

## LETTER A1

**From:** Shannon Heffernan [<mailto:Shannon.Heffernan@studio-111.com>]  
**Sent:** Monday, September 19, 2016 5:14 PM  
**To:** Craig Chalfant  
**Subject:** Comments on Draft SEASP and DEIR

Hello Craig,

I am submitting the attached letter on behalf of Alamitos Bay Partnership, LLC to express strong support for the Draft Southeast Area Specific Plan (SEASP). We have provided the enclosed recommendations and questions to help the City of Long Beach strengthen the Plan and successfully implement its vision.

Please let me know if you have any questions or would like to discuss our recommendations in further detail.

Thank you,  
**Shannon Heffernan, AICP**  
Urban Design Manager

### studioneleven

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# Alamitos Bay Partnership, LLC

September 19, 2016

Mr. Craig Chalfant  
Senior Planner  
Long Beach Development Services  
333 W. Ocean Blvd., 5<sup>th</sup> Floor  
Long Beach, CA 90802  
craig.chalfant@longbeach.gov

## **RE: Draft Southeast Area Specific Plan and Draft Environmental Impact Report Comments**

Dear Mr. Chalfant,

On behalf of Alamitos Bay Partnership LLC, a long-time property owner and active community member, we are writing to express our strong support for the Draft Southeast Area Specific Plan (SEASP). We believe the update to SEASP is an important step forward in a balanced vision of physical, social, environmental, and economic goals to sustain the area over the next 50 years - and commend the City of Long Beach for their commitment on a transparent and inclusive outreach effort that informed this unified vision.

It is important to recognize that this vision, including the restoration of the wetlands will not be possible without increased development intensity. We support the Plan's rationale for selecting suitable sites for future development in the area to achieve an economically prosperous, pedestrian-welcoming district with a mix of uses desired by the community. We would like to additionally point out that these development sites will be hugely important as a necessary and contributing factor in the restoration of the wetlands through the potential mitigation bank and monitoring funds. By allowing the most dense scheme, we believe the fees could be utilized to support wetland revitalization, a property-based improvement district (PBID), public waterfront amenities, and quality sustainable development potentially confirmed by an independent third-party.

We submit the following comments to encourage additional refinement of SEASP, in order to better articulate and strengthen the case for the Plan's recommendations.

### **Draft Southeast Area Specific Plan**

#### Statement of Guiding Principles:

To set the tone and context for the Plan document, the intended purpose of the SEASP update should be emphasized as the overarching guiding principles for the Plan's recommendations. SEASP is in response to a Strategic Growth Council Sustainable Communities Planning grant awarded to the City of Long Beach, to conduct a community-based and comprehensive update of the Plan in response to recent State legislation:

- o Global Warming Solutions Act of 2006 (AB 32)
- o Sustainable Communities and Climate Protection Act of 2008 (SB 375)
- o California Complete Streets Act of 2008 (AB 1358)

The State laws require the implementation of these policies through balanced, multimodal transportation networks and complete streets; and integration of land use, transportation and housing through increased development density for the achievement of the set emission reduction targets. The Plan is in alignment with the State laws, and also serves as a larger action plan for the regional reduction of greenhouse gas emissions (GHG) - while addressing the triple bottom line goals of achieving climate resilience and creating an equitable and economically sustainable community. Could this statement be explicitly noted as an introduction to the Plan?

A1-1

A1-2

Relinquishment and Redesign of Pacific Coast Highway

The Mobility chapter of the Plan provides multiple actions to implement improvements on PCH, such as relinquishing PCH from Seal Beach to Bellflower Boulevard to the City or obtaining a design exemption from Caltrans standards that rely too heavily on greater lane widths. These actions through the synchronization of traffic signals on PCH and connector street coupled with lower traffic speeds will allow consistent movement of traffic, but at slower safer speeds. They will also enable the SEASP to achieve its vision of a walkable, bicycle-friendly, 'main street' on PCH. We strongly support the relinquishment action because it enables the achievement of both these goals. We strongly urge the City to pursue relinquishment from Caltrans and the corresponding next steps.

A1-3

For PCH to serve as the 'main street' for the SEASP area, it will also need to be redesigned with complete street principles to accommodate multi-modal transportation and place emphasis on the pedestrian realm. The pedestrian realm can be enhanced with landscaped medians, bulbouts, curb extensions, and other traffic calming measures. We recommend maintaining travel lanes of 10'-6" width for vehicular traffic along PCH, in order to incorporate multimodal options safely and create a more livable environment. We are strongly opposed to any lane additions, and recommend lane reductions at Second Street and PCH to encourage pedestrian activity once synchronization is finished to improve traffic flow.

Building Massing and Development Standards:

There has been some opposition by the community to the proposed height limits of five to seven stories (maximum 70 feet) in the Mixed-Use Marina, citing this would create density to the levels of the downtown Long Beach fabric in the SEASP area. We would like to point out that the downtown Long Beach floor area ratio (FAR) allows 500 feet in buildable height, compared to the proposed 70 feet in SEASP which be considered low-rise development. There is no comparison to the standards that would be adopted for a high-rise high-density fabric like downtown. The option for added height provides greater opportunities to create public open spaces at the street level and to create new streets to provide improved connectivity options within the district that will help alleviate traffic. The added height and development density will also enable the funding for the wetlands mitigation grant.

A1-4

Having said that, how can development within SEASP achieve such densities and massing, while creating visual variety and opportunities for visual connection to the wetlands? We request the Plan to provide recommendations for building massing specific to these issues. The recommendations could be enhanced with precedent or reference images pertinent to the local context, to illustrate how the concepts could be implemented within the fabric of the SEASP area.

Sustainability

The overall approach to wetland sustainability and environmental stewardship within the SEASP is fragmented. Certain sections of the Plan such as the Landscape section under General Development Standards (page 76) provide some guidance towards the design of landscape elements within private developments, to be compatible with native vegetation. Other clauses such as those under the Coastal Act Compliance (pages 80-83) set out the broad principles for private lands such as priority of development and public access; and the section on Infrastructure (page 169 - 185) lists the minimum standards and requirements for water infrastructure within the SEASP. However, there is not a holistic vision or recommendations for private developments to work with and contribute to improving the health of the wetlands.

A1-5

To address this, we recommend that SEASP provide suggestions for potential third-party review and verification programs for private developments that could enable developers operating on sites close to the wetland to demonstrate transparency and a commitment towards protecting the wetlands. The Envision program administered by the Institute for Sustainable Infrastructure (ISI) or the Sustainable Sites Initiative (SITES) administered by the Green Business Certification Inc. (GBCI) are examples of recognized third-party review and certification programs specific to landscape and infrastructure performance that could be valuable tools to facilitate environmental responsibility within proposed developments in the district.

We fundamentally support the creation of a wetland mitigation bank (suggested in page 41) assuming a greater density is allowed and the establishment of a wetland monitoring fund for the long-term management of the wetlands within the SEA SP area. However, rather than establishing fees for developments based on size, we suggest that fees towards the monitoring fund should be based on modeled or actual environmental performance of the developments. This will incentivize development or redevelopment projects to prioritize appropriate site, building and infrastructure design that supports and enhances environmental health. The metrics to determine the performance of these projects could be formulated by the Trust or developed on the basis of certification from a third-party reviewer.

