City of Long Beach

Shoreline Gateway East Tower Project

Addendum to the Final Environmental Impact Report

October 2016

rincon

Environmental Scientists Planners Engineers

ADDENDUM TO THE FINAL ENVIRONMNETAL IMPACT REPORT

SHORELINE GATEWAY EAST TOWER PROJECT

Prepared for:

City of Long Beach
Planning and Building Department
333 W. Ocean Boulevard, 5th Floor
Long Beach, California 90802

Prepared by:

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

October 2016

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Shoreline Gateway East Tower Project

Addendum to the Shoreline Gateway Final Environmental Impact Report

Prepared by:

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TABLE OF CONTENTS

Page

Introduction 1
Project Details and Background 2
1. Project Title: 2
2. Lead Agency Name and Address: 2
3. Contact Person and Phone Number: 2
4. Project Location: 2
5. Project Sponsor's Name and Address: 2
6. General Plan Designation: 2
7. Zoning: 2
8. Project Description and Background: 2
9. Surrounding Land Uses and Setting: 5
10. Other Public Agencies Whose Approval is Required: 5
Decision to Prepare an Addendum 6
Environmental Factors Potentially Affected 17
Determination 18
Environmental Checklist 19
I. Aesthetics 19
II. Agriculture and Forestry Resources 21
III. Air Quality 23
IV. Biological Resources 29
V. Cultural Resources 31
VI. Geology and Soils 32
VII. Greenhouse Gas Emissions 35
VIII. Hazards and Hazardous Materials 45
IX. Hydrology and Water Quality 48
X. Land Use and Planning 51
XI. Mineral Resources 52
XII. Noise 53
XIII. Population and Housing 63
XIV. Public Services 64
XV. Recreation 67
XVI. Transportation/Traffic 67
XVII. Utilities and Service Systems 72
XVIII. Mandatory Findings of Significance 77
References 80

List of Figures

Figure 1 Regional Location 7
Figure 2 Project Location 8
Figure 3 Existing Project Site Conditions 9
Figure 4 Site Plan 10
Figure 5 Illustrative Project Site and Landscape Plan 11

Figure 6 Perspective Views 12
Figure 7a East Tower Building Elevations: North and East 13
Figure 7b East Tower Building Elevations: South and West 14
Figure 8a Surrounding Uses 15
Figure 8b Surrounding Uses 16

List of Tables

Table 1 Shoreline Gateway Project Change 3
Table 2 Comparison of Proposed Project to Approved Project 4
Table 3 Estimated Construction Maximum Daily Air Pollutant Emissions (lbs/day) for the Proposed Project 26
Table 4 Long-Term Operational Emissions (lbs/day) 27
Table 5 Combined Annual Emissions of Greenhouse Gases 38
Table 6 Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission Reduction Strategies 40
Table 7 Project Consistency with Applicable Long Beach Sustainable City Action Plan Goals 44
Table 8 Measured Noise Levels 54
Table 9 Comparison Between Measured Ambient Noise and Modeled Traffic Noise Levels 55
Table 10 Projected Exterior Noise Levels at Proposed Residences 56
Table 11 Typical Noise Levels Generated by Construction Equipment 58
Table 12 Vibration Source Levels for Construction Equipment 59
Table 13 Comparison of Pre-Project and Post-Project Traffic Noise On Local Roadways 60
Table 14 Comparison of Pre-Project and Post-Project Traffic Noise On Local Roadways 61
Table 15 Comparison of Traffic Noise Associated With the Approved Project and Proposed Project 62
Table 16 Estimated Project Wastewater Generation 74
Table 17 LBWD Water Supply in Normal, Single Dry and Multiple Dry Years (Acre Feet) 76
Table 18 Estimated Solid Waste Generation 77

Appendices

Appendix A – Air Quality Study
Appendix B – Greenhouse Gas Study
Appendix C – Noise Study
Appendix D – Traffic Impact Analysis

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INTRODUCTION

This document is an Addendum to the 2006 Shoreline Gateway Final Environmental Impact Report (EIR) (SCH# 2005121066).

In accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, the Lead Agency shall prepare an Addendum to an EIR if some changes or additions are necessary that will not have significant new impacts or substantially increase previously identified significant impacts. Specifically, the Guidelines state:

- The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred (Section 15164 (a));
- An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration (Section 15164 (c));
- The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project (Section 15164 (d)); and
- A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence (Section 15164 (e)).

This Addendum has been prepared in accordance with relevant provisions of CEQA and the State CEQA Guidelines.

According to Section 15164 of the CEQA Guidelines, an addendum to a previously certified EIR or Negative Declaration is the appropriate environmental document in instances when “only minor technical changes or additions are necessary” and when the new information does not involve new significant environmental effects beyond those identified in the previous EIR.

This Addendum describes the details of the proposed modifications to the East Tower of the Shoreline Gateway Project and compares its impacts to those identified in prior Shoreline Gateway Project CEQA documents. The analysis demonstrates that the proposed modifications to the adopted Shoreline Gateway Project would not create any new or increased severity significant environmental impacts beyond those previously identified in the 2006 Shoreline Gateway Final EIR and the 2007 Final Supplemental EIR. Therefore, this Addendum is the appropriate environmental document under CEQA.

PROJECT DETAILS AND BACKGROUND

1. **Project Title:**
   Shoreline Gateway East Tower Project

2. **Lead Agency Name and Address:**
   City of Long Beach
   Development Services Department
   333 West Ocean Boulevard, 5th Floor
   Long Beach, California 90802

3. **Contact Person and Phone Number:**
   Christopher Koontz, Advance Planning Officer
   (562) 570-6288

4. **Project Location:**
   The Project site is located at 777 East Ocean Boulevard in the City of Long Beach, California. The site is bounded by the Shoreline Gateway West Tower (West Tower) to the west, E. Medio Street to the north, and Alamitos Avenue/E. Shoreline Drive to the east. The site is approximately 0.1 mile north of Alamitos Beach and the Shoreline Yacht Club. Figure 1 shows the location of the site within the region. Figure 2 shows the Project site within its local context. The project site is currently a parking lot; see Figure 3 for existing site conditions.

5. **Project Sponsor's Name and Address:**
   Shoreline Development Partners, LP
   6701 Center Drive West, Suite 710
   Los Angeles, CA 90045

6. **General Plan Designation:**
   Mixed Use (LUD No. 7)

7. **Zoning:**
   Downtown Long Beach (PD-30)

8. **Project Description and Background:**
   The Shoreline Gateway East Tower project (Proposed Project) is a revision to a previously approved 221-unit residential tower at the same location, 777 East Ocean Boulevard in the City of Long Beach.

   Background and History
   The project was originally reviewed as part of the Shoreline Gateway Environmental Impact Report (2006 Shoreline Gateway EIR), which was certified in 2006. The 2006 Shoreline Gateway EIR evaluated three multi-family residential buildings, ranging from 10 to 22 stories tall, and totaling 358 dwelling units and 13,561 square feet (SF) of retail/restaurant space.

In October 2007, a Supplemental EIR (2007 Shoreline Gateway SEIR) was certified for the Shoreline Gateway Project, modifying the height of the East Tower from 24 stories to 35 stories tall, with the total unit count of the Shoreline Gateway Project remaining at 358 units. In November 2007, the Planning Commission approved the Shoreline Gateway Master Plan, along with the Site Plan Review for the 35-story East Tower in accordance with the 2007 Shoreline Gateway SEIR. The 35-story East Tower with 221 units and 6,367 SF of retail/restaurant is described in more detail below and hereafter referred to as the Approved Project.

In May 2013, the Long Beach Planning Commission approved the 17-story West Tower, with 224 units and 9,182 SF of retail/restaurant. The West Tower is now constructed, with 223 units and 6,502 SF of retail/restaurant space. The constructed West Tower plus the East Tower as approved in the 2007 Shoreline Gateway SEIR brings the overall development total for the Shoreline Gateway Project to 444 units and 15,449 SF of retail/restaurant.

The Proposed Project would add 94 units to the 221-unit Approved Project, bringing the unit count of the East Tower to 315 units. The Proposed Project would also add 344 square feet to the approved 6,367 SF of retail/restaurant, with the new total as 6,711 SF. Upon completion of the Proposed Project, the Shoreline Gateway Project would consist of two residential towers with a total of 538 units and 13,213 SF of retail/restaurant. Table 1 shows the evolution of the Shoreline Gateway Project over time from when it was originally analyzed in the 2006 Shoreline Gateway EIR to the approval of the West Tower in 2013.

Table 1
Shoreline Gateway Project Change

Project Components	2006 Shoreline Gateway EIR	2007 Shoreline Gateway SEIR	2013 Approval of the West Tower	Proposed Project
Residential Units	358	358	444	538
Retail/Restaurant (SF)	13,561	13,561	15,449	13,213

Because it is already constructed, the West Tower is part of the existing conditions. Nevertheless, the West Tower has also been included as part of the cumulative impacts analysis for the Proposed Project.

Comparison of Approved Project to Proposed Project
For the purposes of this Addendum, the Approved Project is used as the baseline for the analysis. Therefore, this Addendum supplements the 2006 Shoreline Gateway EIR and 2007 Shoreline Gateway SEIR and studies the change from the Approved Project to the Proposed Project. Furthermore, the Proposed Project is consistent with the City's Downtown Plan and Downtown Plan Program EIR.

The Proposed Project would add 94 units and approximately 344 SF of retail/restaurant to the Approved Project, increasing the unit count of the East Tower from 221 units to 315 units and the retail space to 6,711 SF. The Proposed Project would be the same height as the Approved Project at 35-stories and approximately 417 feet. The Proposed Project would decrease the Approved Project's three- to four-level podium to a two-level podium, but the

overall height of the East Tower would remain the same. Table 2 compares the Approved Project to the Proposed Project.

Table 2
Comparison of Proposed Project to Approved Project

Project Components	Approved Project	Proposed Project	Change
Residential Units	221	315	94
Retail/Restaurant (SF)	6,367	6,711	344
Stories/Height (feet)	35/417	35/417	None

The Approved Project includes the use of stone, metal, and composite rainscreen cladding at the base of the East Tower and painted smooth finish concrete with aluminum curtainwall and window wall systems with clear and tinted glass on the upper levels. The Proposed Project includes the use of precast concrete panels, spandrel glass, an aluminum/glass storefront system, and a metal panel clad canopy at the base of the East Tower. The upper levels would include painted concrete balcony and slabs with window wall systems with blue/green and clear low-emissivity (low-e) glass. The upper levels would also have accent materials such as glass balcony railings.

The Proposed Project includes 125,200 SF of common and core areas and approximately 161,700 SF of parking space in five subterranean levels. Similar to the Approved Project, site access would occur from Medio Street. Figures 4 and 5 provide general and landscape site plans for the project. Figures 6 and 7 provide simulations of perspective views and tower elevations upon buildout of the project. The Project site is currently in use as a parking lot.

Construction of the Approved Project was anticipated to occur over 28 to 32 months. Similar to the Approved Project, construction of the Proposed Project would occur in a single phase over an estimated 30-month construction schedule. Project grading and excavation would occur over a four- to five-month time period and would include the use of pile drivers, dump trucks for soil removal, and semi-trucks for equipment delivery. Pile driving during grading and excavation would be located around the perimeter of the building footprint. Building erection would occur over approximately 22 months and would include the use of a heavy crane for lifting materials and formwork during building erection, cement trucks for foundations and deck erection, and semi-trucks for equipment and window delivery. Building completion would occur over the last four months of the 30-month construction phase and would include the use of semi-trucks for equipment drywall delivery, and finish materials.

The Proposed Project is part of the first Leadership in Energy and Environmental Design - Neighborhood Development (LEED-ND) Gold campus plan and would be developed as a healthy living community. To achieve this rating, the Proposed Project would be designed to include delivery of fresh air into every unit (ECODUCT), low flow water plumbing fixtures, energy efficient stainless steel appliances, large operable and energy efficient windows, resident and retail patron/guest Electric Vehicle Charging stations, recycled content building materials, low to non-volatile organic compound (VOC) paint and adhesive materials, and bicycle parking. Additionally, light-emitting diode (LED) lighting

would be utilized throughout the project and an estimated minimum of 80 percent of the construction material waste would be recycled. The Proposed Project would have a fully integrated cistern, shared with the adjacent tower (West Tower) that collects all rainwater on site and re-uses it for drip irrigation that waters the buildings' low water-use and native drought tolerant plants. The Proposed Project would be a transit-oriented development with a proposed active bus line directly adjacent to a large public/private plaza, and located within a ten-minute walk to the Metro Blue Line and walking/biking paths.

9. **Surrounding Land Uses and Setting:**
   The Project site is located in the East Village portion of the Downtown Plan area of Long Beach and is surrounded by a mix of uses, including residential, retail, commercial space, and recreational areas (including open space). Figures 8a and 8b show the surrounding uses. This area is also identified as the Loft Overlay District of PD-30 in Figure 4.8-1 of the Downtown Plan EIR. The Long Angeles River is approximately 1.25 miles west of the site and the Pacific Ocean is approximately 0.25 mile south of the site.

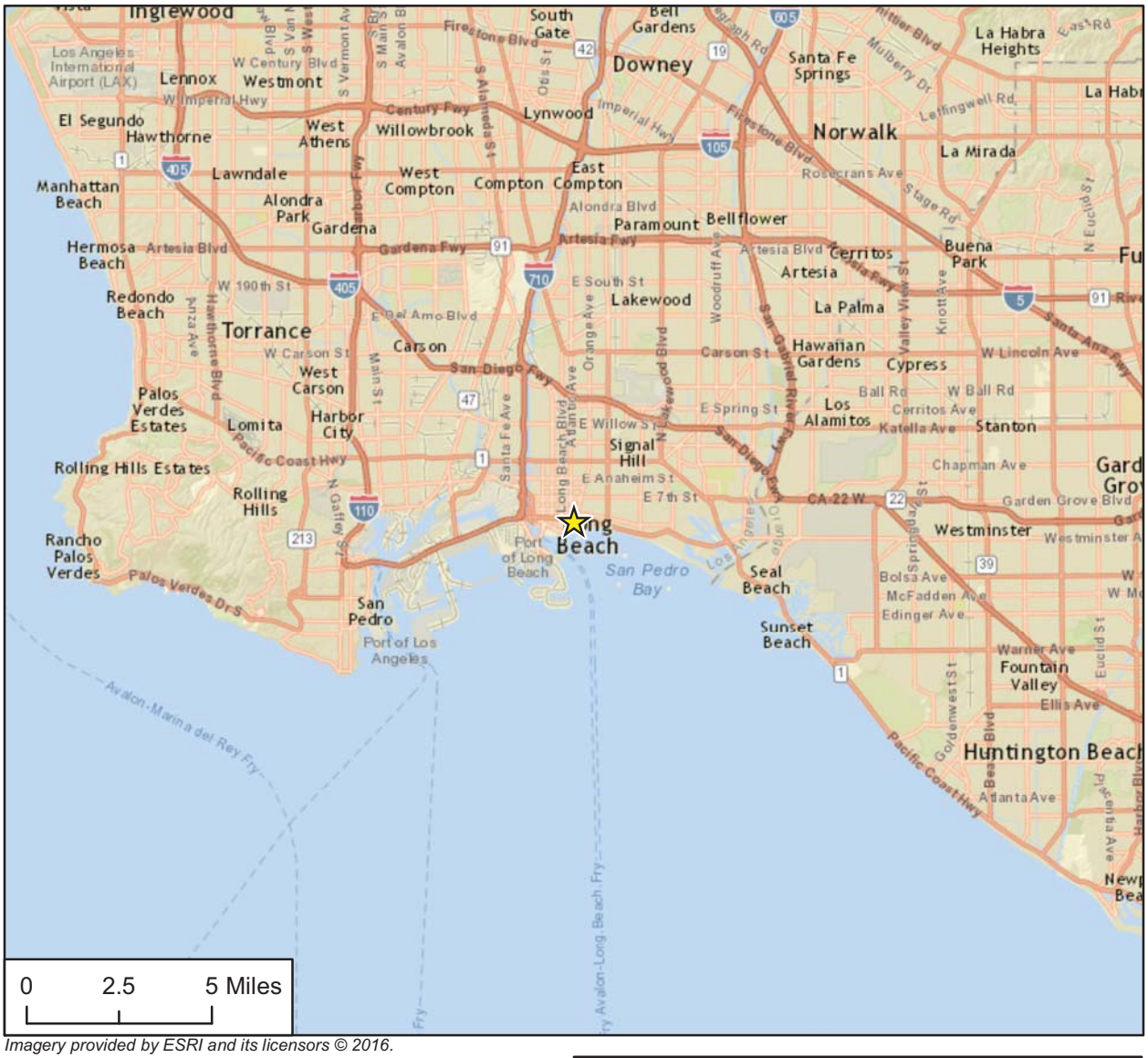
10. **Other Public Agencies Whose Approval is Required:**
    The City of Long Beach is the lead agency and the approval of other public agencies is not required.

