemed appropriate. Emergency response delays associated with increased traffic would be less than anticipated under the Project due to the relative reduction in daily and peak vehicle trips. Therefore, operational impacts related to police protection under Alternative 2 would be less than significant and reduced in comparison to the Project.

k. Traffic and Access

This discussion is based on the *2nd + PCH Project Alternatives Traffic Analysis* prepared by Linscott, Law & Greenspan, Engineers, dated April 10, 2017, and provided in Appendix W of this Draft EIR.

(1) Construction

As with the Project, construction of Alternative 2 would generate additional trips from heavy-duty construction equipment, haul trucks, and construction worker trips. The overall amount of building demolition and excavation would be similar to the Project; however, the total amount of building construction would be less than under the Project and would require a reduced number of construction truck trips. Similar to the Project, Alternative 2

would implement project design features and include payment of a Transportation Fee, as determined by the City upon issuance of building permits. In addition, similar to the Project, Alternative 2 would implement Construction Management Plan as part of the mitigation package, which would minimize construction-related impacts upon the local circulation system. Similar to the Project, construction staging and worker parking would be provided on-site. However, due to existing congestion on surrounding roads, construction traffic may still result in significant impacts to study intersections. Therefore, it is assumed that construction impacts related to traffic and access under Alternative 2 would be equal to or less than the Project, but remain significant and unavoidable.

(2) Operation

As this Alternative represent a reduction in Project development, Alternative 2 would generate less traffic than the Project. Specifically, Alternative 2 would generate 3,680 fewer trips than the Project. As such, Alternative 2 would impact fewer intersections than the Project under Existing Plus Project Conditions (four compared to eight significantly impacted intersections) and Future Plus Project Conditions (seven compared to eleven significantly impacted intersections) based on the City methodology, with similar reductions based on Caltrans methodology. Like the Project, feasible mitigation has been identified that would reduce these impacts to a less than significant level. However, as is the case with the Project, implementation of these mitigation measures would require the approval of the City of Long Beach, the City of Seal Beach, and/or Caltrans, as well as the acquisition of right-of-way, which cannot be guaranteed. Therefore, impacts would remain significant and unavoidable. Impacts to mainline freeway segments and ramps would also remain significant and unavoidable. Impacts to public transit would be less than significant and less than those of the Project. As the internal access and circulation scheme for Alternative 2 would be the same as that of the Project, impacts related to access, circulation, and bicycle, pedestrian, and vehicular safety would be similar to the Project's and less than significant. Parking impacts would be similar to those of the Project, based on a shared parking supply that would meet demand generated by the proposed uses.

I. Utilities and Service Systems

(1) Water

Similar to the Project, construction activities for Alternative 2 would result in a temporary increase in water demand. This demand would be less than that of the Project due to the reduced amount of building construction and the associated reduced duration of construction activities. Therefore, construction impacts related to water would be less than significant under Alternative 2 and incrementally less than the those of the Project.

As Alternative 2 involves a 30-percent reduction in Project development, water demand would be less than under the Project. Additionally, similar to the Project, Alternative 2 would incorporate water conservation features, including those required by the City. Based on these factors, the Long Beach Water District (LBWD) would have the ability to meet the water demand of Alternative 2, as well as the existing and planned future water demands within its service area.

As with the Project, water service to the Project Site would continue to be provided by the LBWD for domestic and fire protection uses under Alternative 2. Like the Project, the LBFD would be required to grant approval of the final building design, including all fire prevention and suppression systems, which would ensure that Alternative 2 is developed pursuant to Fire Code requirements. Overall, Alternative 2 would involve similar water distribution infrastructure improvements, with a reduction in water demand. Impacts would be less than significant under Alternative 2 and reduced in comparison to the Project.

(2) Energy

Similar to the Project, construction activities for Alternative 2 would result in a temporary increase in energy demand. This demand would be less than the Project's due to the reduced amount of building construction and the associated reduced duration of construction activities. Therefore, construction impacts related to energy would be less than significant under Alternative 2 and incrementally less than those of the Project.

As with the Project, operation of Alternative 2 would generate an increased demand for electricity, natural gas, and petroleum-based fuels relative to existing conditions. However, based on the 30-percent reduction in floor area compared to the Project, energy demand under Alternative 2 would be reduced. In addition, similar to the Project, Alternative 2 would incorporate energy conservation features, including those required by the City. Based on above, the energy providers serving the Project Site would have the ability to meet the energy demands of Alternative 2. Furthermore, as discussed above, Alternative 2 would generate fewer vehicular trips than the Project, thus involving a reduced demand for petroleum-based fuels. Accordingly, as with the Project, the consumption of electricity, natural gas, and petroleum-based fuels under Alternative 2 would not be wasteful, inefficient, or unnecessary. Therefore, impacts to energy resources under Alternative 2 would be less than significant and less than those of the Project.

3. Comparison of Impacts

Alternative 2 is included in this alternatives analysis based on its potential to reduce the significant impacts of the Project. As described above, Alternative 2 would reduce but would not avoid the Project's significant and unavoidable environmental impacts related to

operational regional air quality emissions and traffic. This Alternative would reduce many of the Project's less than significant impacts, including impacts associated with air quality; greenhouse gas emissions; noise; public services; traffic; and utilities and service systems. All other impacts, such as impacts associated with aesthetics, cultural resources, geology, hazards and hazardous materials, hydrology and water quality, and land use would be similar under this Alternative when compared with the Project. Alternative 2 would not result in greater impacts in regards to any environmental issues.