A1-6

#### Vision for the Next 50 Years

Above all, SEASP needs to live up to its ambition of creating a vision for the community for the next 50 years. We are at a time of exponential technological growth that is going to transform the way cities are built and operated. The sooner we can conceptualize the reality of these technologies in our cities, the better we can plan to integrate them into our models to control how they affect our environment. The City of Los Angeles has already emerged as a pioneer in this effort as the first city in the United States to formulate a roadmap for the future of mobility in their report 'Urban Mobility in the Digital Age' released in September 2016. Documents such as SEASP need to serve as a tool to plan for these unprecedented changes and also recognize their impacts and opportunities.

A1-7

One such change that has rapidly been gaining traction is the concept of fully automated vehicles (AVs). Vehicles are already automated today to varying degrees - from cruise control to being able to park themselves - and driverless vehicles are now being tested on urban streets in America. These kinds of technologies can have a significant impact on how we plan our cities and program public space. For example, there are eight parking spots for every automobile in the United States and 40% of urban land surface in cities is dedicated to moving or parked automobiles. Large scale adoption of driverless vehicles is likely to aggressively drive down the demand for parking, as well as, increase the efficiency and carrying capacity of existing roadways. This will impact the way we plan and design these infrastructures, but also open up more land area for productive uses.

How can SEASP guide development within the area so it can be aligned with future mobility options or facilitate these changes?

### **Draft Environmental Impact Report**

#### Specific Plan Compliance

SEASP would be consistent with other State, coastal, regional and city goals related to land use, which is an important point to help move the Plan forward.

A1-8

#### Project Alternatives

The DEIR identifies the impacts that proposed alternatives to the Plan are likely to have. From the analysis, it is clear that most of the proposed alternatives (No Project/PD -1 , No Project/ No Development and Reduced intensity of development) will not benefit the biological systems and natural environment as they will not set standards for wetland protection from development and/or not provide sufficient funding for the restoration process by way of wetland mitigation funds from development. Similarly, the 'No Project' alternatives will not contribute to improving the view corridors or connection to the marina. We would like to emphasize that implementation of the Plan with the suggested standards for density and environmental protection is critical to the wetland restoration process in the SEASP area. The Plan's development densities will contribute sufficient funds to support a PBID which will be critical in wetland restoration and the beautification of streetscape and public spaces in the SEASP area.

A1-9

#### Alternative Approaches for CEQA

We ask the City to study the impacts of the extension of Marina Drive north of Second Street, as well as, the extension of Colorado Avenue to PCH and Shopkeeper to PCH to enhance traffic flow and to understand the scope of congestion alleviation through an interconnected network of local streets.

A1-10

The project is caught in the middle of a significant change in how traffic is analyzed for EIRs. Senate Bill 743 is recent State legislation that identifies an alternative metric (other than automobile level of service) to be used for identifying the traffic impacts of projects as part of CEQA. Vehicle Miles Travelled (VMT) analysis is already used with State climate protection laws, and this metric is succinct with multi-modal transportation, infill development, and the other governing principles of SEASP. However, the DEIR used LOS as the basis for its analysis. The State has not adopted any guidelines for VMT and the State, County, and local transportation departments are waiting for this guidance to update their policies. For a Plan like SEASP where the roadways cannot be widened or they are not controlled by the City (PCH, 7th Street and Studebaker Road) the impact will be significant and unavoidable. The EIR at the very least should indicate that the current analysis is made on the basis of LOS, and that the VMT metric should be utilized to understand how significantly the findings will shift based on the existing Plan.

A1-11

In conclusion, we would like to iterate that we believe in the potential that SEASP provides, which is to create an economically vibrant, humane and environmentally sustainable district in the City of Long Beach - but the document needs to focus on the critical aspects listed above to effectively implement this vision. We urge you to take our comments into serious consideration, to strengthen the Plan and make its objective clear and comprehensive.

A1-12

Thank you for your time and effort towards the community feedback process and please do not hesitate to contact us at (626) 576-0737 if you have any questions related to the above comments.

Sincerely,

Alamitos Bay Partnership LLC  
2200 W. Valley Boulevard  
Alhambra, CA 91803

**LETTER A2**

Hi Nicole,

I will check out the link for the plan. Thank you.

Scott P. Harris  
Environmental Scientist  
California Department of Fish and Wildlife  
Habitat Conservation Planning  
308 S. Dunning St.  
Ventura, CA 93003  
(805) 644-6305



[SaveOurWater.com](http://SaveOurWater.com) · [Drought.CA.gov](http://Drought.CA.gov)

**From:** Nicole Morse  
**Sent:** Thursday, September 15, 2016 7:57 AM  
**To:** Harris, Scott [P.@Wildlife](mailto:P.@Wildlife)  
**Cc:** Pam Fahy; Wendy Nowak; Christopher Koontz; Craig Chalfant  
**Subject:** FW: \*\*\*TIME SENSITIVE\*\*\* FW: Long Beach SEASP DIER question.  
**Importance:** High

Dear Scott,

Thank you for reaching out on the SEASP DEIR. The section referenced on the bird safe measures refers to a section in the Specific Plan document, which is separate from the DEIR. Section 7.2.14 is on page 165 of the Specific Plan. If you do not have an electronic copy of this document it can be downloaded from the City's website at the link below. Please let me know if I can provide you with further information.

<http://www.lbds.info/civica/filebank/blobdload.asp?BlobID=5945>

Thank you,

NICOLE MORSE, Esq.

A2-1

Associate Principal

3 MacArthur Place, Suite 1100 | Santa Ana, California 92707  
714.966.9220 | nmorse@placeworks.com | placeworks.com

**From:** Pam Fahy

**Sent:** Wednesday, September 14, 2016 4:36 PM

**To:** Nicole Morse; Wendy Nowak



**PLACEWORKS**

**Subject:** \*\*\*TIME SENSITIVE\*\*\* FW: Long Beach SEASP DIER question.

**Importance:** High

This came in via the website. You'll take care of asap, right? thanks.

**From:** Harris, Scott [P.@Wildlife](mailto:P.@Wildlife)

**Sent:** Wednesday, September 14, 2016 11:45 AM

**To:** Information <[info@placeworks.com](mailto:info@placeworks.com)>

**Subject:** Long Beach SEASP DIER question.

A2-1  
(cont.)

Hi,

I'm reviewing the DEIR for the SEASP and was having difficulty finding the section referenced in the bio. section relating to bird-safe surfaces. The bio. section references Impact 5.4-2, Section 7.2.14 to get more information. Can you please direct me to Section 7.2.14? Thank you.

Scott P. Harris  
Environmental Scientist  
California Department of Fish and Wildlife  
Habitat Conservation Planning  
308 S. Dunning St.  
Ventura, CA 93003  
(805) 644-6305



[SaveOurWater.com](http://SaveOurWater.com) · [Drought.CA.gov](http://Drought.CA.gov)

**From:** Lin, Alan S@DOT [<mailto:alan.lin@dot.ca.gov>]  
**Sent:** Friday, September 16, 2016 3:21 PM  
**To:** OPR State Clearinghouse  
**Cc:** Craig Chalfant; Ghausi, Yunus M@DOT; Watson, DiAnna@DOT  
**Subject:** SCH # 2015101075 Southeast Area Specific Plan

Hard copy to the Lead Agency.