DECISION TO PREPARE AN ADDENDUM

As outlined in Section 15164 (Addendum to an EIR or Negative Declaration) of the State CEQA Guidelines, the lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Section 15164 requires that the lead agency support the decision not to prepare a subsequent EIR with substantial evidence.

As discussed in detail in the following sections, the proposed project is consistent with the Shoreline Gateway Project, as analyzed in the 2006 Shoreline Gateway EIR and 2007 Shoreline Gateway SEIR. As such, it is within the parameters considered in the 2006 Shoreline Gateway EIR and subsequent tiered CEQA documents. In addition, as supported by the following analysis, the proposed project would have no new significant environmental effects beyond those identified in the 2006 Shoreline Gateway EIR or subsequent CEQA documents. Based on these findings, substantial evidence has been provided to support the decision not to prepare a subsequent EIR pursuant to Section 15162 and, as such, this Addendum is the appropriate environmental document under CEQA. This Addendum will be considered by City of Long Beach along with the 2006 Shoreline Gateway EIR and subsequent CEQA documents prior to making a decision on the project, as required by Section 15164 of the State CEQA Guidelines.

As discussed below, mitigation measures identified in the 2006 Shoreline Gateway EIR and 2007 Shoreline Gateway SEIR would apply to the current proposal, as would the adopted Mitigation Monitoring and Reporting Programs for those EIRs.



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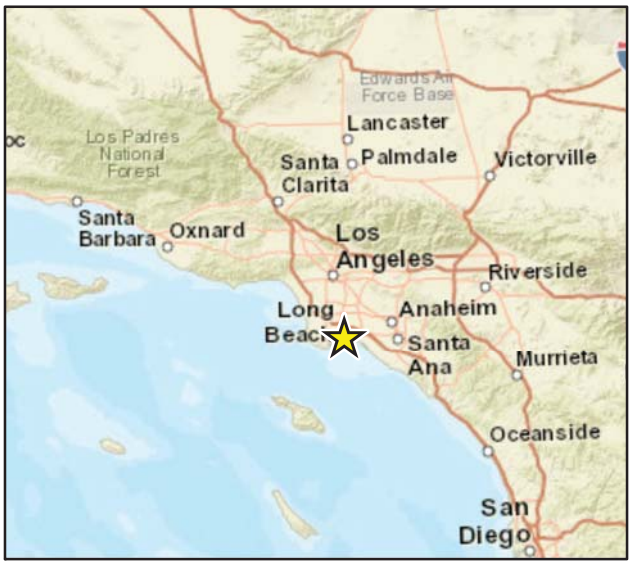
Project Location



Regional Location

Figure 1

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Project Location

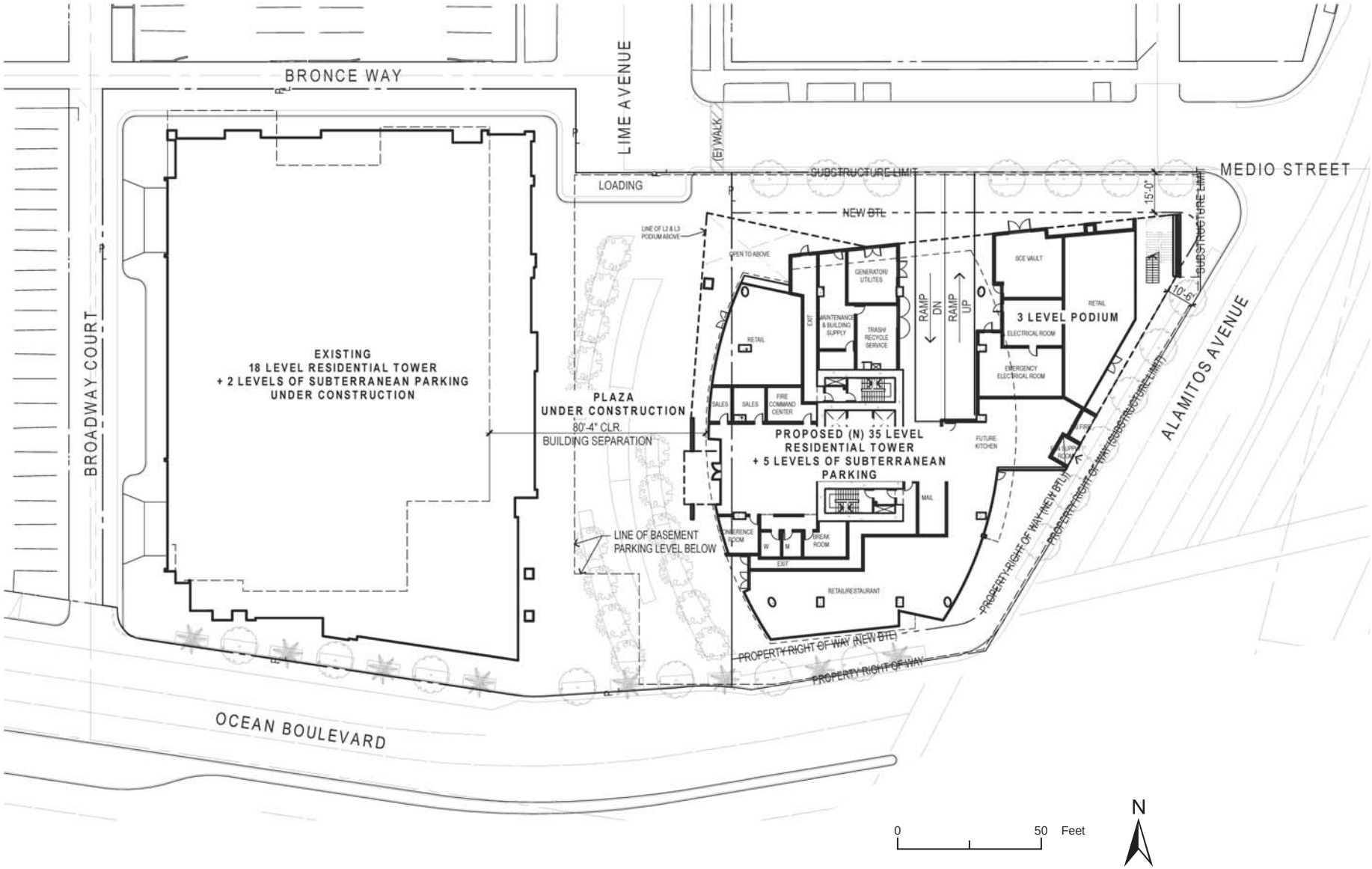
Figure 2

Photo 1: View of the project site, from the central-southern portion of the site, facing east.

Photo 2: View of the project site with West Tower of the Shoreline Gateway Project in the background, from Ocean Boulevard, facing west.

Existing Project Site Conditions

Figure 3



Source: Rockefeller Partners Architects, 2015

Project Site Plan

Figure 4

Source: Rockefeller Partners Architects, 2015

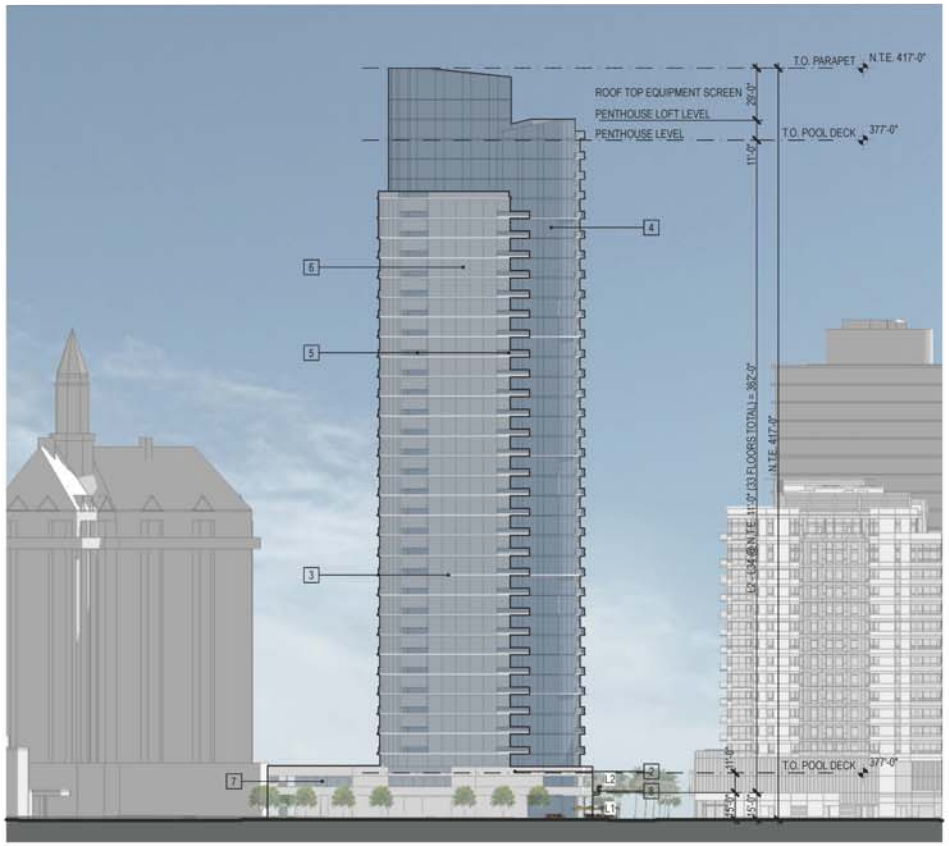
Illustrative Project Site and Landscape Plan

Figure 5

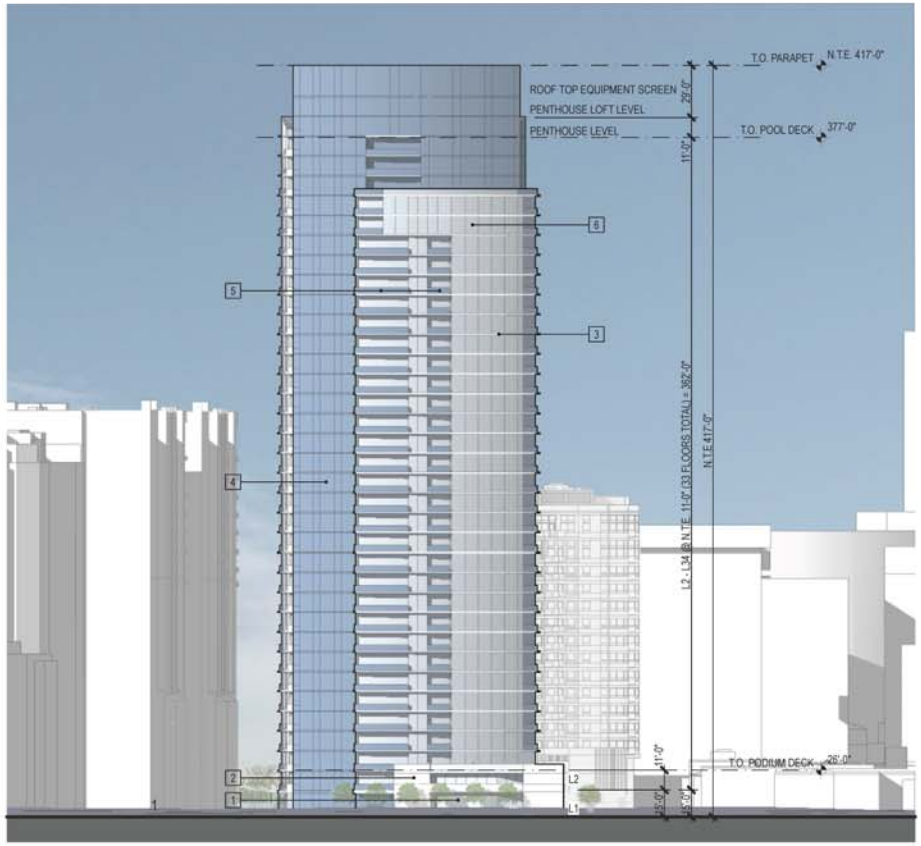
Source: Rockefeller Partners Architects, 2015

Perspective Views

Figure 6



NORTH



EAST

LEGEND

1. ALUMINUM/GLASS STOREFRONT SYSTEM
2. PRECAST CONCRETE PANELS
3. PAINTED CONCRETE BALCONY AND SLAB
4. WINDOW WALL SYSTEM W/ BLUE/GREEN LOW-E GLASS
5. GLASS BALCONY RAILING (SAME GLASS COLOR AS #4)
6. WINDOW WALL SYSTEM W/ CLEAR, LOW-E GLASS
7. SPANDREL GLASS
8. METAL PANEL CLAD CANOPY

*N.T.E. = NOT TO EXCEED

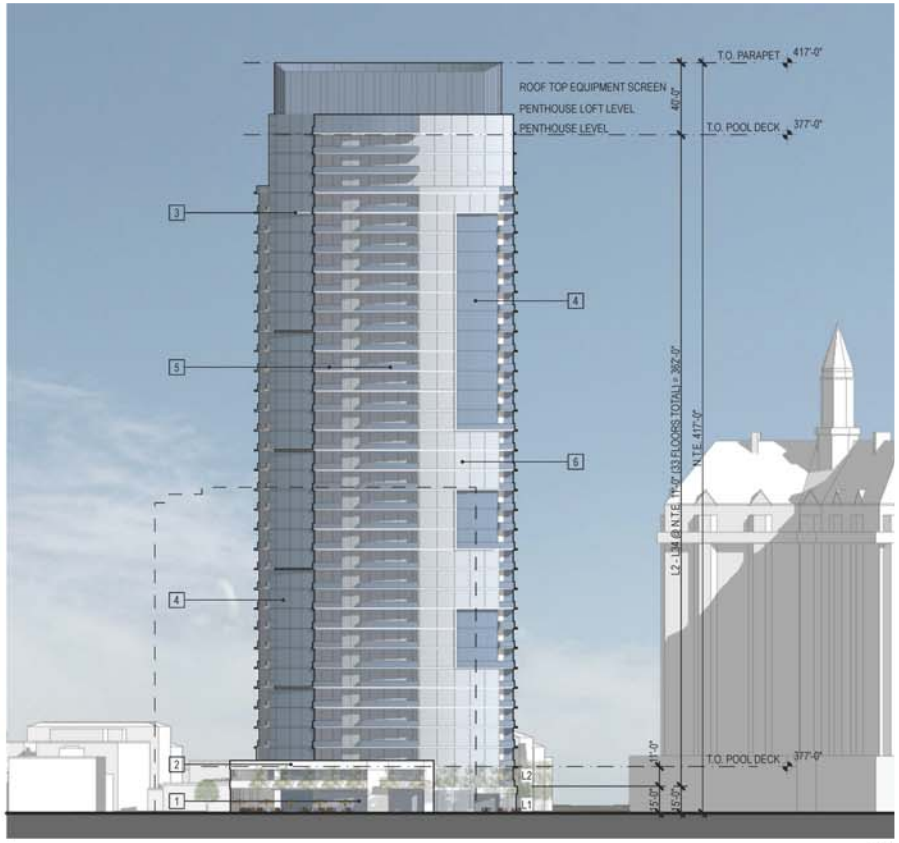
0 200 Feet

N

Source: Rockefeller Partners Architects, 2015

East Tower Building Elevations: North and East

Figure 7a



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7. SPANDREL GLASS
8. METAL PANEL CLAD CANOPY

*N.T.E. = NOT TO EXCEED

0 200 Feet

N

Source: Rockefeller Partners Architects, 2015

East Tower Building Elevations: South and West

Figure 7b

Photo 3: View of medium to high-rise residential and commercial uses south of the project site, from Ocean Boulevard, facing west.