4. Relationship of the Alternative to Project Objectives

While Alternative 2 would include all of the components proposed under the Project, such components would be reduced under this Alternative. Alternative 2 would meet the underlying purpose of the Project to create a distinctive commercial environment within the community by providing a blend of shopping and dining uses and open space in order to provide an active shopping and dining community experience, as well as rejuvenate an existing underutilized site, albeit to on a reduced scale.

Alternative 2 would meet all of the Project objectives, although some would be met to a lesser extent. For example, Alternative 2 would not fully meet the objective to provide a distinctive, high quality, commercial environment that maximizes the variety of uses on-site to support the needs of nearby residents and businesses and attract future businesses, employers, and visitors as Alternative 2 would not be physically maximize development within the Project Site. Similarly, this Alternative would strengthen the economic vitality of the City by providing property tax, sales tax, and other revenues, as well as construction-related and permanent employment opportunities, although to a lesser extent than the Project. Alternative 2 also would redevelop an underutilized site with a high quality, vibrant shopping center designed to capitalize on the property's unique location adjacent to an active marina; create a southeastern gateway to the City that is welcoming, iconic in nature, and visible from a distance; provide a high level of accessibility to and throughout the site to ensure a safe pedestrian environment, efficient vehicular access, convenient bicycle facilities, and access to mass transit; incorporate sustainability features, green building design elements, and landscaping that promote resource conservation, waste reduction, and efficient water management; create a dynamic destination for dining and shopping that offers appropriate amenities and a human scale in order to enhance the pedestrian experience; and provide new landscaping combined with sensitively designed hardscape areas both within the site interior and along its borders to enhance the pedestrian experience, improve the street appearance, and revitalize the site frontage along PCH and Marina Drive.

Overall, Alternative 2 would not fully meet the Project's underlying purpose and the objectives that support the Project's underlying purpose to the same extent as the Project.

V. Alternatives

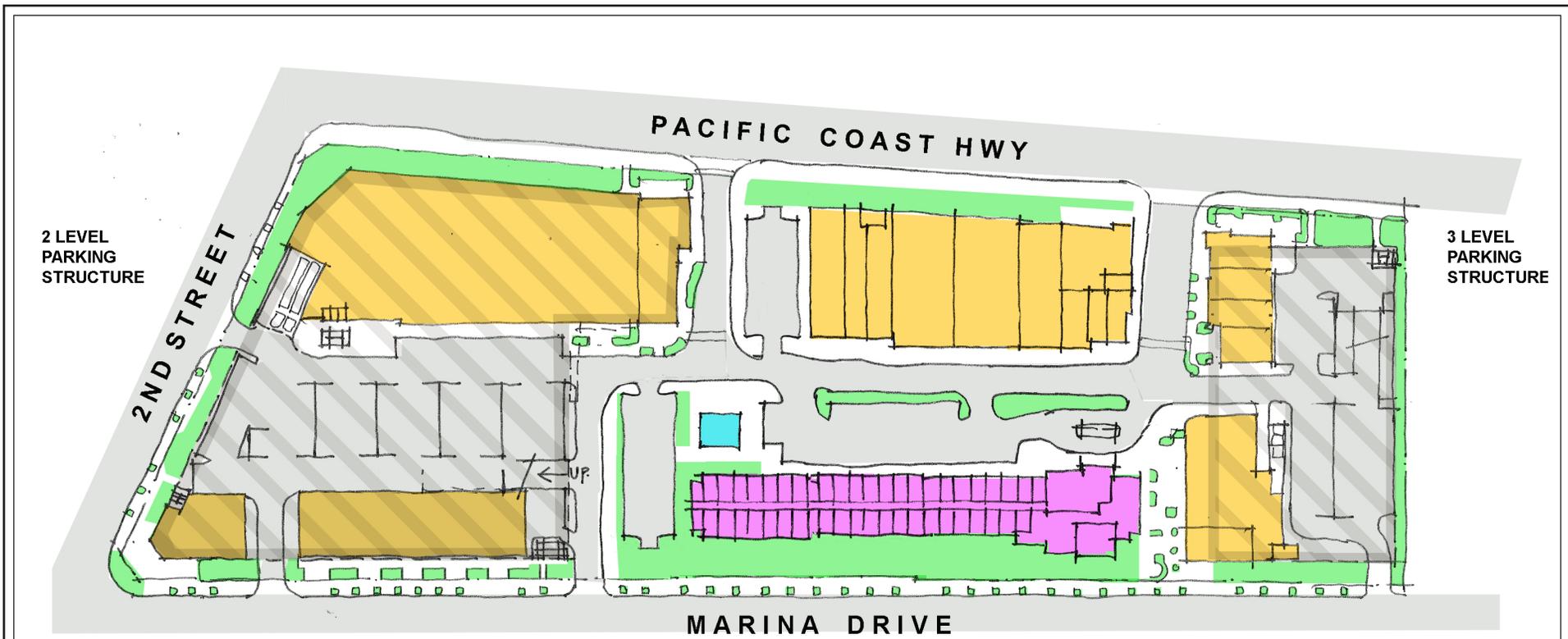
C. Alternative 3: Mixed-Use—Commercial and Hotel Alternative

1. Description of the Alternative

Alternative 3, the Mixed-Use—Commercial and Hotel Alternative would include a mix of land uses consisting of commercial, retail, restaurant, and hotel uses. Alternative 3 would include the development of a 100-room hotel and 120,000 square feet of commercial use consisting of 87,600 square feet of retail, 19,200 square feet of quality restaurant uses, and 13,200 square feet of high-turnover restaurant uses. As shown in Figure V-2 on page V-41, development under Alternative 3 would be arranged in a similar configuration as the Project, with the hotel located along Marina Drive. Similar to the Project, the proposed buildings would have a maximum height of 30 to 35 feet.⁵ Parking for Alternative 3 would be provided within a two-level parking structure in the northern portion of the Project Site and a three-level parking structure in the southern portion, both of which would include parking decks above the proposed retail uses.