Alan Lin, P.E.  
Project Coordinator  
State of California  
Department of Transportation  
District 7, Office of Transportation Planning  
Mail Station 16  
100 South Main Street  
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(213) 897-8391 Office  
(213) 897-1337 Fax

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**LETTER A3**

*Serious drought.  
 Help save water!*

September 16, 2016

Mr. Craig Chalfant  
 Senior Planner, Development Services  
 333 West Ocean Boulevard, 5<sup>th</sup> Floor  
 Long Beach, CA 90802

RE: Southeast Area Specific Plan  
 Vic. LA-01/PM 0.591-1.973  
 LA-22/PM 0.00-1.467, LA-605/PM 0.00  
 & LA-405/PM 0.00  
 SCH # 2015101075  
 Ref. IGR/CEQA No. 151054EA-NOP  
 LA-2016-00047-DEIR-AL

Dear Mr. Chalfant:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project consists of a specific plan, general plan amendment, zoning ordinance amendment, and local coastal program (LCP) amendment to shape the land use and development on 1,481 acres.

A3-1

Build-out of the Specific Plan would allow a total of 9,518 dwelling units, 15,134 persons, 2,665,052 square feet of commercial/employment uses, and 425 hotel rooms. This would result in a net increase over existing conditions of 5,439 dwelling units, 8,648 persons, 573,576 square feet of commercial/employment uses, and 50 hotel rooms. Based on the information received Caltrans has the following comments:

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, it is encouraging to see a Specific Plan that incorporates multi-modal elements that will promote alternatives to car use and better manage existing parking.

Existing research on parking suggests that increasing the amount of automobile parking spaces in developments not only encourages and enables more driving, but also increases the cost of housing. The City should be mindful of the role parking plays in generating automobile use and explore alternative measures that reduce automobile use.

A3-2

Caltrans acknowledged that the City has proposed bicycle facility plan with Class I Bike Path, Class II Bike Lane, Class III Bike Route, Class IV Cycle Track, Bike Boulevard, Shared Green Lane, etc. Please coordinate and work with Caltrans to discuss/determine opportunities to enable the occupants to choose alternative modes of transportation.

*"Provide a safe, sustainable, integrated and efficient transportation system  
 to enhance California's economy and livability"*

On page J24 of the Transportation Impact Analysis updated April 2016, it is stated that a consultation must be performed in advance if the Lead Agency discloses State facility significant thresholds. The Caltrans Guide for the Preparation of Traffic Impact Studies does not provide significant criteria for freeway mainline and ramp facilities. Caltrans has no thresholds of significance. As, per CEQA in section 15064.7 Thresholds of Significance, it is the Lead Agency's responsibility to set a thresholds of significance that can be supported by substantial evidence. Caltrans, however, has a Guide for the Preparation of Traffic Impact Studies. With Caltrans' consultation, the Lead Agency may use Caltrans' guide to set the thresholds of significance.

A3-3

The specific plan will generate a net 35,439 (101,170 minus 65,731) daily external trips and net 1,974 (5,021 minus 3,047) /3,270 (8,569 minus 5,299) AM/PM peak hour external trips. SR-01 (Pacific Coast Highway) and SR-22 (E 7<sup>th</sup> Street) are within the project area. Therefore, the actual net trips including internal trips can be anticipated at higher numbers. The occupants may utilize SR-01, SR-22, I-405 and I-605 to their destinations. It would be helpful if the traffic study discloses the cumulative plus project trips and assignment of those trips on the State facilities.

A3-4

In Caltrans letter dated November 18, 2015, many State facilities are not analyzed. With the magnitude of this Specific Plan, at build out, potential significant traffic impact will occur on I-605 and I-405. Caltrans is also concerned that project traffic added to off-ramps may potentially back up to the mainline freeway. Off-ramp queuing analysis for the project and cumulative projects should be performed. Caltrans District 12 should also review the project because I-405 (Orange County) is next to it.

A3-5

Caltrans concurs with your finding in Table 6-2, Cumulative (2035) Plus Project Significant Impact that all study intersections are significantly impacted. On page J-73 (Mitigation Measures) of Traffic Study, the conclusions lead to "significant and unavoidable". Caltrans does not agree with this finding, as the Lead Agency has not consulted with Caltrans to explore possible solutions before determining that all avenues have been exhausted. Caltrans would like to assist the City in identifying any feasible traffic mitigation measures on the State facilities.

A3-6

Once an improvement is identified, Caltrans or the City could accept fair share funding contributions towards future improvements of its facilities so long as such improvements expected to be implemented in a reasonable time frame. Please contact Caltrans to explore and develop these reasonable measures and plan.

Any work, including implementation of bike lanes, performed within Caltrans right of way will require discretionary review and approval by Caltrans and an encroachment permit may be required prior to construction.

A3-7

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without a storm water management plan.

A3-8

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

A3-9

In the spirit of mutual cooperation Caltrans would like to extend an invitation to meet with the City at Caltrans District 7 to discuss possible solutions to help evaluate traffic impacts, identify potential improvements, and establish a funding mechanism to help mitigate cumulative transportation impacts in the project vicinity.

A3-10

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to LA-2016-00047-DEIR-AL.

Sincerely,



DIANNA WATSON, Chief  
LD-IGR/CEQA Review Branch

cc: Scott Morgan, State Clearinghouse

El Dorado Audubon Society  
P.O. Box 90713  
Long Beach, CA 90809  
[www.eldoradoaudubon.org](http://www.eldoradoaudubon.org)

**LETTER A4**

*Mission: Conservation of Native Birds and Their Habitats and Education  
Protecting the Earth's Biodiversity for the Benefit of Humanity*

September 12, 2016

Mr. Christopher Koontz  
City of Long Beach Development Services  
333 West Ocean Blvd., Fifth Floor  
Long Beach, CA 90802

RE: SEASP Draft EIR

Dear Mr. Koontz:

Thank you for this opportunity to comment on the SEASP DEIR. After reviewing the DEIR documents El Dorado Audubon has found our concerns from previous comment letters submitted in April have not been either incorporated or considered. We feel that SEASP as written has unrealistic expectations of the outcome and in fact will have gross consequences not only to the environment but also to people. Concerns previously articulated are included in the attached letters (1).

A4-1

In the heart of the SEASP area are the Los Cerritos Wetlands which provide vital habitat for resident and migratory birds of the Pacific Flyway. Los Cerritos is an Audubon California Important Bird Area (IBA) listed as part of the Orange Coast Wetlands.

With that said, night lighting and birds striking glass resulting in their deaths in a dense group of buildings placed to within 100 feet or less of the wetlands is of particular concern. In addition, lighted buildings at night pose extreme risks to migratory birds as well as other wetlands creatures. Bird safe building treatments only lessen building glass bird strike kills. Bird safe treatment is a good tactic for existing buildings, but when we have the choice not to create the hazard in the first place then we shouldn't do it. In addition, the ground and lower floors of any buildings, regardless the height, need bird

A4-2

safe treatments as birds strike lower stories just as often as upper stories. A lights out program can solve the issue of night lighting. El Dorado Audubon would be happy to assist the planners in these areas.

A4-2  
(cont.)

The Shopkeeper Road extension is another concern, which perhaps we wouldn't need with a less dense project. It is unacceptable to destroy an acre of bird and wildlife habitat for this extension because there is so little of Southern California wetlands habitat left.

A4-3

Air pollution is another serious concern. More density = more traffic = air quality impacts. This poses a significant threat not only to birds, wildlife and plants but also to humans. Please refer to attached article "Birds Suffer from Air Pollution, Just Like We Do", from the National Audubon Society. This problem could be avoided simply by not overdeveloping the area. 5400+ new residential units are just too much.