Photo 4: View of residential uses north of the project site, from northern site boundary facing northeast.

Surrounding Uses

Figure 8a

Photo 5: View of tower building located southeast of the project site at the corner of Shoreline Drive and Ocean Boulevard, from project site.

Photo 6: View of commercial uses east of the project site, from the eastern project site boundary.

Surrounding Uses

Figure 8b

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

Signature

CARRIE TAI, AICP
CURRENT PLANNING OFFICER

Date 1/9/6/2016

ENVIRONMENTAL CHECKLIST

This section addresses each of the environmental issues discussed in the 2006 Shoreline Gateway EIR and subsequent CEQA documents to determine whether or not the currently proposed modifications to the Shoreline Gateway Project have the potential to create new significant impacts or a result in a substantial increase in the severity of a significant impact as compared to what was identified in the 2006 Shoreline Gateway EIR and subsequent CEQA documents. Additionally, impacts are compared to existing on the ground conditions.

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
I. Aesthetics		
-- Would the Project:		
a) Have a substantial adverse effect on a scenic vista?	☐	■
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	■
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	■

a) Would the project have a substantial adverse effect on a scenic vista?

The 2007 Shoreline Gateway SEIR found that because there are no designated scenic vistas located within or adjacent to the Project site and because Project implementation would be subject to the PD-30 zoning regulations for setbacks, height requirements and building design, the Approved Project would have a less than significant impact to scenic vistas. The Proposed Project would be located on the same site analyzed in the 2007 Shoreline Gateway SEIR, would have the same height and massing as the Approved Project, and would also be subject to PD-30 zoning regulations; therefore, no impact related to scenic vistas beyond that identified in the 2007 Shoreline Gateway SEIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no State-designated scenic highways in Long Beach, although a portion of the California Pacific Coast Highway (Highway 1) is identified by the California Department of Transportation (CA DOT) as an "Eligible State Scenic Highway – Not Officially Designated"

(CA DOT 2016). Ocean Boulevard is a locally-designated "scenic route," meaning that it is identified in the Scenic Routes Element (1997) of the Long Beach General Plan as a route that traverses areas of scenic beauty and interest. The 2007 Shoreline Gateway SEIR determined that the Approved Project would have a less than significant impact to scenic resources within a state scenic highway. The Proposed Project would be located on the same site analyzed in the 2007 Shoreline Gateway SEIR and similar to the Approved Project, it would not damage trees, rock outcroppings, or historic buildings within a state scenic highway, because none of these resources are present on the site and the site is not within a state scenic highway. Therefore, no impact related to scenic resources within a state scenic highway beyond those identified in the 2007 Shoreline Gateway SEIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The 2007 Shoreline Gateway SEIR determined that construction of the Approved Project would result in temporary impacts to visual character, but with implementation of 2006 Shoreline Gateway EIR Mitigation Measure AES-1, impacts would be reduced to a less than significant level. Mitigation Measure AES-1 requires screening for construction equipment staging areas. The Proposed Project's construction equipment, staging areas, or duration of construction would be the same as those of the Approved Project; therefore, with implementation of Mitigation Measure AES-1, the Proposed Project would not increase the impact related to visual character beyond that identified for the Approved Project and further study of this issue is not warranted.

The 2007 Shoreline Gateway SEIR determined that long-term development of the Approved Project would not substantially degrade the existing visual character of the Project site and its surroundings because the Approved Project's high-rise uses would be similar to buildings within the Project vicinity. The Project site currently operates as a parking lot. Surrounding uses include low to medium intensity residential, retail, restaurant, office, and parking uses. Development of the Project site with higher intensity mixed-uses has been anticipated, as the site is designated in the General Plan as Mixed Use (LUD No. 7), which allows for employment centers, such as retail, offices and medical facilities; higher density residences; visitor-serving facilities; personal and professional services; or recreational facilities. Furthermore, the Project site is located within a height incentive area (up to 500-foot height allowed with incentive) of the PD-30 Downtown Planned Development District. As shown in Figures 6 through 7b, the Proposed Project's glass and painted smooth concrete façade would be similar to the Approved Project. Moreover, the Proposed Project would not increase the height of the Approved Project; therefore, no impact related to visual character beyond those identified in the 2007 Shoreline Gateway SEIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The 2007 Shoreline Gateway SEIR determined that construction of the Approved Project would result in temporary significant impacts related to light and glare, but with implementation of 2006 Shoreline Gateway EIR Mitigation Measure AES-2, impacts would be reduced to a less than significant level. Mitigation Measure AES-2 requires shielding for construction lighting. The Proposed Project's construction equipment, staging areas, or duration of construction would be the same as those of the Approved Project; therefore, with implementation of Mitigation Measure AES-2, no light and glare impact beyond that associated with the Approved Project would occur from construction activities and further study of this issue is not warranted.

The 2007 Shoreline Gateway SEIR determined that the Approved Project would result in significant long term impacts related to lighting because it would introduce new sources of interior and exterior lighting to the Project site, but with implementation of 2006 Shoreline Gateway EIR Mitigation Measures AES-3 through AES-5, impacts would be reduced to a less than significant level. Mitigation Measures AES-3 and AES-4 require City approval of lighting plans and building materials, and Mitigation Measure AES-5 requires shielding for all night lighting and limits rooftop nighttime lighting to security lighting and aviation warning lights. The Proposed Project would not increase the intensity of lighting or change the construction materials as compared to the Approved Project; therefore, the Proposed Project would not increase the long-term impact related to light as compared to the Approved Project and further study of this issue is not warranted.

The 2007 Shoreline Gateway SEIR determined that, consistent with the 2006 Shoreline Gateway EIR, the Approved Project would result in significant and unavoidable shade and shadow impacts. Neither the 2006 Shoreline Gateway EIR nor the 2007 Shoreline Gateway SEIR identified mitigation measures that could feasibly reduce shadow and shade impacts. The Proposed Project would not increase the height or massing of the tower as compared to the Approved Project; therefore, although the Proposed Project would have the same significant and unavoidable shade/shadow impact as the Approved Project, it would not increase the severity of this impact as compared to the Approved Project. Therefore, no impact would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
II. Agriculture and Forestry Resources -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled		

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
II. Agriculture and Forestry Resources by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:		
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	■
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	■
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	■
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	■

a) Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

There are no agricultural zones or forest lands within Long Beach, which is a fully urbanized community that has been urbanized for over half a century. The 2006 Shoreline Gateway EIR determined that the development of the Project site would not have any significant irreversible impacts on agricultural resources because the area would not be conducive to agricultural production. Currently, the Project site is a parking lot and does not contain agricultural resources or forest lands. This condition has not changed. Therefore, the Proposed Project would have no impact to agricultural resources or forestlands and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
III. Air Quality		
-- Would the project:		
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	■
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	■
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	■
e) Create objectionable odors affecting a substantial number of people?	☐	■

The analysis below is based partially on the Air Quality Study prepared by Rincon Consultants for the Proposed Project in August 2016 (see Appendix A). The Air Quality Study considers both the air quality impacts that would result from temporary Project construction and potential long-term air quality impacts associated with the location and operation of the Proposed Project.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

The Project site is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The local air quality management agency is required to monitor air pollutant levels to ensure that applicable air quality standards are met and, if they are not met, to develop strategies to meet the standards. The SCAQMD has

adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.

According to the SCAQMD Guidelines, a Project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. The 2012 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city general plans and the Southern California Association of Government's (SCAG) Regional Transportation Plan socioeconomic forecast projections of regional population, housing and employment growth.

The Proposed Project involves the construction of 94 additional residential units, as compared to the Approved Project. The additional units would cause a direct increase in the City's population. According to data provided by the California Department of Finance (DOF), the estimated population of the City of Los Angeles is 484,958 and the average persons per household is 2.84 (DOF, 2016). Because the Proposed Project would involve the construction of an additional 94 dwelling units, it could potentially add 267 residents (94 dwelling units x 2.84 people/dwelling unit). SCAG forecasts that the population of the City of Long Beach will increase by 28,800 new residents between 2008 and 2020, for a total of 491,000 residents in 2020 and further increase by 43,100 new residents between 2020 and 2035, for a total of 534,100 residents in 2035 (SCAG, 2012). The addition of 267 new residents to the City of Long Beach would equal less than 1 percent of the City's total projected population growth through 2020 and the City's total projected population growth through 2035. The level of population growth associated with the Proposed Project was anticipated in SCAG's long-term population forecasts and would not exceed official regional population projections. Therefore, the Proposed Project would not generate growth beyond AQMP forecasts and would be consistent with the AQMP and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

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

The Proposed Project would generate short-term air pollutant emissions associated with construction, as well as long-term operations. Short-term construction emissions and long-term operational emissions were calculated for the Proposed Project and Approved Project using CalEEMod and analyzed in the Air Quality Study (Appendix A). For more detailed discussion of air quality emission significance thresholds and Project specific emissions, refer to the Air Quality Study in Appendix A.

As discussed above, the Project site is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has developed specific numeric thresholds that apply to projects within the South Coast Air Basin. The SCAQMD has established the following significance thresholds for temporary construction activities within the South Coast Air Basin:

- *75 pounds per day of ROG*
- *100 pounds per day of NO_X*
- *550 pounds per day of CO*
- *150 pounds per day of SO_X*
- *150 pounds per day of PM_{10}*
- *55 pounds per day of $PM_{2.5}$*

The SCAQMD has also established the following significance thresholds for long-term project operation within the South Coast Air Basin:

- *55 pounds per day of ROG*
- *55 pounds per day of NO_X*
- *550 pounds per day of CO*
- *150 pounds per day of SO_X*
- *150 pounds per day of PM_{10}*
- *55 pounds per day of $PM_{2.5}$*

Localized Significance Thresholds

In addition to the above thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook*. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a Project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, distance to the sensitive receptor, etc. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during Project construction. LSTs have been developed for NO_X, CO, PM_{10} and $PM_{2.5}$. LSTs are not applicable to mobile sources such as cars on a roadway (SCAQMD, 2003). As such, LSTs for operational emissions do not apply to on-site development, as the majority of emissions would be generated by cars on the roadways.

LSTs have been developed for emissions within construction areas up to five acres in size. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The Project site is approximately 0.6 acre and is located in Source Receptor Area 4 (SRA-4) (SCAQMD, 2008). LSTs for construction on a 0.6-acre site in SRA-4 are shown in Table 3. LSTs are provided for receptors at a distance of 82 to 1,640 feet (25 to 500 meters) from the Project site boundary. As described above, the sensitive receptors immediately adjacent to the Project site are multi-family residences located approximately 50 feet north of the site. According to the SCAQMD's publication Final Localized Significant (LST) Thresholds Methodology, projects with boundaries located closer than 82 feet to the nearest receptor should use the LSTs for receptors located at 82 feet.

Construction Emissions

As discussed in the Air Quality Study (Appendix A), emissions from the Proposed Project would not exceed SCAQMD's regional or local significance thresholds for any pollutant. Table 3

shows the estimated maximum daily emissions of pollutants for the Proposed Project during each year of the construction period with compliance with the above described requirements.

Table 3
Estimated Construction Maximum Daily Air Pollutant Emissions (lbs/day) for the Proposed Project

Construction Year	Maximum Emissions (lbs/day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2017						
Maximum lbs/day	2.9	31.1	31.1	0.1	4.7	1.9
Maximum On-site lbs/day	n/a	15	10.6	n/a	1.1	1
2018						
Maximum lbs/day	22.9	19.2	33.7	0.1	5.4	2.1
Maximum On-site lbs/day	n/a	11	7.7	n/a	0.7	0.6
2019						
Maximum lbs/day	23.5	25.1	39.7	0.1	5.9	2.4
Maximum On-site lbs/day	n/a	7.7	7.1	n/a	0.4	0.4
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Local Significance Thresholds[1] (LSTs) (On-site only)	**n/a**	**57**	**585**	**n/a**	**4**	**3**
Thresholds Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: All calculations were made using CalEEMod. See the Appendix A for calculations. Grading, Paving, Building Construction and Architectural Coating totals include worker trips, soil export hauling trips, construction vehicle emissions and fugitive dust. Numbers may not add up due to rounding.
1. LSTs are for a 0.6-acre project in SRA-4 within a distance of 82 feet (25 meters) from the site boundary. See Appendix A.

The Proposed Project would slightly increase short-term air quality impacts from the Approved Project. However, the Air Quality Study (Appendix A) determined that the net difference in construction emissions between the Approved Project and the Proposed Project would not exceed SCAQMD's regional and local significance thresholds. Short-term air quality impacts identified in the 2006 Shoreline Gateway EIR were considered potentially significant. Mitigation measures AQ-1 through AQ-5 were included in the 2006 Shoreline Gateway EIR requiring the Project to comply with SCAQMD rules and regulations and the applicant to consult with the City prior to grading activities. The Proposed Project would be subject to the mitigation measures AQ-1 through AQ-5 identified in the 2006 Shoreline Gateway EIR. With implementation of these mitigation measures, construction emissions from the Proposed Project, including NO_X emissions, would remain below SCAQMD thresholds and construction-related air quality impacts would be less than significant and further study of this issue is not warranted.

Operational Emissions

The majority of operational emissions from the Proposed Project would be due to vehicle trips to and from the site. Table 4 summarizes the net increase in emissions associated with development of the Proposed Project, in comparison to the Approved Project.

Table 4
Long-Term Operational Emissions (lbs/day)

Emission Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Proposed Project Emissions						
Area	13.9	0.3	26.1	<0.1	0.1	0.1
Energy	0.1	1.0	0.6	<0.1	<0.1	0.1
Mobile	9.1	20.3	85.0	0.2	16.3	4.6
Total Proposed Project Emissions	*23.0*	*21.7*	*111.8*	*0.2*	*16.5*	*4.8*
Approved Project Emissions						
Area	9.4	0.2	18.3	<0.1	0.1	0.1
Energy	0.1	0.8	0.5	<0.1	0.1	0.1
Mobile	6.9	15.0	63.5	0.2	21.8	5.8
Total Approved Project Emissions	*16.4*	*16.0*	*82.3*	*0.2*	*21.9*	*5.9*
Net Emissions (Proposed minus Approved)	*6.6*	*5.7*	*29.5*	*0*	*-5.4*	*-1.1*
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: See Appendix A for CalEEMod calculations. Assumed compliance with SCAQMD's Healthy Hearths Initiative Rule 445 and Architectural Coating Rule 1113.
Note: Totals may not add up due to rounding.

As shown in Table 4, neither the Proposed Project's emissions nor the net increase in emissions from the Approved Project to the Proposed Project would exceed the SCAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$. The Proposed Project would result in fewer operational PM_{10} and $PM_{2.5}$ mobile emissions because CalEEMod accounts for the Proposed Project's greater density (dwelling units per acre) than the Approved Project, which results in reduced vehicle miles travelled and lower mobile emissions.