Other design elements associated with Alternative 3, including the architectural, lighting, signage, and landscape features, would be generally similar to those of the Project. Alternative 3 would be designed in a contemporary architectural style with elements conjuring images of water and the coast and would integrate various architectural and pedestrian elements throughout the buildings to create a community destination. While landscaped pedestrian pathways would be provided around the site perimeter, similar to the Project, and a landscaped paseo would be provided between the southwestern retail building and the hotel, the Project's central plaza would not be included. However, open space areas and recreational uses associated with the hotel would consist of a swimming pool and likely a fitness center. Like the Project, Alternative 3 would incorporate sustainability features 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

⁵ *The buildings could have sloped roofs, with a maximum midpoint height of 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. While some architectural elements housing elevators and mechanical equipment may have higher roof heights, these features are not included in the measurement of height for commercial buildings per Long Beach Municipal Code Section 21.15.1330.E.*



FIRST FLOOR PLAN

	BUILDING AREA		HOTEL 3 STORIES (35' HT MAX)
	PARKING AREA		
	ABOVE GRADE PARKING STRUCTURE AREAS		

BUILDING AREA PROGRAM	120,000 SF (NOT INCL. HOTEL)
GROCERY	45,000 SF
HOTEL (100 ROOMS)	85,000 SF
RESTAURANT USES	40,000 SF
RETAIL	35,000 SF
PARKING PROVIDED	+/- 700 STALLS
PARKING REQUIRED	952 STALLS



Figure V-2
Mixed-Use—Commercial and Hotel Alternative Site Plan

Source: Architects Orange, 2017.

Building Council's LEED® program at the Certified level. The internal access and circulation scheme for Alternative 3 would be similar to that of the Project, although the interior drive aisle ("Main Street") would be modified to accommodate the hotel's drop-off/pick-up area. Pursuant to LBMC Chapter 21.41, Alternative 3 would be required to provide a minimum of 952 parking spaces, although the site plan accommodates only 700 spaces.

As with the Project, Alternative 3 would require demolition of the existing SeaPort Marina Hotel and associated commercial uses, parking areas, and landscaping, and a similar amount of grading and soil export is expected. The overall duration of construction would be similar compared to the Project regardless of the change of uses, and the level of activity on maximum construction activity days would be similar in scale to that of the Project.

a. Aesthetics/Visual Quality, Views, Light and Glare, and Shading

(1) Aesthetics/Visual Quality

Alternative 3 would involve the same general phases of construction as the Project (i.e., demolition, grading and limited excavation for the placement of building footings, building construction, paving/concrete installation, and landscape installation). Similar to the Project, construction activities under Alternative 3 would temporarily alter the visual appearance of the Project Site due to the removal of the existing SeaPort Marina Hotel and surface parking areas. However, like the Project, this Alternative would include the use of screening to reduce the visibility of the construction site, which would be kept clear of unauthorized postings and maintained throughout the construction period. Thus overall, while affecting the visual character of the Project area on a short-term basis, construction activities would not substantially alter or degrade the existing visual character of the Project Site. Therefore, aesthetics/visual quality impacts associated with construction would be less than significant and similar to the less than significant impacts of the Project.

Under Alternative 3, the architectural design of the retail buildings, maximum building heights, and most landscaping features would be similar to those of the Project. Thus, similar to the Project, Alternative 3 would contribute positively to the aesthetic character of the Project Site and the surrounding area by replacing the aging SeaPort Marina Hotel and associated surface parking areas with neighborhood-serving commercial and hotel uses. These uses would incorporate appropriate design elements for the area and enhance the pedestrian experience within and adjacent to the Project Site. Specifically, Alternative 3 would improve the visual cohesiveness of the area by converting an otherwise underused and somewhat dated hotel into a vibrant, mixed-use commercial

and hotel development. Generally, Alternative 3's building design would be similar to the Project's in terms of architectural style, fenestration, and building materials and colors, although some design elements would vary as a reflection of the different mix of uses. Furthermore, the overall building heights of Alternative 3 would be the same as those of the Project. Alternative 3 would also provide similar setbacks along the Project Site's property lines as the Project, and the footprints of the proposed buildings would be largely similar to those of the Project. Therefore, operational impacts related to aesthetics/visual quality would be less than significant and similar to those of the Project.

(2) Views

No designated visual resources are located on the Project Site. Although scenic views of the water and marina to the west are available from certain locations in the Project vicinity, views across the Project Site from areas to the east (e.g., from PCH) are limited by existing development on-site, and the hotel itself has fallen into disrepair and thus is not considered scenic. Similar to the Project, street frontages of the commercial and hotel uses would be visible along PCH, 2nd Street, and Marina Drive. Such views would not be out of character with the surrounding vicinity and may be considered an improvement over existing conditions.