A4-4

Some cities across the country are incorporating "urban tree architecture" into their city designs. A document "Urban Street Trees, 22 Benefits" (2) was submitted to the city in the last public comment period, included in SEASP Appendix B. This design could incorporate native non-invasive trees good for the environment since it is known trees absorb and help cut down pollutants from car exhaust plus this would add a pleasing aesthetic value to the area making a beautiful urban nature gateway to our city.

A4-5

Please note the spirit with which SEADIP was developed and approved was that the South East area of Long Beach would be low density with a seaside coastal appeal and that Downtown would be developed with high density luxury high-rise condominiums, and a business district.

A4-6

The original SEADIP PD-1 (3) included elements which due to the density of the proposed SEASP, doesn't seem possible, such as:

11. Public access shall be provided to and along the boundaries of all public waterways as provided for in the wetlands restoration plan.

12. Public views to water areas and public open spaces shall be maintained and enhanced to the maximum extent possible, consistent with the wetlands restoration plan.

A4-7

13. Adequate landscaping and required irrigation shall be provided to create a park-like setting for the entire area. A landscaped parkway area shall be provided along all developments fronting on Pacific Coast Highway, Westminster Avenue, Studebaker Road, Seventh Street and Loynes Drive.

In order to preserve views, provide adequate public access and to protect the health of birds, wildlife, the wetlands and people we respectfully ask the height/density of the project be reduced drastically. Thank you for your consideration. Birds Matter!

A4-7  
(cont.)

Sincerely,

Janice Dahl  
President

Mary Parsell  
Conservation Chair, SEADIP Advisory Committee

Cindy Crawford  
Conservation Committee; Member-at-Large

#### References

- (1) Attached April letters from Janice Dahl, Mary Parsell and group letter by Cindy Crawford
- (2) Urban Street Trees, 22 Benefits  
[https://www.michigan.gov/documents/dnr/22\\_benefits\\_208084\\_7.pdf](https://www.michigan.gov/documents/dnr/22_benefits_208084_7.pdf)
- (3) SEADIP PD-1 <http://www.lbds.info/civica/filebank/blobdload.asp?BlobID=2459>

**El Dorado Audubon Society**

Post Office Box 90713  
Long Beach, CA 90809-0713

April, 28 2016

Christopher Koontz  
Long Beach Development Services  
333 West Ocean Blvd., Fifth Floor  
Long Beach, CA 90802

Subject: SEASP

Upon review of the draft SEASP plan, El Dorado Audubon has determined that the plan has gone astray from the spirit of and purpose for updating SEADIP. The proposed plan does not reflect the recommendations made by the majority of those that were approved to participate in the community meetings. The plan gives minimal consideration to the residents or wildlife of the South-East Area, but instead focuses on increasing the population, dismisses effects of increased pollution and ignores the impacts of gridlock traffic.

A4-8

A critical item that is not addressed in SEASP is that it is in the direct path of the Pacific Flyway. Cornell Lab of Ornithology, the National Audubon Society, the American Bird Conservancy, U.S. Fish and Wildlife Service, and FLAP Canada have determined that collisions with windows are a major factor in bird fatalities and accounts for nearly 1 billion deaths per year. Whether the building is a single story or a skyscraper birds will fly into windows, but logic follows that the more stories and glass the more bird strikes will occur. The Draft SEASP Developmental Plan 5.7 page 72 will allow for building heights of 7 stories or 75', which is 40' higher than current zoning. The additional windows and light emitting from windows will have a substantial negative impact on resident birds and those that utilize the Pacific Flyway. A better understanding of the detrimental repercussions from artificial night lighting can be gained by reading Ecological Consequence of Artificial Night Lighting; edited by Travis Longcore and Catherine Rich.

A4-9

Another concern for El Dorado Audubon is the increased traffic; the additional pollution will have a direct impact on the health of Los Cerritos Wetlands, which is vital habitat for resident birds and other wildlife, and a critical habitat link for birds of the Pacific Flyway. The plan states that the proposed project would result in an increase of approximately 5,619 dwelling units for a gross total of 9,698 units. That is more than twice of the existing residential units in this already congested area. The additional population, traffic and pollution will have a profound effect on the quality of life for human residents and the wildlife.

A4-10

El Dorado Audubon finds that the draft plan is inadequate and filled with presumptions, such as extending Shopkeeper Road, which ultimately would be a "taking" of wetlands, would mitigate for the increased traffic. There are no provisions to safeguard against all of the short-term and

A4-11

long-term environmental damage, such as contaminant dust and run-off, resulting from such a massive development undertaking.

A4-11  
(cont.)

We urge you to reconsider this plan before proceeding to the next phase, the draft EIR. We hope that you will design a plan that is in harmony with the environment and Los Cerritos Wetlands. El Dorado Audubon's mission is the conservation of native birds and their habitats. We will follow this process to the end and will defend and protect the habitat and wildlife.

A4-12

Sincerely,



Janice Dahl, president  
El Dorado Audubon Society  
(562) 594-0902  
support@ElDoradoAudubon.org

## El Dorado Audubon Society

*Mission: Conservation of Native Birds and their Habitats and Education*

[www.eldoradoaudubon.org](http://www.eldoradoaudubon.org)

April 29, 2016

Mr. Christopher Koontz  
City of Long Beach, Development Services

RE: SEASP Comments

Dear Christopher,

"Protecting the Earth's Biodiversity for the benefit of humanity". That is what Audubon and it's local chapters are about.

I served on the City of Long Beach Advisory Committee, SEADIP on behalf of El Dorado Audubon Society.

El Dorado Audubon Society has been leading field trips on the Los Cerritos Wetlands for many years.

Our leadership on behalf of our local coastal wetlands began 37 years ago when we and Long Beach Sierra Club began leading yearly tours on the Los Cerritos Wetlands. (Bixby property located in Long Beach).

Los Cerritos Wetlands an Audubon California Important Bird Area (Orange Coast Wetlands, Los Cerritos Wetlands (LB), Bryant and Hellman properties). It is scientifically important. It is where the San Gabriel River flows into the ocean.

To put it simply -- we are the ones who make observations of birds and other wildlife. We are the ones who list and count the avian species we see. We observe the non-native and the native wildflowers, insects and what food the birds are foraging on in the water and on land.

A4-13

Since 2009 we have led walks for the community on Los Cerritos Wetlands Authority (LCWA) property. ([www.lcwetlands.org](http://www.lcwetlands.org))

A4-13  
(cont.)

From a wildlife observer's perspective we note the following concerns:

1. Shopkeeper Road, next to wetlands and through wetlands

What is effect of a four land road directly next to the wetlands and how can a narrow bioswale adequately filter water into the wetlands? Water treatment to be effective takes a week and goes through numerous ponds.

What is effect this road on the birds observed there -- Red-winged Blackbird, Marsh Wren, Song Sparrow, Common Yellow-throat, American Kestral, Osprey, Northern Harrier, Red-tailed Hawk, California Least Tern, Forester Tern, terns, gulls and so on.

A4-14

Shopkeeper Road goes right through the wetlands proper. (Marketplace Marsh, owned by City of Long Beach)

2. Bird Strikes account for many bird deaths a year -- see The National Audubon Society, American Bird Conservancy, US Fish and Wildlife Service and Cornell Lab of Ornithology.

A4-15

3. The Los Cerritos Wetlands is physically separated from Alamitos Bay, Ocean and beach by Pacific Coast Highway, 2nd Street, Studebaker, etc.

The birds do not know our boundaries -- they fly between the wetlands, the bay, the river and the ocean. They fly between the buildings and just barely over the tops of 3.5 story buildings.