The Proposed Project would be subject to mitigation measures AQ-6 through AQ-8 related to operational emissions. Mitigation Measure AQ-6 involves applying for a *Special Application for Temporary Emergency Authorization to Operate Electric Backup Generator(s) During Involuntary Power Service Interruptions Permit* prior to installation of emergency backup generators. Mitigation Measure AQ-7 requires the Project to meet California Title 24 Energy Efficiency standards and Mitigation Measures AQ-8 requires all fixtures used for lighting of exterior common areas to be regulated by automatic devices to turn lights off when they are not needed. With implementation of mitigation measures AQ-6 through AQ-8 from the 2006 Shoreline

Gateway EIR, Air quality impacts associated with operation of the Proposed Project would be less than significant and further study of this issue is not warranted.

Cumulative Impacts

The South Coast Air Basin is a non-attainment area for the federal standards for ozone, $PM_{2.5}$ and lead and the state standards for ozone, PM_{10}, $PM_{2.5}$, NO_2 and lead. Any growth within the Long Beach metropolitan area would contribute to existing exceedances of ambient air quality standards when taken as a whole with existing development. SCAQMD's project-specific and cumulative significance thresholds are the same (SCAQMD 2003). Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable (SCAQMD 2003). Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant (SCAQMD 2003).

As discussed above, the Proposed Project would result in an increase in temporary and long-term daily operation emissions; however, neither the Proposed Project's total emissions nor its net emissions in comparison to the Approved Project would exceed SCAQMD operational or construction thresholds. Because the Proposed Project would not generate emissions that exceed the SCAQMD's construction, LST, and operational thresholds and it is consistent with the AQMP, the Proposed Project's contribution to cumulative air quality impacts would not be cumulatively considerable and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

The California Air Resources Board's (ARB's) *Air Quality and Land Use Handbook: A Community Health Perspective* (April 2005) recommends against siting sensitive receptors within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. The primary concern with respect to heavy-traffic roadway adjacency is the long-term effect of Toxic Air Contaminants (TACs), such as diesel exhaust particulates, on sensitive receptors. The primary source of diesel exhaust particulates is heavy-duty trucks on freeways and high-volume arterial roadways. The Air Quality Study found that the Proposed Project would not introduce sensitive receptors within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day and would therefore not expose sensitive receptors to substantial pollutant concentrations. Therefore, no impact would occur and further study of this issue is not warranted.

Areas with high vehicle density, such as congested intersections, have the potential to create high concentrations of CO, known as CO hotspots. A project's localized air quality impact is considered significant if CO emissions create a hotspot where either the California one-hour standard of 20 ppm or the federal and state eight-hour standard of 9.0 ppm is exceeded. This typically occurs at severely congested intersections (level of service [LOS] E or worse). Pursuant to SCAQMD guidance, a CO hotspot analysis should be conducted for intersections where the Project would have a significant impact at a signalized intersection, causing the LOS to change to E or F, or when the volume to capacity ratio (V/C) increases by 2% or more as a result of a Proposed Project for intersections rated D or worse (SCAQMD 2003).

The Proposed Project is forecast to result in a net increase of 46 vehicle trips (nine inbound trips and 37 outbound trips) during the AM peak hour and a net increase of 59 vehicles trips (38 inbound trips and 21 outbound trips) during the PM peak hour (LLG 2016) as compared to the Approved Project. As discussed in Traffic Impact Analysis, this level of increase at area intersections is not expected to result in the LOS for signalized intersections to change to E or F, or an increase in V/C by 2% or more for intersections rated D or worse (LLG 2016). In addition, as shown in Table 4, net operational CO emissions from the Proposed Project are well below SCAQMD regional thresholds. Therefore, the Proposed Project would not result in a decrease in LOS at any local intersections, and would not result in a CO hotspot; further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

e) Would the project create objectionable odors affecting a substantial number of people?

As discussed in the Air Quality Study (Appendix A), the SCAQMD has identified some common types of facilities that have been known to produce odors: agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, rendering plants, dairies, rail yards, and fiberglass molding operations. The Proposed Project would increase the number of residential units at the Project site, but the proposed residences would not generate any odors.

Further, the use of architectural coatings and solvents may emit odors during construction. Compliance with SCAQMD Rule 1113 would limit the amount of volatile organic compounds from architectural coatings and solvents, and would eliminate objectionable odors during construction. Similar to the Approved Project, the Proposed Project would have no impact related to odors and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
IV. Biological Resources		
-- Would the project:		
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	■
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the	☐	■

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
IV. Biological Resources		
-- Would the project:		
California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	■
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	■
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	■
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	■

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The City of Long Beach is a fully urbanized community that has been urbanized for over half a century. The 2006 Shoreline Gateway EIR determined that the Approved Project would not have any significant impacts on biological resources because the Project area does not include any native biological resources or habitats, and is not within the area of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The Proposed Project would be located on the same site analyzed in the 2006 Shoreline Gateway EIR and conditions with respect to biological resources have not changed substantially since 2006 because the Project site is currently a paved parking lot; therefore, similar to the Approved Project, the Proposed Project would have no impact related to biological resources and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
V. Cultural Resources		
-- Would the project:		
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	■
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	■
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	■

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

The 2006 Shoreline Gateway EIR determined that the Approved Project would have significant and unavoidable impacts related to historic resources because of the proposed demolition of the potentially historic building at 40 Atlantic Avenue and the removal of two potentially historic street lights along Lime Avenue. The 2006 Shoreline Gateway EIR required implementation of Mitigation Measures CUL-1 through CUL-3 prior to and during demolition of these resources, but nevertheless determined that impacts to the 40 Atlantic Avenue resource would be significant and unavoidable, if demolition occurred. In 2007, the Shoreline Gateway project was

modified from three proposed buildings to two proposed buildings, which shifted development on the site away from 40 Atlantic Avenue and the street lights. Consequently, the Shoreline Gateway project has not affected any potentially historic resources. No historic resources are present on the Project site, which is currently a parking lot. Therefore, no impact related to cultural resources beyond that identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

b) Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

The Project site is urbanized and has been previously disturbed. The 2006 Shoreline Gateway EIR determined that no archaeological or paleontological resources, or human remains are known to occur on the Project site. As described in the 2006 Shoreline Gateway EIR, if any evidence of archeological or paleontological resources are identified during grading, operations would be required to cease and a qualified archaeologist would be contacted to determine the appropriate course of action. If any human remains are encountered all earth disturbing activities would cease and a qualified archaeologist and Native American monitor would be immediately contacted and the Coroner would be contacted pursuant to Sections 5097.98 and 5097.99 of the Public Resources Code relative to Native American Remains.

The Proposed Project would not change the location of the Project site and, similar to the Approved Project, construction activities would be required to halt if archaeological or paleontological resources, or human remains are encountered; therefore, no impact related to cultural resources beyond that identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
VI. Geology and Soils		
-- Would the project:		
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:		
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on	☐	■

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
VI. Geology and Soils		
-- Would the project:		
other substantial evidence of a known fault?		
ii) Strong seismic ground shaking?	☐	■
iii) Seismic-related ground failure, including liquefaction?	☐	■
iv) Landslides?	☐	■
b) Result in substantial soil erosion or the loss of topsoil?	☐	■
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	■
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	■
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	■

a.i) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

a.ii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a.iii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

No active faults are known to traverse the Project site and the Project site is not located within, or immediately adjacent to an Alquist-Priolo Earthquake Fault Zone. Active faults within the City of Long Beach occur along the Newport-Inglewood Fault Zone. The Newport-Inglewood Fault Zone is a fault system consisting of a series of echelon fault segments and folds. Active or potentially active faults of the Newport-Inglewood Fault Zone include the Cherry Hill Fault, the Northeast Flank Fault and the Reservoir Hill Fault. Additionally, the Palos Verdes Fault, located approximately 4.5 miles southwest and offshore of the City, is considered an active fault. The

Project site would experience ground shaking from earthquakes generated along active faults located off-site. The intensity of ground shaking would depend upon the magnitude of the earthquake, distance to the epicenter and the geology of the area between the epicenter and the Project site. Lastly, the Project site is located within the area of the City identified in the Seismic Safety Element of the General Plan as having minimal potential for liquefaction.

The 2006 Shoreline Gateway EIR determined that impacts would be less than significant with adherence to standard engineering practices and design criteria relative to seismic and geologic hazards within the Uniform Building Code. The Proposed Project would be located on the same site analyzed in the 2006 Shoreline Gateway EIR and would be required to adhere to the Uniform Building Code; therefore, no impact beyond that identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

b) Would the project result in substantial soil erosion or the loss of topsoil?

The 2006 Shoreline Gateway EIR determined that with implementation of erosion controls required by Long Beach Municipal Code Chapter 18.95 and adherence to requirements set forth in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities, impacts related to soil erosion would be less than significant. The Proposed Project would be required to implement similar erosion controls as the Approved Project, during construction; therefore, no impact beyond that identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

c) Would the project be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The 2006 Shoreline Gateway EIR determined that the Project site would not be subject to landslides or liquefaction because it is relatively flat topography. The Proposed Project would be located on the same site analyzed in the 2006 Shoreline Gateway EIR; therefore, no impact beyond that identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

d) Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?

The 2006 Shoreline Gateway EIR determined that expansive soils are not present on the Project site and compliance with the Uniform Building Code would reduce impacts to a less than significant level. The Proposed Project would be located on the same site analyzed in the 2006 Shoreline Gateway EIR; therefore, no impact beyond that identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

c) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Similar to the Approved Project, the Proposed Project would connect to the City's sewage disposal system and would not use septic tanks or an alternative wastewater disposal system. Therefore, similar to the Approved Project, the Proposed Project would have no impact related to septic tanks or alternative wastewater disposal systems and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
VII. Greenhouse Gas Emissions		
-- Would the project:		
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	■
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	■

The analysis below is based partially on the Greenhouse Gas Study prepared by Rincon Consultants for the Proposed Project in August 2016 (see Appendix B). The Greenhouse Gas Study analyzes the Proposed Project's GHG emissions and the associated impacts to regional climate change.

Gases that trap heat in the atmosphere are often called greenhouse gases (GHGs), analogous to the way in which a greenhouse retains heat. Common GHG include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxides (NO_x), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6) (Cal EPA, 2006).

The accumulation of GHGs in the atmosphere regulates the Earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34° C cooler (Cal EPA, 2006). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the *CEQA Guidelines* for the feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

The SCAQMD threshold, which was adopted in December 2008, considers emissions of over 10,000 MT CO_2e/year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is intended to apply only when the SCAQMD is the CEQA lead agency.

In the latest guidance provided by the SCAQMD's GHG CEQA Significance Threshold Working Group in September 2010, SCAQMD considered a tiered approach to determine the significance of residential and commercial projects. The draft-tiered approach is outlined in the meeting minutes, dated September 29, 2010.

> ***Tier 1*** *- If the project is exempt from further environmental analysis under existing statutory or categorical exemptions, there is a presumption of less than significant impacts with respect to climate change. If not, then the Tier 2 threshold should be considered.*
>
> ***Tier 2*** *- Consists of determining whether or not the project is consistent with a GHG reduction plan that may be part of a local general plan, for example. The concept embodied in this tier is equivalent to the existing concept of consistency in CEQA Guidelines section 15064(h)(3), 15125(d) or 15152(a). Under this Tier, if the proposed project is consistent with the qualifying local GHG reduction plan, it is not significant for GHG emissions. If there is not an adopted plan, then a Tier 3 approach would be appropriate.*
>
> ***Tier 3*** *- Establishes a screening significance threshold level to determine significance. The Working Group has provided a recommendation of 3,000 metric tons (MT) of CO_2e per year for mixed use projects.*
>
> ***Tier 4*** *- Establishes a service population threshold to determine significance. The Working Group has provided a recommendation of 4.8 MT of CO_2e per year for land use projects.*

The City of Long Beach has not adopted a GHG reduction plan; therefore, the Proposed Project is evaluated based on the SCAQMD's recommended Tier 4 significance threshold of 4.8 MT of CO_2e per year. The Tier 3 screening level threshold is intended to assess small and average sized projects, whereas the Tier 4 service population (SP) threshold is intended to avoid

penalizing larger projects that incorporate GHG-reduction measures such that they may have high total annual GHG emissions, but would be relatively efficient, as compared to projects of similar scale. The efficiency threshold is the most appropriate threshold for the Proposed Project.

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The Proposed Project would generate GHG emissions through the burning of fossil fuels or other GHG emissions during construction, creating temporary emissions, including on-site stationary emissions and off-site mobile emissions. Construction emissions are associated with the operation of diesel powered equipment. Operational emissions include area sources (consumer products, landscape maintenance equipment, and painting), energy use (electricity and natural gas), solid waste, electricity to deliver water, and transportation emissions associated with the Approved Project and the Proposed Project. A more detailed discussion GHG emissions can be found in the Greenhouse Gas Study, included as Appendix B.

Construction Emissions

Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches adequately address impacts from temporary construction activity. Nevertheless, the SCAQMD has recommended amortizing construction-related emissions over a 30-year period in conjunction with the Proposed Project's operational emissions.

Construction emissions for the Approved and Proposed Project were calculated using CalEEMod software (see Appendix B). As identified in the Greenhouse Gas Study (Appendix B), construction of the Approved Project would generate an estimated 1,534 MT of carbon dioxide equivalent (CO_2e). Amortized over 30 years this is approximately 51 MT of CO_2e per year. The Greenhouse Gas Study identified that the Proposed Project would generate approximately 1,828 MT of CO_2e, or 61 MT CO_2e over 30 years.

Operational Emissions

Operational emissions were also calculated using CalEEMod (see Appendix B). CalEEMod does not calculate N_2O emissions related to mobile sources. As such, N_2O emissions for each project were calculated based on the Project's VMT, using calculation methods provided by the California Climate Action Registry General Reporting Protocol (2009). The Greenhouse Gas Study determined that the Proposed Project would generate approximately 3,884 MT CO_2e per year from operational and mobile emissions and the Approved Project would generate approximately 2,910 MT of CO_2e. Therefore, as shown in Table 5, the Proposed Project would generate approximately 974 MT CO_2e more total GHG emissions than the Approved Project.

Table 5
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions MT CO_2e
Proposed Project Emissions	
Construction	60.9
Operation	1,038.1
Mobile	2,845.7
Total Proposed Project Emissions	*3,944.7*
Proposed Emissions per SP	*4.4*
Exceed Threshold (4.8 MT CO_2e/SP/Year)?	**No**
Approved Project Emissions	
Construction	51.1
Operational	842.3
Mobile	2,067.3
Total Approved Project Emissions	*2,909.6*
Approved Emissions per SP	*4.6*
Net Change in GHG Emissions [Project – Approved]	**974.2**
Net Change in GHG Emissions per SP	**-0.2**
Exceed Threshold (4.8 MT CO_2e/SP/Year)?	**No**

SP = Service population (SP for the Proposed Project is 898 persons and SP for the Approved Project is 632 persons).

Source: Calculations were made in CalEEMod, see Appendix B for full model output. Assumed compliance with SCAQMD Fugitive Dust Rule 403, SCAQMD Architectural Coating Rule 1113.

Although the Proposed Project's emissions would be greater than 3,000 MT per year (SCAQMD's Tier 3 screening level threshold), it would not exceed SCAQMD's Tier 4 service population threshold of 4.8 MT of CO_2e per year. Furthermore, the Proposed Project would be more efficient, on a service population basis, at 4.4 MT of CO_2e per year than the Approved Project, at 4.6 MT of CO_2e per year. The 2006 Shoreline Gateway EIR did not analyze GHG emissions; therefore there are no GHG significance findings or specific mitigation measures related to GHG for the Approved Project. The Proposed Project would not generate GHG emissions that would exceed the applicable threshold; therefore, impacts would be less than significant and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

b) Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As discussed in the Greenhouse Gas Study (Appendix B) the Proposed Project would be generally consistent with applicable regulations or plans addressing GHG reductions, including the Climate Action Team (CAT) Report (2006) and the Long Beach Sustainable City Action Plan. The CAT Report identifies a recommended list of strategies that the State could pursue to reduce climate change GHG emissions. The CAT strategies are recommended to reduce GHG emissions at a statewide level to meet the goals of the Executive Order S-3-05. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies. The City of Long Beach adopted a Sustainable City Action Plan in 2010. This plan contains goals intended to support sustainable development within the City. Implementation of this plan would contribute to a reduction in the City's overall GHG emissions.