The building heights of Alternative 3 would reach a maximum of 30 to 35 feet, similar to the Project. Alternative 3 would also include similar setbacks along the Project Site's property lines, and the footprints of the proposed buildings would be similar to the Project's. Due to intervening urban development throughout the surrounding area, the visibility of Alternative 3 would be limited to viewpoints within a few blocks of the Project Site, and any changes in views would affect a limited number of vantage points. While views of individual off-site visual resources may be obstructed to some extent, similar to the Project, Alternative 3 would not result in the obstruction of a substantial amount or proportion of existing features that contribute to views in the area. Furthermore, the pedestrian corridors and paseo introduced on-site would create new view opportunities of the marina and bay, while west-facing hotel rooms also would have clear views of the marina and bay to the west. Therefore, impacts to views would be less than significant and similar to those of the Project.

(3) Light and Glare

Construction of Alternative 3 would introduce new, temporary sources of light and glare to the Project Site. Similar to the Project, construction of Alternative 3 would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur during evening hours. Furthermore, construction-related illumination would be used for safety and security purposes only and

would be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary. Any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. Therefore, light and glare associated with construction of Alternative 3 would not substantially alter the character of off-site areas surrounding the Project Site, similar to the Project. Impacts related to artificial light and glare during construction would be less than significant and similar to those of the Project.

As with the Project, sources of light and glare during operation of Alternative 3 would be similar to other commercial developments in the Project vicinity. The resulting artificial light levels would not be out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity during the day and night. The types and number of lighting fixtures associated with Alternative 3 would be comparable to those of the Project. Therefore, impacts related to light and glare would be less than significant, and similar to the Project's impacts.

(4) Shading

The overall height of Alternative 3 would be the same as that of the Project. Alternative 3 also would provide the similar setbacks along the Project Site's property lines as the Project, and the location and footprint of the proposed buildings would be similar to those of the Project. As discussed in Section IV.A, Aesthetics, Views, Light/Glare, and Shading, of this Draft EIR, the Project would not have a significant shading impact on nearby sensitive receptors. Therefore, shading impacts under Alternative 3 would be less than significant and similar to those of the Project.

b. Air Quality

(1) Construction

Alternative 3 would involve the same amount of demolition and grading/excavation as the Project, as well as a similar amount of construction. As with the Project, construction of this Alternative would generate air emissions through the use of heavy-duty construction equipment and haul truck and construction worker trips. The duration of the construction period and the intensity of air emissions and fugitive dust associated with site preparation and construction activities would be similar on days with maximum construction activities. Because maximum daily conditions are used for measuring significance, regional and localized impacts on these days would be similar to those of the Project and therefore less than significant. Similarly, the amount of site grading and excavation on maximum activity days would be similar to levels proposed under the Project. Thus, on an

overall comparative basis, since Alternative 3 would emit a similar amount of pollutants over a similar construction duration, impacts would be similar to the Project's.

With respect to TAC emissions, diesel particulate emissions represent the greatest potential for TAC emissions. As Alternative 3 would have a similar construction intensity as the Project, impacts due to TAC emissions and the corresponding individual cancer risk would be similar to the Project's less than significant impacts. Construction-related odor impacts under this Alternative would also be less than significant and similar to those of the Project.

(2) Operation

As described above, Alternative 3 includes the development of a 100-room hotel and 120,000 square feet of commercial uses consisting of 87,600 square feet of retail, 19,200 square feet of quality restaurant uses, and 13,200 square feet of high-turnover restaurant uses. While Alternative 3 would not result in a floor area reduction in comparison to the Project, this mix of land uses would generate fewer daily trips. Thus, traffic levels would be reduced compared to the Project. Additionally, like the Project, Alternative 3 would implement project design features that would directly and indirectly benefit air quality through the reduction of vehicular trips. Area source and stationary sources would generate similar on-site operational air emissions as the Project. Under the Project, regional emissions of NO_x would exceed the SCAQMD thresholds, and all other air pollutants would be under the established thresholds. Similarly, while the number of daily trips generated by Alternative 3 would be reduced compared to the Project, the reduction is not substantial enough to reduce emissions to below the threshold for NO_x . Consequently, under Alternative 3, regional emissions of NO_x would exceed the SCAQMD thresholds. Therefore, this regional impact would be significant and unavoidable, but less than that of the Project.

Localized operational impacts are determined mainly by peak-hour intersection traffic volumes. As peak-hour traffic levels would be reduced under this Alternative compared to the Project, localized emissions from on-site sources would be less than under the Project. Therefore, localized impacts would be less than significant and reduced in comparison to the Project.

Similar to the Project, Alternative 3 would not release substantial amounts of TACs. Thus, this Alternative would result in a less than significant air quality impact related to TACs. Additionally, Alternative 3 would not include any uses identified by the SCAQMD as being associated with odors; thus, odor impacts would be less than significant. In addition, as with the Project, development of Alternative 3 would be consistent with the air quality

policies set forth in the SCAQMD's AQMP and the City of Long Beach General Plan Air Quality Element, resulting in a less than significant impact.

c. Cultural Resources

(1) Historic Resources

The existing SeaPort Marina Hotel is not considered eligible as a historical resource under any of the applicable criteria of the National Register of Historic Places, California Register of Historical Resources, or as a City of Long Beach Landmark. Thus, similar to the Project, removal of the existing hotel under Alternative 3 would not cause a substantial adverse change in the significance of a historical resource. Therefore, impacts to historic resources would be less than significant, and similar to those of the Project.