A4-16

4. Coastal access for people (California Coastal Act, Chapter 3)

A4-17

5. Scenic views from Alamitos Bay, boaters, kayakers, patrons of restaurants, etc. (California Coastal Act)

A4-18

The needs of the birds and other wildlife did not change in the last 40 years since the City of Long Beach last addressed SEADIP.

A4-19

Our members live in Long Beach, Seal Beach, Lakewood, Paramount, Bellflower and several other cities.

Like most Southern Californians we value our coast and our coastal resources.

Sincerely,

Mary Parsell  
Conservation Chair  
City of Long Beach, Advisory Committee

[mfp2001@hotmail.com](mailto:mfp2001@hotmail.com)

Date: April 26<sup>th</sup>, 2016

To: Christopher Koontz, Long Beach Development Services

Re: SEASP

I am respectfully requesting that city officials think long and hard before approving the mega development project plan described in SEASP. It will increase traffic drastically (even the City consultants admitted to the increase) which will negatively impact the area adding to an increase in pollution. This raises serious health related concerns, among many others. No tall, dense “beautiful gateway” to our city, no “amenities”, no fees and taxes collected from such a huge project should have a higher value than the quality of life, health and welfare of our children and adult residents of this great city. I encourage you to look at the facts, the health and environmental impacts of pollution from cars and exhaust and perhaps visit a cancer treatment ward in a Children’s Hospital.

A4-20

Since 2005 childhood cancers have drastically increased (1). One of the most common type of childhood cancer is leukemia (3), which is associated with Benzene (4)(5), a component of car exhaust. Other types of childhood cancer are also linked to car exhaust (2). In addition there is increasing evidence air pollution (including car exhaust) is linked to Autism in children (6).

Cars sitting idle for longer periods of time in traffic jams increases pollutants on the roads, plus the longer vehicles sit in slow moving traffic the more car exhaust that is emitted. The proposed SEASP revision (13) drastically increases density by adding more buildings and increasing building heights from the existing 35’ to 70’, changing the zoning to mixed use (including 5,300 new residential units) significantly impacts the traffic at already rated “F” intersections such as those along 2<sup>nd</sup> St and Pacific Coast Highway. There is no feasible mitigation for the traffic increase, which not only affects the immediate SEASP project area but surrounding areas as well, even as far as Studebaker Road North of 2<sup>nd</sup>/Westminster Ave. Belmont Shore and Naples along 2<sup>nd</sup> Street, Pacific Coast Highway in both Seal Beach and Long Beach would also be affected by traffic increases, to name a few. The air pollution from vehicle exhaust would also no doubt affect the surrounding existing communities or neighborhoods. We have three schools just north of the SEASP project area, directly upwind.

A4-21

The SEASP consultants attempt to design a “self-contained” development with “amenities” to reduce the need of future residents of approximately 5,300 new dwellings to travel outside the SEASP project area. The design is thought to encourage non-motorized means of transportation such as bicycles, which is not an acceptable or reliable means of traffic mitigation. People living outside the immediate SEASP project area which surrounds Alamitos Bay will want to continue visiting, shopping, boating, and enjoying other water recreation in the coastal waterfront area. Building a project so dense (which the height and addition of mixed use residential is the major factor in increased density) brings up other issues, such as public access to coastal resources (12) (reference California Coastal Act Chapter 3). We all know people love their cars and the ocean waterfronts. Many travel a significant distance to visit the coast via automobile throughout the year. The consultant’s idea of non-motorized transportation and amenities taking away the need of future project residents to drive elsewhere will not prevent other people from driving to the waterfront in or near the SEASP project area. Also there is no guarantee a

A4-22

diverse number of shops and services will setup for business removing or drastically reducing the need of project residents to drive elsewhere. And the 5,300+ new residents most likely will not work within walking or biking distance from their home as we don't have enough living wage jobs for 5,300+ people near the SEASP project area. Therefore the traffic, pollutants from cars and exhaust will undoubtedly be drastically increased by this proposed plan.

A4-22  
(cont.)

Cancer is not the only health risk from car exhaust and smog. Asthma and other respiratory illnesses are also a direct result (8) and can also be just as deadly or significantly impact an individual's quality of life with serious health issues.

Our future generations will be those who pay the price for over developments such as this proposal in Southeast Long Beach (13). While we search for a "cure" for cancer and other diseases, perhaps the best medicine is to prevent that which is known to cause it in the first place. Long Beach touts itself as a "green city". We've done a lot to conserve water and lessen pollution such as reducing emissions in the harbor. Huge development projects such as proposed in SEASP cancels out any progress we have made. We need to do as much as possible to continue reducing pollution. Evidence already points to the fact we aren't doing enough for cleaner air, as seen in a recent 2016 study by The American Lung Association, which Long Beach still rates in the top 10 worst for several air quality factors (7)(8). And the 5,300 new residential units will require 1.12 million gallons of water a day (13), draining our already stretched resources.

A4-23

The high density raises many other environmental concerns regarding impacts to the Los Cerritos Wetlands and Alamitos Bay, which the proposed project plan surrounds. The close proximity and building up to a hundred feet from the waterfront or wetlands, building a new road extension alongside and through a portion of the wetlands and the fact that increased traffic will also increase road surface pollutants (such as heavy metals, oil, grease, debris) which washes into storm drains directly discharging into the river, bay and wetlands is another concern. This pollutes the water impacting birds/wildlife, habitat, wetlands and a bay that people swim, paddleboard and kayak in. Although the proposed project plan includes bioswales, we've learned from other natural method cleanup projects of waste water runoff, such as our Dominguez Gap (9) or Irvine Water District's San Joaquin Marsh/Wildlife sanctuary (10)(11), it takes a week or more for polluted water to filter through a *series of numerous ponds* before it removes all the pollutants. Therefore I question the effectiveness of a single bioswale proposed on the edges of such a large development project to remove all the pollutants in water runoff before that water ends up in our bays and wetlands. This raises even more human health concerns in relation to direct body contact with polluted water and toxicity to species of fish and seafood we eat. Plus environmental concerns in general regarding how urban runoff negatively impacts the aquatic plant and animal life (limiting growth, toxicity, fish kills), degrading water quality, and contributing to eutrophication (5). This is a backwards step for the adjacent wetlands we are trying to restore (14).

A4-24

For these reasons, although I've looked at the SEASP plans (13) and listened to the plan promoters with an open mind, I oppose the project due to increased building height and inclusion of mixed use residential causing too high of density, in turn greatly increasing traffic and resulting in harmful pollution impacting both air and water. Keeping the area to the California Coastal Act (12) building height limit of 35' with no mixed use residential --as it is currently -- is the best mitigation to the increased pollution issues and adverse health impacts of the proposed plan allowing this huge development (13).

A4-25

Please take all these facts into consideration. People before profit! Let's make Southeast Long Beach a "Beautiful Green Gateway" for all! The SEASP revision as proposed will not facilitate this. Thank you!

A4-25  
(cont.)