Tables 6 and 7 illustrate that the Proposed Project would be consistent with the GHG reduction strategies set forth by the 2006 CAT Report and the Long Beach Sustainable City Action Plan. Therefore, impacts would be less than significant and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Table 6
Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
California Air Resources Board	
Vehicle Climate Change Standards AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by CARB in September 2004.	**Consistent** Vehicles that travel to and from the Project site on public roadways would be in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Diesel Anti-Idling The CARB adopted a measure to limit diesel-fueled commercial motor vehicle idling in July 2004.	**Consistent** Current State law restricts diesel truck idling to five minutes or less (CCR Section 2485(b). Diesel trucks operating from and making deliveries to the Project site are subject to this state-wide law. Construction vehicles are also subject to this regulation. The Proposed Project would be required to comply with 2006 Shoreline Gateway EIR Mitigation Measure AQ-5 which requires turning off construction equipment when not in use and Mitigation Measure AQ-3 to avoid equipment idling of more than two minutes.
Hydrofluorocarbon Reduction 1) Ban retail sale of HFC in small cans. 2) Require that only low GWP refrigerants be used in new vehicular systems. 3) Adopt specifications for new commercial refrigeration. 4) Add refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs. 5) Enforce federal ban on releasing HFCs.	**Consistent** This strategy applies to consumer products. All applicable products would be required to comply with the regulations that are in effect at the time of manufacture.
Alternative Fuels: Biodiesel Blends CARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.	**Consistent** Diesel vehicles such as construction vehicles that travel to and from the Project site on public roadways could utilize this fuel once it is commercially available. 2006 Shoreline Gateway EIR would require electric- or diesel-powered stationary equipment where feasible with Mitigation Measure AQ-5.
Alternative Fuels: Ethanol Increased use of E-85 fuel.	**Consistent** Residents living at the Project site could choose to purchase flex-fuel vehicles and utilize this fuel, which is currently available at locations in Wilmington, approximately five miles northwest of the Project site. 2006 Shoreline Gateway EIR would require electric- or diesel-powered stationary equipment where feasible with Mitigation Measure AQ-5
Heavy-Duty Vehicle Emission Reduction Measures Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.	**Consistent** Heavy-duty vehicles for construction activities that travel to and from the Project site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.

Table 6
Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Achieve 50 Percent Statewide Recycling Goal Achieving the State's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48 percent has been achieved on a statewide basis. Therefore, a 2 percent additional reduction is needed.	**Consistent** According to data provided by CalRecycle, the City of Long Beach met its target disposal rates for both per resident and per employee metrics. Based on data for 2015 (the most recent year for which approved data is available), the City's per resident disposal rate was 4.7 pounds per day (ppd). The City has implemented more than 40 programs designed to sustain these disposal rates. The Proposed Project would recycle an estimated 80 percent of the construction material waste.
Zero Waste – High Recycling Efforts to exceed the 50 percent goal would allow for additional reductions in climate change emissions.	**Consistent** As described above it is anticipated that the Proposed Project would participate in waste diversion programs. The Project would also be subject to all applicable State and City requirements for solid waste reduction as they change in the future. The Proposed Project would recycle an estimated 80 percent of the construction material waste.
Department of Forestry	
Urban Forestry A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.	**Consistent** Landscaping for the new residential tower would result in additional planted trees throughout the Project site.
Department of Water Resources	
Water Use Efficiency Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.	**Consistent** The new proposed residential tower would be required to be consistent with CalGreen standards. As such, the Proposed Project would be equipped with low-flow plumbing fixtures, reducing water use. The Proposed Project would have a fully integrated cistern, shared with the existing adjacent tower that collects all rainwater on site and re-uses it for the Project's drip irrigation system.
Energy Commission (CEC)	
Building Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).	**Consistent** The Proposed Project would be required to comply with Title 24 standards that are in effect at the time of development (2006 Shoreline Gateway EIR Mitigation Measure AQ-7). The Proposed Project would be equipped with energy efficient stainless steel appliances and energy efficient windows.

Table 6
Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Appliance Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).	**Consistent** Under State law, appliances that are purchased for the Proposed Project - both pre- and post-development – would be consistent with energy efficiency standards that are in effect at the time of manufacture.
Fuel-Efficient Replacement Tires & Inflation Programs State legislation established a statewide program to encourage the production and use of more efficient tires.	*Not applicable*. This is a residential/retail Project and would not require fuel-efficient replacement tires.
Municipal Utility Energy Efficiency Programs/Demand Response Includes energy efficiency programs, renewable portfolio standard, combined heat and power, and transitioning away from carbon-intensive generation.	*Not applicable*, but Project development would not preclude the implementation of this strategy by municipal utility providers.
Municipal Utility Renewable Portfolio Standard California's Renewable Portfolio Standard (RPS), established in 2002, requires that all load serving entities achieve a goal of 20 percent of retail electricity sales from renewable energy sources by 2017, within certain cost constraints.	*Not applicable*, but the Proposed Project would not preclude implementation of this strategy by Southern California Edison.
Municipal Utility Combined Heat and Power Cost effective reduction from fossil fuel consumption in the commercial and industrial sector through the application of on-site power production to meet both heat and electricity loads.	*Not applicable* since this strategy addresses incentives that could be provided by utility providers such as Southern California Edison.
Alternative Fuels: Non-Petroleum Fuels Increasing the use of non-petroleum fuels in California's transportation sector, as recommended as recommended in the CEC's 2003 and 2005 Integrated Energy Policy Reports.	**Consistent** Residents living at the Project site could choose to purchase flex-fuel vehicles and utilize this fuel, which is currently available at locations in Wilmington approximately five miles northwest of the Project site.
Green Buildings Initiative Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and -leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.	**Consistent** The Proposed Project would be required to comply with Title 24 standards (2006 Shoreline Gateway EIR Mitigation Measure AQ-7) .
Business, Transportation and Housing	

Table 6
Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Smart Land Use and Intelligent Transportation Systems (ITS) Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services. The Governor is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity and a quality environment. Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridor; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.	**Consistent** The Proposed Project would integrate an active bus line directly adjacent to a large public/private plaza and is situated within a ten- minute walk to the Metro Bus Blue Line.
Public Utilities Commission (PUC)	
Accelerated Renewable Portfolio Standard The Governor has set a goal of achieving 33 percent renewable in the State's resource mix by 2020. The joint PUC/Energy Commission September 2005 Energy Action Plan II (EAP II) adopts the 33 percent goal.	*Not applicable*, but Project development would not preclude the implementation of this strategy by energy providers.
California Solar Initiative The solar initiative includes installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.	**Consistent** The Proposed Project would be required to comply with Downtown Plan Mitigation Measure AQ-2, which requires the Project to include such measures as photovoltaic cells on the rooftops to achieve a 25 percent reduction in electricity use on an average sunny day, in addition to exceeding Title 24 standards by 20 percent.

Table 7
Project Consistency with Applicable Long Beach Sustainable City Action Plan Goals

Goal	Project Consistency
Buildings and Neighborhoods	
At least 5 million square feet of privately developed LEED certified (or equivalent) green buildings by 2020	**Consistent** The Proposed Project is part of the first LEED-ND Gold campus plan and would be developed as a healthy living community. As such, the Project would be designed to include delivery of fresh air into every unit (ECODUCT), low flow water plumbing fixtures, energy efficient stainless steel appliances, large operable and energy efficient windows, resident and retail patron/guest Electric Vehicle Charging stations, recycled content building materials, low to non-VOC paint and adhesive materials, and bicycle parking. Additionally, LED lighting would be utilized throughout the Project site and an estimated minimum of 80 percent of the construction material waste would be recycled.
Plant at least 10,000 trees in Long Beach by 2020	**Consistent** Landscaping for the Proposed Project would result in additional planted trees throughout the Project site, thus moving the City toward this target.
50 percent of Long Beach residents work in Long Beach by 2020	**Consistent** The Proposed Project would provide an additional 94 residential units as compared to the Approved Project for Long Beach residents. This would enhance local housing opportunities for Long Beach workers.
Energy	
Reduce community electricity use by 15 percent by 2020 Reduce community natural gas use by 10 percent by 2020	**Consistent** The Proposed Project would comply with the most recent Title 24 energy efficiency requirements (2006 Shoreline Gateway EIR Mitigation Measure AQ-7).
Facilitate the development of at least 8 Megawatts of solar energy within the community (private rooftops) by 2020.	**Consistent** The Proposed Project is part of the first LEED-ND Gold campus plan and would be developed as a healthy living community.
Transportation	
Increase public transit ridership by 25 percent by 2016 Increase bike ridership from 1 percent to 10 percent by 2016	**Consistent** The Proposed Project would integrate an active bus line directly adjacent to a large public/private plaza, and is situated within a ten- minute walk to the Metro Blue Line and walking/biking paths.
Annual reduction in average pounds of solid waste generated per person per day	**Consistent** According to data provided by CalRecycle, the City of Long Beach met its target disposal rates for both per resident and per employee metrics. Based on data for 2015 (the most recent year for which approved data is available), the City's per resident disposal rate was 4.7 pounds per day (ppd), The City has implemented more than 40 programs designed

Table 7
Project Consistency with Applicable
Long Beach Sustainable City Action Plan Goals

Goal	Project Consistency
	to sustain these disposal rates. The Proposed Project would participate in City programs intended to continue solid waste diversion and would recycle a minimum of 80 percent of the construction material waste.

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
VIII. Hazards and Hazardous Materials		
-- Would the project:		
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	■
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	■
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	☐	■
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	■
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	■
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	■

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
VIII. Hazards and Hazardous Materials		
-- Would the project:		
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	■

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The 2006 Shoreline Gateway EIR determined that the Approved Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous material, or through reasonably foreseeable upset and accident conditions due to the Project's proposed commercial and residential land uses. Materials used by the Approved Project would be similar to those found in common household products, such as cleaning products or pesticides, and the Approved Project would not use, generate, or dispose of hazardous materials in large quantities. While the Project would add 94 residential units to the Approved Project, the overall land use of the Project site would remain the same. Additionally, similar to the Approved Project, hazardous materials used in construction and operation of the Proposed Project would be subject to City, State, and federal regulations. Therefore, no impact beyond that identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

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

h) Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

As discussed in the 2006 Shoreline Gateway EIR, the Project site is not located within one-quarter mile of a school, nor is it located within the vicinity of a private airstrip or within the Airport Land Use Plan of the nearest airport, Long Beach Airport, which is approximately four miles from the Project site. Furthermore, the Project site is located in an urbanized area and does not contain nor is it adjacent to any wildlands. Subsequently, the 2006 Shoreline Gateway EIR determined that the Approved Project would not result in any impacts related to hazards in the vicinity of schools, airports, airstrips, or wildlands. The Proposed Project would not change the location of the Project site; therefore, no impact beyond that identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

d) Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The 2006 Shoreline Gateway EIR determined that development of the Project site could create a risk to the public or the environment associated with existing contamination, listed hazardous materials sites, or hazardous materials releases because of the historic use of the site as a service station and the site's proximity (0.25 miles) to six listed regulatory sites. With implementation of Mitigation Measures HAZ-1 through HAZ 7, the 2006 Shoreline Gateway EIR determined that impacts related to hazardous materials would be reduced to a less than significant level. Required mitigation included: visual inspection of on-site structures prior to any demolition (HAZ-1); verification of presence or absence of the reported historic on-site USTs, proper removal and disposal, if necessary (HAZ-2); review of files for the adjacent service station property by a qualified hazardous materials consultant, including a delineation of the vertical and lateral extend of contamination relevant to the Project site (HAZ-3); conditions in the event of discovery of unknown wastes or suspect materials (HAZ-4); an asbestos survey prior to demolition work (HAZ-5); conditions required if ACBMs are located (HAZ-6); and conditions for evaluation of paint waste that is separated from the building material during demolition (HAZ-7).

The identified mitigation measures all apply to the demolition and earthwork phases of construction. Previously existing structures have been demolished since certification of the 2006 Shoreline Gateway EIR. Similar to the Approved Project, the Proposed Project would be required to comply with Mitigation Measures HAZ-3 and HAZ-4 prior to and during construction activities; therefore, no impact beyond that identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The 2006 Shoreline Gateway EIR determined that the Approved Project would have a less than significant impact to adopted emergency response and evacuation plans despite vacating and relocating a number of streets because the Approved Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation

plan. Additionally, in accordance with the Public Safety Element of the General Plan, emergency response and evacuation procedures would be developed through the City in coordination with the police and fire departments. The Proposed Project would not require further street changes or introduce features that would interfere with an adopted emergency plan; therefore, no impact beyond that identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
IX. Hydrology and Water Quality		
-- Would the project:		
a) Violate any water quality standards or waste discharge requirements?	☐	■
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	■
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	■
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	■
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	■
f) Otherwise substantially degrade water quality?	☐	■
g) Place housing within a 100-year flood hazard area as mapped on a federal	☐	■

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
IX. Hydrology and Water Quality		
-- Would the project:		
Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?		
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	■
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	■
j) Result in inundation by seiche, tsunami, or mudflow?	☐	■

a) Would the project violate any water quality standards or waste discharge requirements?

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

f) Would the project otherwise substantially degrade water quality?

The 2006 Shoreline Gateway EIR determined that with implementation of erosion controls required by Long Beach Municipal Code Chapter 18.95 and adherence to requirements set forth in the NPDES permit for construction activities, impacts would be less than significant. The Proposed Project would be required to implement similar erosion controls as the Approved Project, during construction; therefore, no project-specific impacts beyond those identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

Furthermore, the Proposed Project would be required to comply with municipal separate storm sewer system (MS4s) requirements, which have been adopted since 2010. The new MS4 requirements include Order No. R4-2014-0024 from the California Regional Water Quality Control Board for the Los Angeles Region, which covers all areas within Long Beach boundaries that drain into the MS4, and includes the objective of ensuring that discharges from the MS4 comply with water quality standards, including protecting the beneficial uses of receiving waters. The Order requires that permitees (the City of Long Beach) to implement a Planning and Land Development Program pursuant to part VII.J for all new development, including smart growth practices, compact development, and Best Management Practices. A Public Information and Participation Program (PIPP), including public reporting and outreach and education are also required by the Order. The new requirements would ensure that the Proposed Project would have a less than significant impact to water quality.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The Project site is urbanized and adjacent areas are predominately built-out. The 2006 Shoreline Gateway EIR determined that implementation of the Approved Project would not cause a significant increase in impervious surfaces and therefore would not substantially deplete groundwater supplies or interfere with groundwater recharge. The Project site is currently a paved parking lot; therefore, no impacts beyond those identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

The Project site is currently a paved parking lot and adjacent areas are predominately built-out. There are no streams or rivers in the Project vicinity. The 2006 Shoreline Gateway EIR determined that the Approved Project would not substantially increase the amount of impervious surfaces or significantly alter the existing drainage pattern of the area resulting in substantial erosion or siltation on-site or in the Project vicinity. The Proposed Project would not change the location of the Project site; therefore, no impacts beyond those identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

i) Would the project create expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

j) Would the project result in inundation by seiche, tsunami, or mudflow?