(2) Archaeological Resources

Similar to the Project, Alternative 3 would include grading and excavation for the placement of building footings and foundations, as well as soil remediation, likely to the same maximum depth of 11.5 feet. Therefore, there would be a possibility of encountering previously unidentified archaeological resources or human remains within native soils, similar to the Project. However, Alternative 3 would implement the same recommended mitigation measures as the Project in the event archaeological resources and human remains are encountered. Therefore, impacts to archaeological resources would be less than significant with mitigation and similar to the Project's impacts.

(3) Paleontological Resources

As with archaeological resources, there would be a possibility of encountering previously unidentified paleontological resources within native soils, similar to the Project. However, Alternative 3 would implement the same recommended mitigation measures as the Project in the event paleontological resources are encountered. Therefore, impacts to paleontological resources would be less than significant with mitigation and similar to the Project's impacts.

(4) Tribal Cultural Resources

As with archaeological resources, there would be a possibility of encountering tribal cultural resources within native soils, similar to the Project. However, Alternative 3 would implement the same recommended mitigation measures as the Project in the event tribal cultural resources are encountered. Therefore, impacts to tribal cultural resources would be less than significant with mitigation and similar to the Project's impacts.

d. Geology and Soils

The Project Site is located within the seismically active region of Southern California. Thus, as with the Project, under Alternative 3, impacts related to site-specific geologic hazards, including fault rupture, strong seismic shaking, liquefaction, seismically induced settlement, and subsidence, would be similar to those under the Project since such impacts are a function of the Project Site's underlying geologic conditions rather than the type of land uses or amount of development proposed. As with the Project, Alternative 3 would be subject to all applicable regulations, including the California Building Code and Long Beach Building Standards Code requirements. Construction activities also would occur in accordance with erosion control requirements, including grading and dust control measures. Like the Project, Alternative 3 would involve grading and excavation, thus hazards associated with liquefaction and settlement would be similar to levels under the Project. Like the Project, Alternative 3 would be required to implement mitigation measures to reduce potential impacts associated with liquefaction and lateral spreading to a less than significant level. Also similar to the Project, Alternative 3 impacts with respect to strong seismic ground shaking would be less than significant with mitigation. Overall, given the similar construction methods, building types, building footprints, and geological conditions, impacts related to geology and soils would be less than significant with mitigation, and similar to the Project's impacts.

e. Greenhouse Gas Emissions

Similar to the Project, Alternative 3 would incorporate project design features to reduce GHG emissions and comply with the City of Long Beach Green Building Ordinance, as applicable, as well as the sustainability intent of the U.S. Green Building Council's LEED® program at the Certified level. Similar to the Project, Alternative 3 would also incorporate features and comply with regulatory measures consistent with the goals of AB 32. Like the Project, Alternative 3 would promote implementation of SB 375 and would support regional land use and transportation GHG reductions consistent with state regulatory requirements for 2020 and 2035. Furthermore, the mix of uses under Alternative 3 would result in a reduction in average daily trips and a reduction in the amount of water consumption and wastewater generation as compared to the Project; thus, GHG emissions generated by Alternative 3 would be less than under the Project. Overall, GHG impacts would be less than significant and less than the Project's less than significant impacts.

f. Hazards and Hazardous Materials

Alternative 3 would involve a similar potential for the use and storage of hazardous materials as the Project during both construction and operation. Similar to the Project, Alternative 3 would comply with all applicable standards and regulations related to the use,

storage, and disposal of hazardous materials to ensure impacts associated with the potential release of hazardous materials into the environment would be less than significant. In addition, Alternative 3 would comply with all applicable federal, state, and local requirements concerning the handling and disposal of hazardous waste. Based on the age of existing structures, all of which would be removed, and the presence of subsurface contamination due to past uses on-site, grading and excavation for Alternative 3 would result in potentially significant impacts related to the possible release of hazardous materials that could expose construction workers and the public to health risks associated with soil and groundwater contamination, oil field-related contamination and infrastructure, and the presence of ACMs and LBP.⁶ Similar to the Project, Alternative 3 would be required to implement mitigation measures to reduce such impacts to a less than significant level. Overall, impacts related to hazards and hazardous materials under Alternative 3 would be less than significant with mitigation and similar to the Project.

g. Hydrology and Water Quality

(1) Surface Water Hydrology

Alternative 3 would result in approximately the same percentage of impervious area as the Project. The same drainage improvements would be implemented, including the rerouting of and introduction of new storm drains on-site as needed. Furthermore, the drainage areas, flow patterns, and discharge points generally would be similar to those under the Project. As with the Project, Alternative 3 would implement project design features to ensure stormwater management requirements are employed. Also similar to the Project, Alternative 3 would comply with all NPDES and City requirements and implement of BMPs during the construction and operational phases to ensure stormwater flow rates would be affected only marginally. Therefore, impacts to surface water hydrology would be less than significant under Alternative 3 and similar to those of the Project.