Sincerely,

**Cindy Crawford**  
6821 E Mantova St.  
Long Beach CA 90815  
3<sup>rd</sup> District, boat owner

**Jeffrey Pitre**  
6821 E Mantova St.  
Long Beach CA 9015  
3<sup>rd</sup> District, boat owner, boat worker

**Susan Crawford**  
6959 El Roble St.  
Long Beach CA 90815  
3<sup>rd</sup> District

**May Crawford**  
6959 El Roble St  
Long Beach CA 90815  
3<sup>rd</sup> District

Mary Parsell  
Long Beach CA 90815  
4<sup>th</sup> District

Jean Miles  
Long Beach CA (near Elm & 1<sup>st</sup> St)

**Alex Zauala**  
Stanton CA  
Long Beach Supporter & visitor

Mike Patterson  
Westminster CA  
Former Long Beach boat worker & LB  
visitor

Jimmy Halpin  
Stanton CA  
Former Long Beach Resident,  
Mantova St., LB visitor, boat owner

**James A. Halpin**  
Stanton CA  
Former Long Beach resident, Parkcrest  
Ave., LB visitor

Mark & Laurie Halpin  
Apple Valley CA  
Former Long Beach residents, Parkcrest  
Ave., LB visitor

Crystal Halpin  
Apple Valley CA  
Former Long Beach resident

**Cassandra Vetter**  
Apple Valley CA  
Former Long Beach resident

Scott Schroeder  
Garden Grove CA  
Former Long Beach resident

Jason Cashen  
Stanton CA  
Former Long Beach resident, Mantova  
St.

References:

(1) Childhood Cancer Incident Rates Over time (increasing), CURESEARCH for Children's Cancer:

<http://curesearch.org/Incidence-Rates-Over-Time>

(2) Car Pollution Linked to Childhood Cancers, TIME Magazine

<http://healthland.time.com/2013/04/09/car-pollution-linked-to-childhood-cancers/>

(3) Types of Children's Cancer (most common), CURESEARCH for Children's Cancer:

<http://curesearch.org/Types-of-Childrens-Cancer>

(4) Benzene, American Cancer Society:

<http://www.cancer.org/cancer/cancercauses/othercarcinogens/intheworkplace/benzene>

(5) Vehicles and Air Pollution, University of Vermont:

<http://www.uvm.edu/~empact/air/cars.php3>

(6) Autism and Air Pollution: The Link Grows Stronger, TIME Magazine

<http://healthland.time.com/2012/11/27/autism-and-air-pollution-the-link-grows-stronger/>

(7) Study: LA/LB Area has the Worst Ozone Pollution in the Nation, CBS News Los Angeles, April 20, 2016:

<http://losangeles.cbslocal.com/2016/04/20/la-long-beach-worst-ozone-pollution/>

(8) 2016 State of the Air Report, American Lung Association

<http://www.lung.org/about-us/media/press-releases/2016-state-of-the-air.html>

(9) Dominguez Gap Wetlands Water Treatment Project, County of Los Angeles:

[http://dpw.lacounty.gov/wmd/documents/DominguezGap\\_article.cfm](http://dpw.lacounty.gov/wmd/documents/DominguezGap_article.cfm)

(10) San Joaquin Marsh, Irvine Water District:

<http://www.irwd.com/san-joaquin-marsh/san-joaquin-marsh>

(11) San Joaquin Marsh (how it works), Irvine Water District:

[http://www.irwd.com/assets/files/brochures/Natural\\_Treatment\\_System.pdf](http://www.irwd.com/assets/files/brochures/Natural_Treatment_System.pdf)

(12) California Coastal Act

<http://www.coastal.ca.gov/ccatc.html>

(13) SEASP

[http://www.lbds.info/seadip\\_update](http://www.lbds.info/seadip_update)

(14) Los Cerritos Wetlands (restoration)

<http://www.lcwetlands.org/wetlands/wetlands-intro.html>

<http://ca.audubon.org/news/birds-suffer-air-pollution-just-we-do>

Audublog

## Birds suffer from air pollution, just like we do

*Many of the same emissions that drive climate change present an immediate health concern for bird populations.*

By Kenneth Qin

July 23, 2015

We've all heard about how air pollution can threaten human health, but how does it impact birds? Over the years, there have been clues.

Following Britain's Clean Air Act of 1956, it was reported that [several species of birds returned to London](#). In 1986, Mexico City's air pollution levels were so severe that various news sources reported birds [falling from the sky in droves](#). In 2013, particulate matter from nearby forest fires shrouded Singapore so completely that locals [found dead birds](#) near their homes.

Studies have confirmed that birds, which share the air that we breathe, are afflicted by the same respiratory problems as humans when exposed to air pollution. In addition, field studies have shown that the effects of air pollution can extend to bird habitats as well, changing the landscape in subtle but important ways.



Smog over downtown Los Angeles. Photo: Ben Amstutz/flickr creative commons

### **Direct Impacts on Birds**

**Ground-level ozone (O<sub>3</sub>)** and **nitrogen oxides (NO<sub>x</sub>)**, two of the most common air pollutants in California, are powerful oxidants that can cause direct, irreversible damage to birds' lungs. Long-term **exposure** can lead to inflammation, ruptured blood vessels, and lung failure.

Birds are exposed to more airborne particles – or **particulate matter (PM)** – than humans because birds have a higher breathing rate and spend more time in the open air. Extra-fine particles, especially those less than 2.5 microns in diameter, are small enough lodge into the deepest branches of the lungs.

Studies have shown that long-term **exposure** to polycyclic aromatic hydrocarbons (PAHs), toxic chemicals commonly emitted by traffic, may cause reduced egg production and hatching, increased clutch or brood abandonment, and reduced growth in birds. A study in Spain found that blackbirds exposed to long-term air pollution were **found to have significantly lower body weights**.

PAHs have also been found to **cause DNA mutations** in Double-crested Cormorants in Canada, which can then be passed to their offspring.<sup>7</sup> In humans and birds alike, DNA

mutations may disrupt essential cell processes and cause cells to divide uncontrollably – a condition otherwise known as cancer.

Passerine birds exposed to long-term air pollution were found to have [lower red blood cell counts](#) and other significant differences in their blood composition, according to a study.

### **Impacts on Bird Habitats**

Ground-level ozone (O<sub>3</sub>) directly damages the plant communities that birds rely upon for feeding, nesting, and shelter. According to the Environmental Protection Agency, trees such as the quaking aspen, ponderosa pine, and cottonwood have been shown to be [particularly vulnerable to ozone damage](#). A study in Virginia found that, over time, increased ozone levels may reduce species diversity, alter water and nutrient cycles, and [pave the way for invasive plant species](#).

A study that looked broadly at the impacts of air pollution on biodiversity across the eastern United States found that the accumulation of nitrogen oxides (NO<sub>x</sub>) and sulfur oxides (SO<sub>x</sub>) causes soil and water to [become more acidic](#). Soil and water acidification may reduce the abundance or the nutritional value of birds' food sources. In some areas, this means lower calcium availability in the environment. Since calcium is a necessary component of eggshells, less calcium means [smaller clutch sizes](#), according to a study in the eastern United States. Soil acidification has been shown to [cause die-off](#) of ponderosa pine roots in the San Bernardino Mountains.

Nitrogen oxides (NO<sub>x</sub>) from air pollution are a significant cause of [eutrophication](#) – the excess of nutrients in a body of water. Eutrophication can [reduce](#) the populations of fish and invertebrates that birds depend on for food.

Over time, nitrogen oxide accumulation may also pave the way for [invasive](#) nitrogen-loving plants at the expense of native plants. [Lichens](#), which some California birds use for forage and nesting material, are among the [first flora](#) to be afflicted.