According to the Flood Insurance Rate Map (FIRM), Community Panel Number 060136 0020 C, July 6, 1998, published by the Federal Emergency Management Agency (FEMA), the Project is located within Other Areas Zone X. Other Areas Zone X is defined as "Areas determined to be outside 500-year flood-plain." In addition, according to Plate 11 of the Seismic Safety Element of the General Plan, Tsunami and Seiche Influence Areas, the Project is not located within an area

of the City susceptible to tsunami and seiche. Furthermore, there are no dams or levees in the vicinity of the area. Therefore, similar to the Approved Project, the Proposed Project would have no impact related to flooding, seiche, tsunami, or mudflows and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
X. Land Use and Planning		
-- Would the project:		
a) Physically divide an established community?	☐	■
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	■
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	☐	■

a) Would the project physically divide an established community?

According to the General Plan, the Project site is located within designated Land Use District (LUD) No. 7, Mixed Use District. LUD No. 7 is intended for use in large, vital activity centers. Land uses intended for the district include employment centers, such as retail, offices and medical facilities; higher density residences; visitor-serving facilities; personal and profession services; or recreational facilities. The 2006 Shoreline Gateway EIR determined that the Approved Project would have a less than significant impact related to physically dividing an established community because the Approved Project would develop higher density residential uses in proximity to existing retail, office, entertainment and transit uses. Similar to the Approved Project, the Proposed Project would introduce high density residential uses on an infill site; therefore, no impact beyond that identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The Proposed Project, as proposed, would be consistent with the Downtown Plan and would not result in a modification to the existing land use designation. Development of the site would be required to comply with all applicable development standards of PD-30 and the City of Long Beach Zoning Regulations (Title 21 of the Municipal Code). Compliance with all applicable site development regulations and requirements would ensure that development of the Proposed Project would not conflict with the land use plans, policies and regulations of the Long Beach Municipal Code, resulting in a less than significant impact.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?

As discussed under Item IV, *Biological Resources*, the Project site is not located within an area subject to a habitat conservation plan or natural community conservation plan. Therefore, the Proposed Project would not conflict with such a plan.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
XI. Mineral Resources		
-- Would the project:		
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	■
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	■

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The 2006 Shoreline Gateway EIR determined that the Approved Project would have no impact to mineral resources because the Project site is not currently utilized for oil and the General Plan does not identify the Project site as an important mineral resource recovery site. The Proposed Project would not change the location of the Project site; therefore, similar to the Approved Project, the Proposed Project would have no impact related to mineral resources and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
XII. Noise		
-- Would the project result in:		
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	■
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	■
c) A substantial permanent increase in ambient noise levels above levels existing without the project?	☐	■
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	■
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	■
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?	☐	■

The analysis below is based partially on the Noise Study prepared by Rincon Consultants for the Proposed Project in August 2016 (see Appendix C). The Noise Study analyzes the potential noise impacts of the Proposed Project.

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA).

Some land uses are considered more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. Residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, parks and outdoor recreation areas are more sensitive to noise than are commercial and industrial land uses.

The City of Long Beach uses the State Noise/Land Use Compatibility Standards, which suggests a desirable exterior noise exposure at 65 dBA Community Noise Equivalent Level (CNEL) for sensitive land uses such as residences. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA. The City of Long Beach has adopted a Noise Ordinance (Long Beach Municipal Code Chapter 8.80) that sets exterior and interior noise standards.

Vibration is a unique form of noise. It is unique because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

Project Site Noise Setting

The most common source of noise in the Project site vicinity is traffic on surrounding roads. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create sustained noise levels. Ambient noise levels would be expected to be highest during the daytime and rush hour unless congestion slows speeds substantially. Existing noise sources within the Project site consist of parking lot car noise.

To determine ambient noise levels at nearby sensitive receptors, three 15-minute noise measurements were taken between 4:00 PM and 6:00 PM (peak hour) on June 15, 2016 using an ANSI Type II integrating sound level meter (refer to Appendix C for noise measurement data). Table 8 lists the ambient noise levels measured at these locations

Table 8
Measured Noise Levels

#	Measurement Location	Sample Time	Approximate Distance from centerline of nearby roadway	Leq[15] (dBA)[1]
1	East side of Project site, along Alamitos Avenue	4:10 PM – 4:25 PM	50 feet[2]	70
2	North side of Ocean Boulevard, between Lime Ave. and Atlantic Ave.	4:45 PM – 5:00 PM	50 feet	70
3	East side of Atlantic Avenue, between E Malta Way and E Medio St.	5:15 PM – 5:30 PM	35 feet	64.5

Source: Rincon Consultants, field measurements on June 15, 2016 field using ANSI Type II Integrating sound level meter. See Appendix C for noise measurement data sheets.

[1] The equivalent noise level (Leq) is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). For this measurement the Leq was over a 15-minute period (Leq[15]).

Rincon calculated noise levels associated with existing and future traffic along local roadways using the U.S. Department of Transportation, Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) Version 2.5 (FHWA 2004) (noise modeling data sheets can be

viewed in Appendix C). TNM 2.5 calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. Traffic volumes for peak hours (4 PM to 6 PM) were derived from the traffic impact analysis prepared by Linscott Law and Greenspan (2016) for existing and cumulative scenarios. The TNM model was calibrated by modeling noise at the three noise measurement locations at East Ocean Street, Atlantic Street, and Alamito Street (see locations in Appendix C). Hourly exterior noise levels were then modeled at existing sensitive receptors at Medio Street across from the Project site, East Ocean Boulevard at the Shoreline Gateway West Tower (Noise Measurement 2), and existing residences on East Ocean Boulevard to the east of the Project site (see locations in Appendix C). The following scenarios were modeled:

- *Existing traffic volumes;*
- *Existing plus Project traffic volumes;*
- *2020 cumulative traffic volumes;*
- *2020 cumulative plus Project traffic volumes*

Table 9 provides a comparison of measured and modeled noise levels at the three noise measurement locations, where the primary noise source is motor vehicles. A close correspondence between measured ambient noise levels and modeled traffic noise levels at a given location is expected when motor vehicles are the primary noise source during the on-site measurement. While the modeled noise levels are slightly higher than measured noise levels at two of the noise measurement locations, the model is within 2 dBA of the measured noise, indicating that the model is an appropriate tool for determining existing and future noise levels for this area.

Table 9
Comparison Between Measured Ambient Noise and Modeled Traffic Noise Levels

#	Measurement Location	Existing Noise Level (dBA Leq)		Difference In Noise Level (2 minus 1)
		Measured Ambient Noise (1)	Modeled Traffic Noise (2)	
1	East side of Project site, along Alamitos Avenue	70	69.7	-0.3
2	North side of Ocean Boulevard, between Lime Ave. and Atlantic Ave.	70	70.7	+0.7
3	East side of Atlantic Avenue, between E Malta Way and E Medio St.	64.5	66.2	+1.7

Source: Rincon Consultants, field measurements on June 15, 2016 field using ANSI Type II Integrating sound level meter. See Appendix C for noise measurement data sheets. Federal Highway Administration, Traffic Noise Model Version 2.5.

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Table 10 shows the estimated peak hour noise levels at proposed residences nearest to Alamitos Street and East Ocean Boulevard (see Appendix C). Noise Measurement 1 (NM1) coincides with the location of the proposed receptors along Alamitos Street. Therefore, traffic noise from NM1 is used to analyze residences along Alamitos (PR1). Projected noise levels shown in Table 10 indicate that noise along Alamitos Street (PR1) would be approximately 69.7 dBA and along East Ocean Boulevard (PR2) would be approximately 71.9. Therefore, noise at the Project site would exceed the City's 60 dBA threshold for residential land uses in Zone 2. Similarly, the 2006 Shoreline Gateway EIR found that noise impacts to proposed receptors would be significant and unavoidable because exterior noise would exceed 60 dBA.

Table 10
Projected Exterior Noise Levels at Proposed Residences

PR#	Existing Noise Level (dBA Leq)	Exceeds 60 dBA Threshold?
1	69.7	Yes
2	71.9	Yes

Source: TNM 2.5, see Appendix C

The manner in which newer dwelling units in California are constructed generally provides a reduction of exterior-to-interior noise levels of about 30 dBA with closed windows (FTA 2006). For example, a unit exposed to exterior noise levels of 70 dBA would be 40 dBA indoors with the windows shut. As shown in Table 10, exterior noise levels could reach 71.9 dBA at residences nearest to East Ocean Boulevard. Based on an estimate for noise reduction in interior spaces of approximately 30 dBA, interior noise levels for residences nearest to Alamitos Street would be approximately 39.7 dBA and residences nearest East Ocean Boulevard would be approximately 41.9 dBA, using newer construction techniques. Similarly, the interior noise levels determined in the 2006 Shoreline Gateway EIR would be approximately 32.9 dBA along East Ocean Boulevard and 28.2 dBA along Alamitos Street. Therefore, neither the Approved Project nor the Proposed Project would expose sensitive receptors to interior noise levels in excess of the City's interior noise standard, 45 dBA; therefore, further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The Proposed Project would have a similar disturbance footprint, building footprint, construction equipment, and construction schedule as the Approved Project. Similar to the Approved Project, Proposed Project construction would intermittently generate high noise levels on and adjacent to the Project site during the construction period. Temporary noise impacts associated with construction may adversely affect adjacent residential noise sensitive uses. The main sources of noise during construction activities would be the heavy machinery used in grading and the driving of piles along the perimeter of the site. As shown in Table 11, average noise levels associated with the use of heavy equipment at construction sites can range from about 70 to 101 dBA at 50 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction (FTA 2006).

Construction of the Proposed Project would involve pile driving along the perimeter of the Project site, approximately 50 feet from the nearest existing residence. As shown in Table 11, noise associated with pile driving equipment ranges from 96 dBA to 101 dBA at 50 feet. Therefore, noise levels would exceed the FTA 8 hour noise limit of 80 dBA Leq for residential land uses (FTA 2006).

The 2006 Shoreline Gateway EIR concluded that construction of the Approved Project would generate noise levels of approximately 92 dBA at a distance of 50 feet, which would exceed City standards. Mitigation measure N-1, described in more detail below, was required to reduce potential impacts of construction noise. However, temporary impacts from construction noise were found to be significant and unavoidable. Temporary noise impacts from construction would impact the same sensitive receptors identified in the 2006 Shoreline Gateway EIR, including residences 50 feet to the north of the Project site on Medio Street, the International Tower complex approximately 250 feet southwest, the Long Beach Towers approximately 350 feet southwest, the Villa Riviera approximately 230 feet southeast, and existing residences approximately 250 feet east along East Ocean Boulevard. Additionally, the Proposed Project would impact residences within the recently completed West Tower, approximately 50 feet to the west. Because the Proposed Project would have a similar disturbance footprint, building footprint, construction equipment, and construction schedule as the Approved Project, it would have similar temporary construction noise impacts and would not increase the severity of the impact identified in the 2006 Shoreline Gateway EIR and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Table 11
Typical Noise Levels Generated by Construction Equipment

Equipment	Typical Lmax (dBA) 50 Feet from the Source
Air Compressor	81
Backhoe	80
Compactor (ground)	83
Concrete Mixer	85
Dump Truck	76
Excavator	81
Flat Bed Truck	74
Front End Loader	79
Generator	81
Paver	89
Pickup Truck	75
Pile Driver (Impact)	101
Pile Driver (Sonic)	96
Pneumatic Tools	85
Roller	80
Saw	70
Warning Horn	83
Welder/Torch	74

Source: FTA 2006.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The vibration thresholds established by the Federal Transit Administration (FTA) are 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 80 VdB for residences and buildings where people normally sleep, including hotels, and 83 VdB for institutional land uses with primary daytime use (such as churches and schools). The thresholds for the Proposed Project include 80 VdB for residences, as these are the primary sensitive receptors in the vicinity of the site. In terms of ground-borne vibration impacts on structures, the FTA states that ground-borne vibration levels in excess of 100 VdB could damage fragile buildings and levels in excess of 95 VdB could damage extremely fragile historic buildings.

Project construction activities would result in vibration that may be felt on properties in the immediate vicinity of the Project site, as commonly occurs with construction projects. The nearest sensitive receptors are residences approximately 50 feet north and west of the Proposed Project. Based on the information presented in Table 12, during construction, these residences would be exposed to maximum vibration levels of approximately 95 Vdb from construction of Proposed Project because vibration, like noise, attenuates over distance.

Table 12
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Pile Driver (Impact)[1]	104	95	93	90	86
Pile Driver (Sonic)[1]	93	84	81	78	75
Loaded Trucks	86	77	74	71	68
Small Bulldozer	58	48	46	43	39

[1]Typical vibration level
Source: FTA 2006

As discussed above, 100 VdB is the general threshold where minor damage can occur in fragile buildings. Because vibration levels would not reach 100 VdB, structural damage would not be expected to occur as a result of construction activities. However, the vibration levels at residences to the north and west would exceed the ground borne velocity threshold level of 80 VdB established by the FTA for residences and buildings where people normally sleep due to construction of the Proposed Project. Additionally, construction activities would result in vibrations that would be felt at adjacent residences, thereby exceeding the thresholds established in the Long Beach Municipal Code. The 2006 Shoreline Gateway EIR determined the Approved Project's construction-related vibration impacts would be significant and unavoidable, even with implementation of Mitigation Measure N-1.

The City of Long Beach restricts construction activities to between the hours of 7:00 AM and 7:00 PM during weekdays and 9:00 AM and 6:00 PM on Saturdays (LBMC, Section 8.80.020). Based on these hours, construction would not occur during recognized sleep hours for residences. The Proposed Project would comply with construction hour restrictions. Additionally, Mitigation Measure N-1 from the 2006 Shoreline Gateway EIR for the Approved Project would apply to the Proposed Project. The Proposed Project would not increase the severity of the impact identified in the 2006 Shoreline Gateway EIR because it would not increase the duration of construction or the exposure of sensitive receptors to construction vibration; therefore, further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

c) Would the project result in a substantial permanent increase in ambient noise levels above levels existing without the project?

Table 13 compares noise levels at existing and proposed sensitive receptor locations near the Project site under the existing and existing plus Proposed Project traffic scenarios. As shown in Table 13, the greatest increase in traffic noise would be a 0.2 dBA increase along East Ocean Boulevard, east of Alamito Street. Table 13 indicates that noise would decrease by 0.2 dBA at the existing receptor along East Ocean Boulevard, between Alamito Street and Atlantic Street, under the existing plus Project scenario. This is due to the fact that the proposed building would block noise from Alamito Street at the receptor location. Additionally, the results shown

in Table 13 indicate that noise at the receptor along Medio Street, north of the Project site would also be reduced by 0.2 dBA. Similarly, this is due to the fact that the proposed building would block roadway noise from East Ocean Boulevard at this receptor location. As shown in Table 13, the Proposed Project traffic would not generate roadway noise in excess of the significance thresholds at any receptor location.

Table 13
Comparison of Pre-Project and Post-Project Traffic Noise On Local Roadways

SR #	Location[1]	Projected Noise Level (dBA Leq)		Change In Noise Level (dBA Leq)	Exceed Significance Threshold?[2]
		Existing (1)	Existing + Project (2)	Due to Project Traffic (2-1)	
SR1/ NM2	North Side of East Ocean Blvd. at Shoreline Gateway West Tower	70.7	70.5	-0.2	No
SR2	Existing Residences at north side of Medio Street north of the Project site	65.3	65.1	-0.2	No
SR3	Existing residences at north side of East Ocean Blvd., east of Project site	66.5	66.7	0.2	No
NM1	West side of Alamito St. at Project site	69.7	69.7	0	No
NM3	East side of Atlantic St. between 1st St. and Ocean Blvd.	66.2	66.2	0	No

Source: TNM2.5, see Appendix C for noise model outputs. Leq is the equivalent noise level over a period of time, typically one hour. Estimates of noise generated by traffic are from the centerlines of northbound/eastbound and southbound/westbound lanes on road segments during PM peak-hour traffic conditions.
[1] Noise measurement and sensitive receptor locations are shown in Appendix C.
[2] roadways with existing noise exposure less than 60 dBA, an increase of over 5 dBA is considered significant; between 60 and 65 dBA, an increase of 3 dBA is considered significant, and greater than 65 dBA, an increase of 1 dBA is considered significant.