(2) Surface Water Quality

Alternative 3 would introduce commercial and hotel uses that would have the potential to generate surface water pollutants. As discussed above, Alternative 3 would result in approximately the same percentage of impervious surface area as the Project. Furthermore, similar to the Project, Alternative 3 would implement project design features to ensure stormwater management requirements are met, including compliance with

⁶ *However, the site remediation activities currently occurring on-site, including any soil remediation and re-abandonment of oil wells, would be completed in accordance with regulatory requirements, separate from development of Alternative 2.*

NPDES requirements and local regulations, such as implementation of BMPs and compliance with SUSMP and LID requirements. Also like the Project, new landscaping would incorporate raised filtration planter boxes, which would treat runoff generated on-site prior to discharge to existing catch basins. Thus, impacts to surface water quality would be less than significant under Alternative 3 and similar to the Project's impacts.

(3) Groundwater Hydrology

Like the Project, Alternative 3 would slightly increase the amount of impervious surface area on-site. However, the Project Site is not located within an aquifer recharge area, and no groundwater supply wells are located near the site. Similar to the Project, Alternative 3 would be subject to fluctuating groundwater levels under the site, and as such, its building foundations, including subterranean parking areas, would be designed to support the proposed structures in saturated soil conditions. Therefore, impacts to groundwater hydrology would be less than significant under Alternative 3 and similar to those of the Project.

(4) Groundwater Quality

Alternative 3 would introduce largely similar commercial land uses as the Project, which would have the potential to generate pollutants that could affect groundwater. Like the Project, Alternative 3 would slightly increase the percentage of impervious surface area on the Project Site. However, similar to the Project, Alternative 3 would comply with NPDES requirements and local regulations, including the implementation of BMPs and compliance with SUSMP and LID requirements. Thus, impacts to groundwater quality would be less than significant under Alternative 3 and similar to the less than significant impacts of the Project.

(5) Seiche and Tsunami Risk

Regardless of the type of development, the Project Site would be susceptible to the same risks with respect to seiche and tsunami. The Project Site's up gradient location from various water bodies and existing tsunami warning systems that are in place would reduce such risks. Impacts related to seiche or tsunami risk would be the similar in comparison to the less than significant impacts of the Project

h. Land Use

The Project Site's land use designation of Land Use District (LUD) No. 7 and corresponding zoning designation of Subarea 17 Planned Development District 1 (PD-1) allow employment centers, such as retail, offices, and medical facilities; higher density

residences; visitor-serving facilities; personal and professional services; or recreational facilities. Alternative 3 would be consistent with these land use and zoning designations, and the Alternative would be compatible with existing land uses in the Project area. Furthermore, Alternative 3 would require the same discretionary approvals as the Project. Therefore, Alternative 3 would be consistent with the overall intent of the applicable goals, policies, and objectives in local and regional plans that govern development on the Project Site. Given the similarities in the development proposals, land use consistency impacts under Alternative 3 would be less than significant and similar to those of the Project.

i. Noise

(1) Construction

As with the Project, construction of Alternative 3 would generate noise from the use of heavy-duty construction equipment, as well as from haul truck and construction worker trips. The overall amount of building construction would be similar to what is proposed under the Project over the entire duration of the construction period, and construction noise impacts would be similar on days with maximum construction activities. Therefore, noise impacts during construction would be similar to the Project's and less than significant.

Similar to the Project, vibration would be generated during the construction of Alternative 3 from the use heavy-duty construction equipment and haul truck trips. Maximum daily activities during the demolition and excavation phases, which typically generate the highest vibration levels, would be similar to levels expected under the Project. Therefore, similar to the Project, vibration levels from on-site construction activities associated with Alternative 3 are anticipated to be well below the significance thresholds for building damage and human annoyance. As haul truck trips on maximum activity days would be similar to levels under the Project, vibration impacts from off-site sources would be less than significant and similar to those of the Project. Overall, due to a similar amount and type of construction, vibration impacts during construction would be similar to the Project's and less than significant.

(2) Operation

Alternative 3 would incorporate the similar project design features as the Project, including measures to limit noise associated with outdoor mechanical equipment, loading docks and trash compactors, and any outdoor amplified sound system. As such, operational noise levels would be comparable to those under the Project, despite introduction of a new hotel use. As with the Project, impacts from these operational noise sources would be less than significant. Potential operational noise impacts would be further reduced as a result of compliance with the City's Noise Regulations.

Like the Project, Alternative 3 would result in a net increase in traffic levels compared to existing conditions. However, based on this Alternative's land use mix, traffic levels would be reduced as compared to the Project. Therefore, on-site noise levels associated with parking areas would be slightly less than levels under the Project, and off-site mobile noise levels associated with traffic would also be less than under the Project. Overall, noise levels from all sources factored into the composite noise level analysis would be reduced or similar to those under the Project. Therefore, operational noise impacts would be less than significant, and less than the Project's less than significant impacts.

j. Public Services

(1) Fire Protection

Similar to the Project, construction activities under Alternative 3 would have the potential to result in accidental fires and other hazards, although construction would comply with all applicable federal, state, and local requirements concerning hazard avoidance, fire suppression and safety training, and the handling, disposal, use, storage, and management of hazardous waste. Alternative 3 also would implement construction and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, building sprinkler systems, etc. Additionally, similar to the Project, a Construction Management Plan would be implemented to ensure that adequate and safe access remains available within and near the Project Site during construction. Therefore, construction-related impacts with regard to fire protection under Alternative 3 would be less than significant, and similar to the Project's less than significant impacts.