*(photo of downtown Los Angeles shrouded by smog by Moritz Lino)*



BUSINESS DEPARTMENT – Facilities Development & Planning  
2425 Webster Avenue, Long Beach, CA 90810  
(562) 997-7550 Fax (562) 595-8644

**LETTER A5**

September 19, 2016

Mr. Craig Chalfant  
Senior Planner, Development Services  
City of Long Beach Development Services  
333 West Ocean Boulevard  
Long Beach, California 90802

**Re: Comments on the Draft Environmental Impact Report for the Southeast Area Specific Plan, Long Beach, California**

Dear Mr. Chalfant:

The Long Beach Unified School District (LBUSD) appreciates the opportunity to comment on the reference Draft Environmental Impact Report for the proposed Southeast Area Specific Plan (Project). We understand the City of Long Beach is the lead agency for the Project under the California Environmental Quality Act.

The DEIR identifies potentially significant impacts of future projects within the Southeast Area Specific Plan area. As a result, the District requests all future project applications and CEQA documents within the plan area be forwarded to the District for review.

A5-1

The District appreciates the opportunity to participate in the environmental review process. We look forward to working with the city in a continuing review and assessment of impacts from buildout of the Project (Plan), and the development and implementation of effective mitigation measures.

If you have any questions please contact Dori Arbour at LBUSD at (714) 598-5456.

Sincerely,

Dori Arbour  
Facilities Consultant  
Long Beach Unified School District  
darbour@lbschools.net

September 16, 2016

**LETTER A6**

**South East Area Specific Plan**

Craig Chalfant

Senior Planner, Long Beach Development Services

333 W. Ocean Blvd., 5th Floor

Long Beach, CA 90802

Mr. Chalfant, Chair Christoffels and Members of the Planning Commission,

BizFed, the Los Angeles County Business Federation - a massive, diverse grassroots alliance of more than 160 business organizations representing 325,000 employers with 3 million employees throughout LA County - are writing you today to express our strong support for the update to the South East Area specific plan. This update replaces outdated land planning with a specific plan that balances sustainability, economic development and livability.

The SEASP update will not only enhance the area and quality of life for Long Beach residents, but also gives the business community the ability to reinvest in the area and benefit from updated design guidelines and infrastructure. Specifically, the new mixed-use land designations will give property owners and retailers the flexibility to expand and improve the commercial centers along PCH. This specific plan also provides opportunities for a range of housing choices for future generations, including new residential opportunities in the mixed-use designations.

Additionally, this update would allow for the restoration and permanent preservation of 59 acres of wetlands that were previously approved for development. Along the coast we usually see pockets of one to two acre parcels being preserved at a time. This is a significant amount of open space and ecological preservation when you consider the fact that these are 59 contiguous acres, making this a true once-in-a-lifetime opportunity.

It is clear from the Draft Environmental Impact Report that the benefits of the updated plan outweigh the environmental effects that *may* occur. In fact, we would offer that the mixed-use components of the plan will reduce dependency on the automobile.

**Chambers of Commerce**

- Alhambra
- Arcadia
- Azusa
- Bell Gardens
- Beverly Hills
- Burbank
- CalAsian
- Central City Association
- Century City
- Culver City
- El Monte/South El Monte
- Filipino American SEC
- Glendale
- Glendora
- Greater Lakewood
- Greater Los Angeles African American
- Harbor City / Harbor Gateway
- Hollywood
- Inglewood Airport Area
- Irwindale
- La Canada Flintridge
- LAX Coastal Area
- Long Beach Area
- Los Angeles Area
- Los Angeles Junior
- Los Angeles Latino
- Los Angeles Metropolitan Hispanic
- Malibu
- Pacific Palisades
- Pasadena
- Pomona
- Redondo Beach
- Regional Black - San Fernando Valley
- Regional Hispanic
- Regional San Gabriel Valley
- Rosemead
- San Pedro Peninsula
- Santa Monica
- Santa Monica Junior
- South Bay Association
- Toluca Lake
- Terrance Area
- United Chambers San Fernando Valley
- Universal City North Hollywood
- United States-Mexico
- Vernon
- Vietnamese American
- West Hollywood
- West Los Angeles
- Westside Council
- West Valley/Warner Center
- Wilmington

**Trade Associations**

- AIA Los Angeles
- American Beverage Association
- Antelope Valley Board of Trade
- Apartment Association, California Southern Cities
- Apartment Association of Greater Los Angeles
- Arcadia Association of Realtors
- Asian American Business Women Association
- Asian American Economic Development Enterprise
- Asian Business Association
- Association of Industrial and Commercial Producers
- Beverly Hills / Greater LA Association of Realtors
- Building Industry Association, LA / Ventura Counties
- Building Owners & Managers Association, Greater LA
- Burbank Association of Realtors
- California Apartment Association, Los Angeles
- California Business Roundtable
- California Cannabis Industry Association
- California Construction Industry and Materials Association
- California Contract Cities Association
- California Fashion Association
- California Grocers Association
- California Hotel & Lodging Association
- California Independent Bankers
- California Independent Petroleum Association
- California Life Sciences Association
- California Metals Coalition
- California Restaurant Association
- California Small Business Alliance
- California Trucking Association
- CAInnovates
- Carson Dominguez Employers Alliance
- Citrus Valley Association of Realtors
- Coalition for a Prosperous America
- Community Associations Institute, Los Angeles
- Construction Industry Air and Water Quality Coalitions
- Consumer Healthcare Products Association
- Council on Trade and Investment for Filipino Americans
- Downey Association of Realtors
- Downtown Long Beach Associates
- Employers Group
- Engineering Contractor's Association
- Entrepreneurs Organization, Los Angeles
- F.A.S.T.-Fixing Angeles Stuck in Traffic
- FilmLA
- FuturePorts
- FWD.us
- Glendale Association of Realtors
- Greater Los Angeles New Car Dealers Association
- Harbor Association of Industry and Commerce
- Harbor Trucking Association
- Hospital Association of Southern California
- Hotel Association of Los Angeles
- Industry Manufacturers Council
- International Warehouse Logistics Association
- Japan Business Association of Southern California
- Leadership for Urban Renewal Network
- League of California Cities
- Los Angeles Black MBA Association
- Los Angeles Cleantech Incubator
- Los Angeles County Bicycle Coalition
- Los Angeles County Waste Management Association
- Los Angeles Urban League
- Los Angeles World Affairs Council
- Maple Business Council
- Motion Picture Association of America
- MoveLA
- NAIOP Southern California Chapter
- National Alliance for Jobs and Innovation
- National Association of Women Business Owners, LA
- Pacific Merchant Shipping Association
- Pasadena-Foothills Association of Realtors
- Recording Industry Association of America
- Rotary Club of Los Angeles
- San Gabriel Valley Civic Alliance
- San Gabriel Valley Economic Partnership
- Santa Clarita Valley Economic Development Corp.
- Society of Hispanic Professional Engineers - Los Angeles
- South Asian Business Alliance Network
- South Bay Association of Realtors
- Southern California Golf Association
- Southern California Grantmakers
- Southern California Minority Supplier Development Council Inc.
- Southland Regional Association of Realtors
- Town Hall Los Angeles
- Tri-Counties Association of Realtors
- U.S. Green Building Council-LA
- Valley Economic Alliance
- Valley Economic Development Center
- Valley Industry & Commerce Association
- Valley International Trade Association
- We Care for Humanity
- West San Gabriel Valley Association
- Western Manufactured Housing Association
- Western States Petroleum Association
- Young Professionals in Energy - LA Chapter
- Youth Business Alliance

**Business Improvement Districts**

- Gateway to LA
- South Park Stakeholders Group
- Warner Center Association
- Westwood Village Improvement Association

A6-1

For the reasons highlighted in this letter among others, we encourage you to approve this plan to support the revitalization of this important gateway into South East Long Beach.