Table 14 compares the future cumulative and future cumulative plus Project traffic scenario to the existing traffic scenario. As shown therein, the greatest increase associated with 2020 future cumulative plus Project traffic noise would be a 1.2 dBA increase over existing volumes at Atlantic Street between East Ocean Boulevard and 1st Street. However, the Proposed Project's traffic would contribute 0.1 dBA to roadway noise under the future cumulative plus Project traffic scenario, which is below the significance threshold. Additionally, the Proposed Project would result in noise level reductions at receptors located at Ocean Boulevard to the west of the site (SR1/NM2), Medio Street (SR2), and Alamito Street (NM1). Similar to the reductions shown in Table 13, these reductions are likely due to attenuation of traffic noise from Alamito Street and Ocean Boulevard provided by the proposed building. Overall, the Proposed Project's roadway noise impact would not be cumulatively considerable.

Table 14
Comparison of Pre-Project and Post-Project Traffic Noise On Local Roadways

SR #	Location[1]	Projected Noise Level (dBA Leq)			Change In Noise Level (dBA Leq)		Exceed City Threshold?[2]
		Existing (1)	Future Cumulative (2)	Future Cumulative + Project (3)	Change in Noise Level (3-1)	Project Contribution to Change in Noise Level (3-2)	
SR1/ NM2	North Side of East Ocean Blvd. at Shoreline Gateway West Tower	70.7	71.4	71.3	0.6	-0.1	No
SR2	Existing Residences at north side of Medio Street north of the Project site	65.3	66.6	66.3	1	-0.3	No
SR3	Existing residences at north side of East Ocean Blvd., east of Project site	66.5	67.2	67.5	1	0.3	No
NM1	West side of Alamito St. at Project site	69.7	70.8	70.7	1	-0.1	No
NM3	East side of Atlantic St. between 1st St. and Ocean Blvd.	66.2	67.3	67.4	1.2	0.1	No

Source: TNM2.5, see Appendix C for noise model outputs. Leq is the equivalent noise level over a period of time, typically one hour. Estimates of noise generated by traffic are from the centerlines of northbound/eastbound and southbound/westbound lanes on road segments during PM peak-hour traffic conditions.
[1] Noise measurement and sensitive receptor locations are shown in Appendix C.
[2] For roadways with existing noise exposure less than 60 dBA, an increase of over 5 dBA is considered significant; between 60 and 65 dBA, an increase of 3 dBA is considered significant, and greater than 65 dBA, an increase of 1 dBA is considered significant.

The 2006 Shoreline Gateway EIR compared roadway noise levels from a 2015 future cumulative scenario to the 2015 cumulative plus Project scenario. The greatest increase in roadway noise was identified along Medio Street, where an increase of 4.3 dBA was attributed to the Approved Project. The difference in traffic noise changes along Medio Street between the Approved Project and the Proposed Project is due to higher existing traffic volumes than were analyzed under the 2015 future cumulative scenario in the 2006 Shoreline Gateway EIR. Nonetheless, the 2006 Shoreline Gateway EIR determined that the Approved Project's roadway noise impacts would be less than significant. Table 15 shows the difference between traffic noise anticipated by the Approved Project and the Proposed Project. As discussed above, the Proposed Project would not exceed significance thresholds and, as shown in Table 15, the Proposed Project would not substantially increase roadway noise volumes in comparison to the Approved Project.

Table 15
Comparison of Traffic Noise Associated With the Approved Project and Proposed Project

Receptor/Road Segment	Approved Project (dBA)	Proposed Project (dBA)	Difference (dBA)[1]
Medio St., west of Alamito St.	4.3	-0.2	-4.5
East Ocean Blvd., west of Alamito St.	0.1	-0.2	-0.3
East Ocean Blvd., East of Alamito St.	0.0	0.2	0.2
Alamito St., north of East Ocean Blvd.	0.0	0.0	0.0
Atlantic St., north of East Ovean Blvd.	0.6	0.0	0.0

[1]Proposed Project – Approved Project
Source: City of Long Beach Shoreline Gateway Project EIR 2006

Existing sensitive uses near the Project site may periodically be subject to noise associated with operation of the Proposed Project, including the operation of Heating Ventilation and Air Conditioning (HVAC) equipment, loading areas, parking areas, and delivery and trash collection trucks. The Proposed Project would shift the location of HVAC equipment to the north side of the roof, however, this equipment would remain located 35 stories above the ground. Therefore, the location of the HVAC equipment would not substantially change in comparison to the Approved Project. Additionally, location of loading areas and parking areas would not substantially change in comparison to the Approved Project. Moreover, the Proposed Project would include the same land uses (residential, retail, and restaurant) as the Approved Project. The 2006 Shoreline Gateway EIR determined that the Approved Project would have a less than significant long-term operational impact with implementation of Mitigation Measure N-2, which prohibits loading dock operations and the use of refuse disposal areas between the hours of 10:00 PM and 7:00 AM. The Proposed Project would add 94 additional units, however, this would not substantially increase the number of delivery or trash trips made to the Project site. Nonetheless, similar to the Approved Project, the Proposed Project would be subject to Mitigation Measure N-2 from the 2006 Shoreline Gateway EIR.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?

The 2006 Shoreline Gateway EIR determined that the Approved Project would not expose people residing or working in the Project area to excessive noise levels from an airport because the Project site is not located within an airport land use plan or within two miles of a public airport or public use airport. The Project site is more than two miles from the Long Beach Airport. The Proposed Project would not change the location of the Project site; therefore, similar to the Approved Project, the Proposed Project would have no impact related to airport noise and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
XIII. Population and Housing		
-- Would the project:		
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	■
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	■

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The 2006 Shoreline Gateway EIR determined that the Approved Project would not induce substantial population growth in the area because it would represent an approximately 0.002 percent of the City's 2010 population, as projected by the Southern California Association of Governments (SCAG). The Proposed Project's additional 94 residential units would directly increase population growth beyond what was analyzed in the 2006 Shoreline Gateway EIR. As discussed under Item III, *Air Quality*, based on an estimated household size of 2.84 persons per household (Department of Finance 2016), the Proposed Project's additional 94 units would generate a population of 267 persons. SCAG forecasts that the population of the City of Long Beach will increase by 28,800 new residents between 2008 and 2020, for a total of 491,000 residents in 2020 and further increase by 43,100 new residents between 2020 and 2035, for a total of 534,100 residents in 2035 (SCAG, 2012). The addition of 267 new residents to the City of Long Beach would equal less than 1 percent of the City's total projected population growth through 2020 and the City's total projected population growth through 2035. The level of population growth associated with the Proposed Project was anticipated in SCAG's long-term population forecasts and would not exceed official regional population projections. Therefore, no impact beyond that identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The Project site is currently a paved parking lot. As the Proposed Project would not displace housing, it would not result in the displacement of people or housing or require the construction of replacement housing elsewhere.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
XIV. Public Services		
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:		
i) Fire protection?	☐	■
ii) Police protection?	☐	■
iii) Schools?	☐	■
iv) Parks?	☐	■
v) Other public facilities?	☐	■

a.i) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

Fire protection is provided by the Long Beach Fire Department (LBFD). The 2006 Shoreline Gateway EIR determined that the Approved Project would have a less than significant impact on fire protection with compliance with the City's standards/codes and/or conditions of approval set forth by the LBFD, payment of applicable development fees and taxes and implementation of Mitigation Measures PSU-1 through PSU-3. The mitigation measures require: Provision of verification that the project complies with all Fire Prevention Bureau provisions required by the LBFD (PSU-1); a fair share contribution to the cost of obtaining a one-half time equivalent Fire Inspector until completion of the project (PSU-2); and provision of verification that the Proposed Project would meet all fire flow requirements determined by the LBFD (PSU-3).

The Proposed Project's addition 94 residential units would incrementally increase the need for fire services on the Project site. However, the Project site is already served by Fire Stations 1, 2 and 3. The Proposed Project would comply with all Fire Prevention Bureau codes and regulations, including access, sprinklers, placement of fire hydrants and fire flows, in accordance with the LBMC. Similar to the Approved Project, the Proposed Project would be required to comply with the City's standards/codes and/or conditions of approval set forth by the LBFD, to pay applicable development fees and taxes and to implement Mitigation Measures PSU-1 through PSU-3; therefore, impacts would be less than significant.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

a.ii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Police protection is provided by the Long Beach Police Department (LBPD). The 2006 Shoreline Gateway EIR determined that the Approved Project would not result in significant impacts to police protection services and would not necessitate additional staffing or facilities. LBPD consists of approximately 800 sworn police officers and total staffing of over 1,200 employees (Long Beach Police Department Website). Based on a current total population of 484,958 (Department of Finance 2016), the current officer to population ratio is 1.6 sworn officers per 1,000 residents. LBPD's average response time for Priority One emergency calls is 4.5 minutes, meeting the LBPD goal of under 5 minutes (personal communication, M. McGuire, October 2014). For additional support, the LBPD maintains mutual aid agreements with the Los Angeles County Sheriff's Department and the Signal Hill Police Department.

The Proposed Project's additional 94 units would incrementally increase demand for police services by adding approximately 267 persons to the population. With this additional population, the City's current sworn officer to population ratio would remain at 1.6. According to the Downtown Plan EIR, funding for additional staffing and equipment is allocated to the LBPD through the City's budget process and is not directly tied to individual development projects. Furthermore, the Downtown Plan EIR determined that given the location of the Police Headquarters and South Division within the Plan area, no new facilities are currently required to serve Downtown. The Proposed Project is within the Downtown area and within one mile of LBPD Headquarters. For these reasons, the Proposed Project would not result in the need for new or expanded police protection facilities to the serve the Project site. As such, impacts related to new or expanded police facilities would be less than significant.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The 2006 Shoreline Gateway EIR determined that the Approved Project would have a less than significant impact to schools with implementation of Mitigation Measure PSU-5, which requires

payment of school impact fees. Pursuant to Section 65996 of the California Government Code, payment of fees to the LBUSD is considered full mitigation for Project impacts, including impacts related to the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. Similar to the Approved Project, the Proposed Project would be required to pay the statutory fees per Mitigation Measure PSU-5. Therefore, impacts would be less than significant.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Refer to Item XV, *Recreation*, below.

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

The 2006 Shoreline Gateway EIR determined that the Approved Project would have a less than significant impact related to library facilities because library resources would be sufficient to serve the Project. The Long Beach Public Library System maintains twelve libraries, which provide a combined total of 220,110 square feet of facilities and a collection of 803,129 books and other materials (Long Beach Public Library 2012). The Proposed Project is within one mile of Main and Alamitos Neighborhood Libraries and would be served by these libraries. The Main Library serves a population of 491,564 and the Alamitos Neighborhood Library serves a population of 53,536 (Long Beach Public Library 2012). Main Library is planned for reconstruction and the expanded facilities may serve the additional population. Environmental impacts related to the reconstruction of Main Library were considered in the Civic Center SEIR.

The Proposed Project's additional 94 units would incrementally increase demand for library services by adding approximately 267 persons to the population. The Proposed Project's demand for library services would represent a 0.05% local population increase in the demand for library services at Main Library and 0.5% local population increase at Alamitos Neighborhood Library. Given the incremental nature of the increased demand for library services (a less than one percent increase in demand at either local library), the Proposed Project would not result in a need for new or expanded library facilities in Long Beach.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
XV. Recreation		
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	■
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	■

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

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The 2006 Shoreline Gateway EIR determined that the Approved Project would increase demand for park and recreation facilities and requires implementation of Mitigation Measure PSU-6 to reduce impacts to a less than significant level with payment of park impact fees. The Proposed Project would construct an additional 94 units in comparison to the Approved Project, which would increase impacts to recreational facilities and parks. Similar to the Approved Project, the Proposed Project would be required to pay park impact fees, as established by the City, to compensate for its impacts to park and recreational facilities; therefore, impacts would be less than significant.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
XVI. Transportation/Traffic		
-- Would the project:		
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	☐	■

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
XVI. Transportation/Traffic		
-- Would the project:		
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	■
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	■
e) Result in inadequate emergency access?	☐	■
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	☐	■

The analysis below is based partially on the Traffic Impact Analysis prepared for the Proposed Project by Linscott Law and Greenspan (LLG) in October 2016 (see Appendix D). The Traffic Impact Analysis analyzes traffic conditions and potential impacts on local roadways from the Proposed Project under four different scenarios: existing, existing plus Project, 2020 future cumulative, and 2020 future cumulative plus Project. The complete Traffic Impact Analysis is included as Appendix D.

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

According to the Traffic Impact Analysis, the Proposed Project is forecast to generate 3,105 daily trips (one half arriving and one half departing), with 181 trips (48 inbound, 133 outbound) produce in the AM peak hour and 278 trips (165 inbound 113 outbound) produced in the PM peak hour on a "typical" weekday. The Approved Project is forecast to generate 2,462 daily trips (one half arriving and one half departing), with 135 trips (39 inbound, 96 outbound) produced in the AM peak hour and 219 trips (127 inbound, 92 outbound) produced in the PM peak hour on a "typical" weekday. The 2006 Shoreline Gateway EIR determined that the Approved Project would result in significant and unavoidable impacts to local intersections,

despite implementation of Mitigation Measure TR-1 through TR-3, which required roadway improvements at Atlantic Avenue and Ocean Boulevard and Lime Avenue and 7th Street.

When the Proposed Project is compared to the Approved Project baseline, the Proposed Project is forecast to generate 643 more daily trips, 46 more AM peak hour trips and 59 more PM peak hour trips. The potential impact of the added traffic volumes generated by the Proposed Project, in comparison to the Approved Project, during the weekday peak hours was evaluated based on analysis of existing and future operating conditions at 30 key study intersections (Appendix D). The significance of the potential impacts of the Proposed Project at each key intersection was then evaluated using the traffic impact thresholds from the City of Long Beach. A project is considered to have impacts to local and regional transportation systems if:

- The Project causes a study intersection to deteriorate from Level of Service (LOS) D to LOS E or F. The City of Long Beach considers LOS D (ICU = 0.801 - 0.900) to be the minimum acceptable LOS for all intersections; or
- The Project increases traffic demand at the study intersection by 2% of capacity (Intersection Capacity Utilization [ICU] increase ≥ 0.020), causing or worsening LOS E or F (ICU > 0.901) when an intersection is operating at LOS E or F in the baseline condition.

Under existing conditions, the 30 key study intersections are forecast to operate at acceptable LOS D or better during the AM and PM peak hours for both the Approved Project and Proposed Project traffic conditions. Under the existing plus Proposed Project scenario, study intersections would have similar service levels to that of the existing plus Approved Project scenario and would continue to operate at acceptable LOS D or better during the AM and PM peak hours. Hence, the Traffic Impact Analysis concluded that the Proposed Project would not create additional impacts when compared to the Approved Project.

The Traffic Impact Analysis also analyzed a cumulative future scenario that takes into account planned and pending projects, such as the West Tower, which was included as an associated cumulative project, and year 2020 roadway network improvements. Based on information obtained from the City of Long Beach, roadway network changes in the downtown area were applied to the Year 2020 cumulative background setting. The roadway network changes include the conversion of 7th Street and 6th Street to a two-way roadway west of Atlantic Avenue; the conversion of these two streets from one-way flow to two-way traffic flow west to Alamitos Avenue was recently completed by the City over the past year. The Traffic Impact Analysis determined that for the Year 2020 Cumulative traffic conditions, the addition of ambient traffic growth and cumulative project traffic, and/or planned roadway network improvements, would cumulatively impact seven of the 30 key study intersections. The remaining intersections are forecast to operate at acceptable service levels in the AM and PM peak hours.