Hotel uses typically result in greater demand for fire protection services than other commercial (retail) uses given the hours of operation and the daytime and nighttime populations present. However, as would be the case under the Project, Fire Station Nos. 8 and 14 would continue to serve the Project Site under Alternative 3 in the event of an emergency. Similarly, Alternative 3 would comply with regulatory requirements related to fire protection, including Fire Code requirements and payment of the appropriate fire facilities impact fee, providing adequate emergency vehicle access, and installing adequate fire connections and fire hydrants. Emergency response delays associated with increased traffic would be less than anticipated under the Project due to the relative reduction in daily and peak vehicle trips. Nonetheless, because of the increased demand for fire protection services generated by the hotel use, impacts related to fire protection services under Alternative 3 would be greater than under the Project, although these impacts would remain less than significant.

(2) Police Protection

The types of construction activities required for Alternative 3 would be similar to the Project, and the overall duration of construction would be similar as well. As with the Project, a Construction Management Plan would be implemented to ensure that adequate and safe access remains available within and near the Project Site during construction. Furthermore, Alternative 3 would implement the same project design features as the Project requiring the implementation of temporary security measures including security fencing, lighting, and locked entry to secure the Project Site during construction. Construction-related impacts with regard to police protection under Alternative 3 would be less than significant, and similar to Project impacts.

Alternative 3 would contribute to an increase in demand for police protection services provided by the LBPD. However, Alternative 3 would generate a smaller police service population than the Project and would not represent a substantial change in the officer per resident ratio of the LBPD. Furthermore, Alternative 3 would implement the same project design features as the Project and pay the appropriate police facilities impact fee, in accordance with the Chapter 18.22 of the LBMC. Alternative 3 would also generate revenues to the City's general fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new police facilities and related staffing, as deemed appropriate. Emergency response delays associated with increased traffic would be less than anticipated under the Project due to the relative reduction in daily and peak vehicle trips. Therefore, operational impacts related to police protection under Alternative 3 would be less than significant and reduced in comparison to the Project.

k. Traffic and Access

This discussion is based on the *2nd + PCH Project Alternatives Traffic Analysis* prepared by Linscott, Law & Greenspan, Engineers, dated April 10, 2017, and provided in Appendix W of this Draft EIR.

(1) Construction

As with the Project, construction of Alternative 3 would generate additional trips from heavy-duty construction equipment, haul trucks, and construction worker trips. The overall amount of building demolition, excavation, and building construction would be similar to the Project. Also similar to the Project, Alternative 3 would implement project design features and include payment of a Transportation Fee, as determined by the City upon issuance of building permits. In addition, similar to the Project, Alternative 3 would implement a Construction Management Plan as mitigation, which would minimize construction-related impacts upon the local circulation system. However, due to existing congestion on

surrounding roads, construction traffic may still result in significant impacts to study intersections. Therefore, it is assumed that construction impacts related to traffic and access under Alternative 2 would be equal to those of the Project and remain significant and unavoidable.

(2) Operation

Alternative 3's land use mix would generate less traffic than the Project, specifically 5,566 fewer trips. As such, Alternative 3 would impact fewer intersections than the Project under Existing Plus Project Conditions (three compared to eight significantly impacted intersections) and Future Plus Project Conditions (five compared to eleven significantly impacted intersections) based on City methodology, with similar reduction based on Caltrans methodology. Like the Project, feasible mitigation has been identified that would reduce these impacts to a less than significant level. However, as is the case with the Project, implementation of these mitigation measures would require the approval of the City of Long Beach, the City of Seal Beach, and/or Caltrans, as well as the acquisition of right-of-way, which cannot be guaranteed. Therefore, impacts would remain significant and unavoidable. Impacts to mainline freeway segments and ramps would also remain significant and unavoidable. Impacts to public transit would be less than significant and reduced compared to the Project. The internal access and circulation scheme for Alternative 3 would be the same as that of the Project. Impacts to access and circulation; parking; and bicycle, pedestrian, and vehicular safety would be similar to those of the Project and less than significant.

I. Utilities and Service Systems

(1) Water

Similar to the Project, construction activities for Alternative 3 would result in a temporary increase in water demand. Water demand would be similar compared to the Project. Therefore, construction impacts related to water would be less than significant under Alternative 3 and similar to the Project's less than significant impacts.

Alternative 3 would consist of commercial and hotel development. As a result of the different mix of uses and reduced square footage dedicated to restaurants, water demand would be less than under the Project. Additionally, similar to the Project, Alternative 3 would incorporate water conservation features that would be included as part of the Project or required by the City. Based on LBWD's ability to meet the water demand for the Project, as well as existing and planned water demands of its future service area, it is anticipated that LBWD would also be able to meet the water demand under Alternative 3.

As with the Project, water service to the Project Site would continue to be provided by the LBWD for domestic and fire protection uses under Alternative 3. Like the Project, the LBFD would be required to grant approval of the final building design, including all fire prevention and suppression systems, which would ensure that Alternative 3 is developed pursuant to Fire Code requirements. Overall, Alternative 3 would involve similar water distribution infrastructure improvements, with a reduction in water demand. Operational impacts related to water would be less than significant under Alternative 3 and reduced in comparison to the Project.

(2) Energy

Similar to the Project, construction activities for Alternative 3 would result in a temporary increase in energy demand. Energy demand would be similar compared to the Project's. Therefore, construction impacts related to energy would be less than significant under Alternative 3 and similar to the Project.

As with the Project, operation of Alternative 3 would generate an increased demand for electricity, natural gas, and petroleum-based fuels relative to existing conditions. However, the mix of land uses under Alternative 3 would result in a reduced energy demand compared to the Project. In addition, Alternative 3 would implement the same project design features as the Project, which would improve energy efficiency and reduce impacts related to the consumption of energy resources. Based on above, the energy providers serving the Project Site would have the ability to meet the energy demands associated with Alternative 3. Furthermore, as discussed above, Alternative 3 would generate fewer vehicle trips than the Project, resulting in a reduced demand for petroleum-based fuels. Accordingly, as with the Project, the consumption of electricity, natural gas, and petroleum-based fuels under Alternative 3 would not be wasteful, inefficient, or unnecessary. Overall, impacts to energy resources under Alternative 3 would be less than significant and less than those of the Project.

3. Comparison of Impacts

Alternative 3 is included in this alternatives analysis based on its potential to reduce the significant impacts of the Project. As described above, Alternative 3 would reduce but not avoid Project's significant and unavoidable environmental impacts related to operational regional air quality and traffic. Additionally, impacts associated with aesthetics/visual character; construction air quality; cultural resources; geology and soils; hazards and hazardous materials; hydrology and water quality; operational noise; public services; and construction-related utility usage would be similar under this Alternative when compared with the Project. Operational impacts with respect to fire protection would be

greater than the Project, but would remain less than significant. All other impacts would be less than those of the Project.

4. Relationship of the Alternative to Project Objectives

Alternative 3 provides an alternative land use mix for the Project Site in which development would include commercial and hotel uses. Alternative 3 would meet the underlying purpose of the Project to create a distinctive mixed commercial environment within the community by providing a blend of shopping and dining uses and open space in order to provide an active shopping and dining community experience, as well as rejuvenate an existing underutilized site.

Alternative 3 would meet or partially meet the Project objectives. Specifically, Alternative 3 would provide a distinctive, high quality, mixed-use commercial environment that maximizes the variety of commercial uses on-site to support the needs of nearby residents and businesses, and attract future businesses, employers, and visitors; create an aesthetically attractive, high quality design that reflects the property's unique orientation adjacent to an active marina; enhance the economic vitality of the City and provide property tax, sales tax, and other revenue opportunities; create a southeastern gateway to the City that is welcoming, iconic in nature, and visible from a distance; provide a high level of accessibility to and through the site to ensure a high-quality pedestrian environment, efficient vehicular access, including bicycle facilities, and access to mass transit; provide amenities that encourage and promote public access to the marina; locate a large retailer at the Project Site in a high visibility location adjacent to a public street to contribute to the initial draw for shoppers to visit the Project and explore its diversity of uses; maximize the visibility of retail tenants through a project design that locates retail tenants in areas easily visible from adjacent public streets, in order to attract a variety of high-quality retailers that will provide for the long term vitality of the Project, and provide readily accessible and easily identifiable centrally located retail and parking facilities with shared parking, serving synergistic commercial uses in order to provide visitors with an easy and convenient retail destination experience, and encourage return visits.

However, would not eliminate the Project's significant and unavoidable impacts with respect to operational air quality and traffic, as previously discussed.

V. Alternatives

E. Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives.

Table V-1 on page V-5 provides a summary matrix that compares the impacts associated with the Project with the impacts of each of the analyzed alternatives. A more detailed description of the potential impacts associated with each alternative is provided above. Pursuant to Section 15126.6(c) of the CEQA Guidelines, the analysis below addresses the ability of the alternatives to “avoid or substantially lessen one or more of the significant effects” of the Project.

As previously discussed, the Project would result in significant and unavoidable impacts related to operational air quality from regional emissions and traffic. Alternative 1 would avoid the Project’s significant environmental impacts with respect to regional NO_x emissions and reduce all of the Project’s less than significant impacts. However, Alternative 1 would not eliminate all of the Project’s significant and unavoidable traffic impacts, nor would it meet the Project’s objectives. Notwithstanding, of the alternatives analyzed in this Draft EIR, Alternative 1, the No Project/No Build Alternative is considered the Environmentally Superior Alternative as it would reduce most of the impacts anticipated under the Project.

As stated above, the CEQA Guidelines require the identification of an Environmentally Superior Alternative other than a No Project Alternative. In accordance with the CEQA Guidelines, a comparative evaluation of the remaining alternatives indicates that Alternative 2, the Reduced Density Alternative, would reduce a number of the Project’s less than significant impacts. However, Alternative 2 would reduce but not eliminate any of the Project’s significant and unavoidable impacts.

More specifically, this alternative would reduce many of the Project’s less than significant impacts prior to mitigation and less than significant impacts with mitigation, including air quality impacts during construction and operation (with the exception of

regional NO_x emissions), greenhouse gas emissions, noise, public services, traffic (access and safety and public transit), and utilities and service systems. Impacts with respect to aesthetics, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and land use would be similar to the Project's impacts and either less than significant or less than significant with mitigation. Alternative 2 would lessen the impacts with respect to operational NO_x emissions and traffic, but impacts would remain significant and unavoidable.

Despite any reductions in impacts, as discussed above, Alternative 2 would not meet the Project's objectives to the same extent as the Project.