Under the cumulative scenario, the Traffic Impact Analysis found that the Proposed Project would have similar service levels to that of the Approved Project. With inclusion of either the Approved Project or the Proposed Project, the intersections of Long Beach Boulevard/7th Street, Alamitos Avenue/7th Street, Alamitos Avenue/6th Street, Alamitos Avenue/3rd Street, Alamitos Avenue/Broadway, Alamitos Avenue/1st Street, Magnolia Avenue/Ocean Boulevard, Pine Avenue/Ocean Boulevard, and Alamitos Avenue/Shoreline Drive/Ocean Boulevard are all forecast to operate at unacceptable service levels in the AM and/or PM peak

hours under the cumulative scenario. However, the Proposed Project would increase the Approved Project's ICU value by less than 2%, which is below the City's significance criteria. Furthermore, pursuant to the LBMC, the Proposed Project would be required to pay Transportation Improvement Fees to offset its cumulative impact to intersections and roadways. Therefore, the Proposed Project would not increase the severity of the significant and unavoidable cumulative traffic impact identified in the 2006 Shoreline Gateway EIR and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The Congestion Management Program (CMP) for Los Angeles County requires that the traffic impact of individual development projects of potential regional significant be analyzed. A significant impact would occur if the Proposed Project increases traffic demand on a CMP facility by two percent of capacity, causing LOS F. If the facility is already at LOS F, a significant impact occurs if the Proposed Project increases traffic demand on a CMP facility by two percent of capacity.

The Traffic Impact Analysis identified two CMP intersections within the Project area:

- CMP Station No. 33 – Alamitos Ave./Shoreline Drive at Ocean Boulevard
- CMP Station No. 41 – Alamitos Ave. at 7th Street

The 2006 Shoreline Gateway EIR determined that the Approved Project's traffic would result in significant and unavoidable impacts to both CMP Station No. 33 and 41. The Traffic Impact Analysis determined that the potential impacts of the Proposed Project to CMP Station No.33 would be less than significant. However, implementation of the Proposed Project would result in an increase demand of two percent at CMP Station No. 41. Although the Proposed Project would have the same significant and unavoidable impact as the Approved Project at CMP Station No. 33, it would not increase the severity of this impact as compared to the Approved Project. Therefore, no impact would occur and further study of this issue is not warranted.

The Traffic Impact Analysis additionally identified one CMP freeway monitoring station within the Project vicinity:

- CMP Station No. 1078 – I-710, north of Route 1 (PCH)

The Traffic Impact Analysis determined that the Proposed Project would not add more than 150 trips to this intersection during peak hours. Therefore, further analysis is not required and impacts are considered less than significant.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The 2006 Shoreline Gateway EIR determined that the Approved Project would not result in a change in air traffic patterns. The Proposed Project would not change the location of the Project site, the height of the tower, or the land uses analyzed in the 2006 Shoreline Gateway EIR; therefore, no impacts beyond those identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The 2006 Shoreline Gateway EIR determined that the Approved Project would not result in any significant impacts related to design hazards because the Project would be required to comply with all City design standards. Access to the project site would be provided via one stop-controlled full access driveway located on Medio Street, with the intersections of Lime Avenue at 1st Street and Alamitos Avenue at Medio Street providing vehicular access to the property from the adjacent street system. The driveway will connect to the proposed 5-level subterranean parking structure with a total of 458 vehicular spaces. Based on the Traffic Impact Analysis' examination of driveway traffic volumes and intersection level of service, site access would be adequate. Motorists entering and exiting the project site would be able to do so comfortably, safely, and without undue congestion. Design of the Proposed Project would be required to comply with all City design standards.

Construction of the Proposed Project would generate temporary construction-related traffic such as deliveries of equipment and materials to the Project site and construction worker traffic. However, this traffic would be temporary and limited to the duration of the construction schedule. The Traffic Impact Analysis determined that the 30 key study intersections would continue to operate at acceptable LOS D or better during the AM and PM peak hours with the addition of project construction traffic. Therefore, no impact beyond that identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

e) Would the project result in inadequate emergency access?

The 2006 Shoreline Gateway EIR determined that impacts related to emergency access would be less than significant because the Approved Project would not physically interfere with emergency access to the Project site and emergency response and evacuation procedures would be developed through the City in coordination with the police and fire departments. As discussed above, the Proposed Project would be accessed via the access driveway located on Medio Street. The Proposed Project would not alter through-traffic operations for emergency vehicles or eliminate existing roads or cause more circuitous access conditions. Therefore, no impact beyond that identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?

The 2006 Shoreline Gateway EIR determined that the Approved Project would not conflict with adopted policies supporting alternative transportation because the Project would locate mixed uses within walking distance of existing public transportation. The Proposed Project would include mixed uses within walking distance of existing public transportation similar to the Approved Project. Further, the Traffic Impact Analysis (Appendix D) finds that the Proposed Project would generate 152 daily weekday transit trips. It is anticipated that the existing transit services would be capable of accommodating this increase in use and would not be significantly impacted. Therefore, no impact beyond that identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
XVII. Utilities and Service Systems		
-- Would the project:		
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	■
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	■
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	■
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	■
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	■

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
XVII. Utilities and Service Systems		
-- Would the project:		
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	■
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	■

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The 2006 Shoreline Gateway EIR determined that the Approved Project would incrementally increase wastewater conveyance and treatment demand in the City, but that compliance with existing State and City development requirements would ensure that adequate and sufficient wastewater service is available. With implementation of Mitigation Measures PSU-9 through PSU-11, the 2006 Shoreline Gateway EIR determined that impacts would be less than significant. Mitigation Measure PSU-9 requires the applicant to pay fees for construction off a new sewer manhole on the Broadway Court sewer line; this mitigation was implemented with construction of the West Tower and would not apply to the Proposed Project. Mitigation Measure PSU-10 requires the applicant to supply proof that the Sanitation Districts of Los Angeles County (LACSD) has sufficient transmission and treatment capacity to accept sewage flows. Mitigation Measure PSU-11 requires submittal of sewer studies indicating that the sewer system has adequate capacity to serve the development and payment of fees for sewer system improvements, if necessary.

Wastewater treatment services would be supplied to the Proposed Project through the LACSD. Currently, a majority of the City's wastewater is delivered to the Joint Water Pollution Control Plant (JWPCP) of the LACSD. The remaining portion of the City's wastewater is delivered to the Long Beach Water Reclamation Plant (WRP) of the LACSD.

The wastewater generated by the Proposed Project would be treated at the JWPCP in the City of Carson, which has a design capacity of 400 million gallons per day (mgd) and an average flow of 259 mgd (LACSD 2015). Therefore, the JWPCP has approximately 141 mgd of available

capacity per day. As shown in Table 16, the Proposed Project would generate a net increase of 15,553 gallons per day of wastewater generation in comparison to the Approved Project, or approximately 0.01% of JWPCP's available daily capacity. Therefore, the Proposed Project's average daily flow is within the capacity of the JWPCP. Nonetheless, the Proposed Project would be required to comply with Mitigation Measure PSU-10 and provide confirmation from the LACSD that it has sufficient transmission and treatment capacity to accept sewage flows from the Proposed Project.

Table 16
Estimated Project Wastewater Generation

Land Use	Building Area (thousand SF)	Dwelling Units	Generation Rate (gallons/day)	Total (gallons/day)
Approved Project				
Residential[1]	--	221	195	43,095
Retail/Restaurant[2]	6.267	--	550	3,447
			Approved Project Subtotal	*46,542*
Proposed Project				
Residential[1]	--	315	195	61,425
Retail[3]	6.700	--	100	670
			Proposed Project Subtotal	*62,095*
			Net Increase in Wastewater Generation (gallons/day)	**15,553**

Source: LACSD Average Wastewater Generation Factors. Table 1, Loadings for Each Class of Land Use. Accessed at http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531
Notes: 1 AFY = 892.15 gallons per day (GPD)
1 Generation rate for condominiums (195 gallons/day/unit)
2 Average generation rate for restaurant (1,000 gallons/day/thousand SF) and store (100 gallons/day/thousand SF)
3 Generation rate for stores (100 gallons/day/thousand SF)

Per Mitigation Measure PSU-11, the Proposed Project would be required to submit a sewer study indicating that local sewer lines have design capacity that exceeds peak flow or pay sewer improvement fees. If sewer improvements were conducted in conjunction with the Proposed Project, pipe replacement and improvements would be in the same location as existing sewer lines; therefore, any upgrades required by the Proposed Project would not create long-term environmental impacts. In addition, LACSD charges a connection fee in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the Proposed Project. The LACSD's legally permitted levels of sewer service are contingent upon the available capacity of its treatment facilities, which is in turn limited to levels associated with approved growth identified by SCAG. As demonstrated under Item XIII, *Population and* Housing, the Proposed Project would not result in an exceedance of SCAG's regional growth forecasts. Therefore, wastewater flow associated with the Proposed Project would not result in an exceedance of LACSD's wastewater conveyance or treatment capacity and impacts would be less than significant.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Please see Section IX, *Hydrology and Water Quality*, for discussion of the Proposed Project's impacts to the City's storm drain system.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The 2006 Shoreline Gateway EIR determined that sufficient water supplies would be available to serve the Approved Project and that with implementation of Mitigation Measures PSU-7 and PSU-8, impacts would be less than significant. Mitigation Measure PSU-7 was implemented before the West Tower was constructed and required that the applicant pay fees to move existing water lines. Mitigation Measure PSU-8 would apply to the Proposed Project and requires the applicant to submit engineering studies to the Long Beach Water Department (LBWD) to verify that adequate capacity exists to convey flow to the Project Site or pay fees for water system improvements. If water system improvements were conducted in conjunction with the Proposed Project, pipe replacement and improvements would be in the same location as existing water lines; therefore, any upgrades required by the Proposed Project would not create long-term environmental impacts.

Water for the Long Beach service area is supplied by groundwater, imported water, and reclaimed wastewater. The LBWD addresses issues of water supply in its 2015 Urban Water Management Plan (UWMP). As shown in Table 17, the LBWD projects that water supplies will be sufficient to meet all demand through the year 2040 during normal, single dry year, and multiple dry year hydrologic conditions. Water use would be approximately 120% of wastewater generation; therefore, the Proposed Project would use a net increase of 18,664 gallons per day of water, or 20.9 acre-feet per year (AFY), in comparison to the Approved Project. The Proposed Project's water demand would account for 0.2% of the surplus projected for 2020 (13,648 AF). In 2040, the Proposed Project's water demand would account for 0.1% of the projected surplus (15,154 AF). Therefore, there would be sufficient water supplies to accommodate the Proposed Project and impacts would be less than significant.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Table 17
LBWD Water Supply in Normal, Single Dry and Multiple Dry Years (Acre Feet)

	2020	2025	2030	2035	2040
Normal Year					
Supply Totals	77,291	77,791	78,291	78,791	79,291
Demand Totals	63,643	63,410	63,454	63,609	64,137
Surplus (Supply – Demand)	*13,648*	*14,381*	*14,836*	*15,182*	*15,154*
Single Dry Year					
Supply Totals	77,291	77,791	78,291	78,791	79,291
Demand Totals	63,643	63,410	63,454	63,609	64,137
Surplus (Supply – Demand)	*13,648*	*14,381*	*14,836*	*15,182*	*15,154*
Multiple Dry Year					
Supply Totals	77,291	77,791	78,291	78,791	79,291
Demand Totals	63,643	63,410	63,454	63,609	64,137
Surplus (Supply – Demand)	*13,648*	*14,381*	*14,836*	*15,182*	*15,154*

Source: Table 13, "Water Supplies Exceed Demands in All Hydrologies," of the 2015 Urban Water Management Plan (City of Long Beach Board of Water Commissioners 2015)

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The 2006 Shoreline Gateway EIR determined that the Approved Project would generate solid waste that would incrementally decrease the capacity and lifespan of landfills, but that with implementation of Mitigation Measures PSU-12 and PSU-13 impacts would be less than significant. Mitigation Measure PSU-12 requires the Approved Project to develop a source reduction program to achieve a minimum 50 percent reduction in waste disposal rates and Mitigation Measure PSU-13 requires the applicant to comply with all applicable solid and hazardous waste regulations.

As shown in Table 18, the Proposed Project would increase solid waste disposal demand by 0.2 tons per day in comparison to the Approved Project. The Long Beach Environmental Services Bureau as well as private permitted waste haulers provide solid waste service for the City. Waste generated from the Project Site would be disposed at various facilities. One such facility is the Southeast Resource Recovery Facility, which is permitted to accept a maximum of 2,240 tons per day of solid waste (CalRecycle 2015). During the month of June 2016, the facility accepted an average of 1,387 tons per day, with an available capacity of 853 tons per day (CalRecycle 2015). The approximately 0.2 tons per day of solid waste generated by the Proposed Project would require approximately 0.02% of the currently available daily capacity at the Southeast Resource Recovery Facility.

Additionally, the Proposed Project would be required to comply with LBMC Section 18.67.020 and the City's construction and diversion (C&D) program, which requires that each project having a valuation greater than $75,000 divert at least 60 percent of all project-related construction and demolition material. Furthermore, the Proposed Project would be required to implement Mitigation Measures PSU-12 and PSU-13. Therefore, the Proposed Project's impacts related to solid waste would be less than significant.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Table 18
Estimated Solid Waste Generation

Land Use	Building Area (SF)	Employees[3]	Dwelling Units	Solid Waste Generation Rate (tons per year)	Total (tons per year)
Approved Project					
Residential	--	--	221	0.74 per unit	164
Retail/Restaurant[1]	6,367	15	--	2.67 per employee	40
				Approved Project Subtotal	*204*
Proposed Project					
Residential	--	--	315	0.74 per unit	233
Retail[2]	6,711	16	--	2.41 per employee	39
				Proposed Project Subtotal	*272*
				Net Increase in Solid Waste (tons per year)	**68**
				Net Increase in Solid Waste (tons per day)	**0.2**

Source: CalRecycle, Residential Waste Stream by Material Type, https://www2.calrecycle.ca.gov/WasteCharacterization/ResidentialStreams; CalRecycle, 2014 California Commercial Generator Waste Study, http://www.calrecycle.ca.gov/Publications/Documents/1543/20151543.pdf
Notes: 1 ton/year = 5.48 ppd
1. Averaged solid waste generation rate for Restaurants (2.92 tons per employee per year [TPEPY]) and Retail Trade – All Other (2.41 TPEPY)
2. Solid waste generation rate for Retail Trade – All Other (2.41 TPEPY)
3. Square footage used to calculate employees using SCAG Employee Density Study (2001) average employees per square footage for Los Angeles County "Other Retail/Services" (424 SF per employee)

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
XVIII. Mandatory Findings of Significance		
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, reduce the number or	☐	■

	Potentially Significant Impact Not Identified in Previous EIR	No Impact Not Identified In Previous EIR
XVIII. Mandatory Findings of Significance		
restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	■
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■

a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As discussed under Section IV, *Biological Resources*, and Section V, *Cultural Resources*, therefore, no impact to biological resources or cultural resources beyond that identified in the 2006 Shoreline Gateway EIR would occur and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

As described in the discussion of environmental checklist Sections I through XVII, the Proposed Project would have no impact or a less than significant impact with respect to all environmental issues. Cumulative impacts of several resource areas have been addressed in the individual resource sections above: Air Quality, Greenhouse Gases, Noise, Transportation/Traffic, Utilities/Service Systems (See CEQA Guidelines Section 15064(h)(3)). Some of the other resource areas (agricultural, biological resources, cultural resources, and mineral) were determined to have no impact in comparison to existing conditions and therefore would not contribute to cumulative impacts. The potential impacts associated with the approved West Tower are considered within the cumulative impacts analysis of individual resources sections,

as the West Tower project is a related cumulative project. As discussed under individual resources sections, cumulative impacts would be less than significant (not cumulatively considerable).

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in the preceding sections, the Proposed Project would not result, either directly or indirectly, in adverse hazards related to air quality, hazardous materials or noise. Compliance with applicable rules and regulations would reduce potential impacts on human beings to a less than significant level.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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Personal Communications

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