Thank you,



Gilbert F. Ivey  
BizFed Chair  
Former CAO,  
Metropolitan Water District



David Fleming  
BizFed Founding Chair



Tracy Hernandez  
BizFed Founding CEO  
IMPOWER, Inc.

**CHATTEN-BROWN & CARSTENS LLP**

2200 PACIFIC COAST HIGHWAY

SUITE 318

HERMOSA BEACH, CALIFORNIA 90254

www.cbcearthlaw.com

TELEPHONE:(310) 798-2400  
FACSIMILE: (310) 798-2402

**LETTER A7**

E-MAIL:  
MNB@CBCEARTHLAW.COM

September 19, 2016

Mr. Craig Chalfant, Senior Planner  
Development Services Department  
City of Long Beach  
333 West Ocean Boulevard  
Long Beach, CA 90802

*Via email [craig.chalfant@longbeach.gov](mailto:craig.chalfant@longbeach.gov)*

Re: Draft Environmental Impact Report for the Southeast Area Specific Plan  
(SEASP), SCH No. 2015101075

Dear Mr. Chalfant:

We submit these comments on behalf of the Los Cerritos Wetlands Land Trust (LCWLT). LCWLT has spent more than a decade educating and advocating for the protection and restoration of southeast Long Beach's Los Cerritos Wetlands. Accordingly, the Land Trust has been extremely involved with administrative processes for projects proposed in and near the wetlands. During the administrative process for the 2<sup>nd</sup> + PCH Project, LCWLT encouraged the City not to overrule the 1977 Southeast Area Development and Improvement Plan (SEADIP) with variances and exceptions but to instead engage in a comprehensive update of SEADIP to protect the quality of life and open space of southeast Long Beach. LCWLT supports the City's vision for southeast Long Beach – "a livable, thriving, ecologically diverse and sustainable coastal gateway and destination in the City and Southern California region." (DEIR p. 3-10.)

A7-1

The Southeast Area Specific Plan ("SEASP" or "the Project") would replace SEADIP as the governing land use plan for 1,472 acres, including 1,372 acres zoned under SEADIP, 94 acres of the San Gabriel River and Los Cerritos Channel, and 6 acres added to the area pursuant to a 2012 boundary adjustment with Orange County. (DEIR p. 309.) This Specific Plan would establish development standards, regulations, infrastructure requirements, design guidelines, and implementation programs with which subsequent development would have to be consistent.

LCWLT is pleased with SEASP's attempts to prohibit further development of the Los Cerritos Wetlands and to remove "white holes" in the local coastal program.

As discussed in LCWLT's comments on the City's Notice of Preparation, LCWLT is concerned with SEASP's proposal to double the population of the Project area.

A7-2

Currently, the area houses 4,079 dwelling units and 6,486 people, which the SEADIP Update would increase to 9,518 dwelling units and 15,134 people. (DEIR p. 3-13.) More residents and homes will result in greater traffic in an already-congested portion of the City, with significant impacts on air quality and additional pressure on the integrity of the wetlands. For example, LCWLT cannot support any extension of Shopkeeper Road that would cut through wetlands. Additionally, the relaxation of density and height standards for parcels near and adjacent to wetlands encourages taller buildings in areas that will imperil sensitive birds and other wildlife

A7-3

The California Environmental Quality Act (CEQA) serves two basic, interrelated functions: ensuring environmental protection and encouraging governmental transparency. (*Citizens of Goleta Valley v. Bd. of Supervisors* (1990) 52 Cal. 3d 553, 564.) CEQA requires full disclosure of a project's significant environmental effects so that decision-makers and the public are informed of these consequences before the project is approved, to ensure that government officials are held accountable for these consequences. (*Laurel Heights Improvement Ass'n of San Francisco v. Regents of the University of California* (1988) 47 Cal.3d 376, 392.) The environmental impact report (EIR) process is the "heart of CEQA" and is the chief mechanism to effectuate its statutory purposes. (*In Re Bay-Delta Programmatic EIR Coordinated Proceedings* (2008) 43 Cal. 4th 1143, 1162.) LCWLT is concerned that the draft environmental impact report ("DEIR") fails to adequately disclose, analyze, and mitigate all of the Project's significant adverse environmental impacts, particularly with regard to traffic.

A7-4

It is particularly important that the SEASP Programmatic DEIR thoroughly vets the Project's likely significant impacts because future projects consistent with SEASP will not necessarily require full environmental review. As discussed in SEASP itself, future projects deemed within the scope of the SEASP approval will not require preparation of an EIR. (SEASP p. 16.) The reasonably foreseeable potential impacts of SEASP implementation must be disclosed, analyzed, and mitigated in this EIR.

### **I. The Biological Resources Analysis is Inadequate.**

LCWLT appreciates the language in SEASP focused on preservation and restoration of the Los Cerritos Wetlands and its inclusion of measures designed to achieve these goals. Policies designed to limit nighttime lighting and dangers to migrating birds, as well as prohibitions on the use of invasive species in landscaping demonstrate the City's good faith approach. SEASP is a commendable effort toward the City's sustainable vision, but additional mitigation and wetlands protections are still needed.

A7-5

Consistent with its mission, LCWLT commissioned reviews of SEASP from several prominent biologists to ensure that the Project would satisfy the City’s vision of “a livable, thriving, ecologically diverse and sustainable coastal gateway and destination in the City and Southern California region.” (DEIR p. 3-10.) Attached as Exhibit 1 to this letter is a memorandum prepared by Tidal Influence, a firm with significant expertise and extensive experience with the Los Cerritos Wetlands. Tidal Influence identified omissions in the DEIR’s analysis that preclude informed decision-making, as well as mitigation measures that require more concrete formulation and clear performance standards to actually protect the Los Cerritos Wetlands, their invaluable habitats, and their increasingly rare wildlife.

A7-5  
(cont.)

### **A. Shopkeeper Road.**

As currently proposed, the DEIR includes the extension of Shopkeeper Road to meet Studebaker Road through jurisdictional wetlands. (Exhibit 1, p. 3.) The road would convert wetlands to road, a significant impact on biological resources that is not adequately disclosed, analyzed, or mitigated in the DEIR. Consequently, the DEIR fails to analyze the removal of the Shopkeeper Road extension from SEASP or alternatives to the proposed alignment that would avoid destruction of wetlands, such as an alignment that passes through already-developed lands near the proposed alignment. LCWLT respectfully requests that the City take the opportunity with SEASP to remove this harmful road extension from its governing land use plans.

A7-6

Despite this admission of the proposed road extension’s adverse impacts on the Los Cerritos Wetlands, the DEIR’s biological resources analysis fails to disclose, analyze, or mitigate the impacts of this element of SEASP, in violation of CEQA. In fact, the DEIR claims that the Project would have no unmitigable impacts on biological resources at all. The DEIR must be revised and recirculated to analyze the adverse direct, indirect, and cumulative impacts of constructing a road through already-fragmented wetlands. This analysis must include focused surveys for all special status plants and animals located in the area, including the Belding’s savannah sparrow and salt marsh wandering skipper.

The DEIR and SEASP also treat the proposed extension of Shopkeeper Road inconsistently. SEASP notes that the “ultimate alignment and final location will be determined at a later date” (pp. 91, 93), while the DEIR includes language stating that the road may never be built. In other portions of SEASP, the language indicates certainty about construction of the extension. It notes, “This mobility plan proposes two new vehicular connections; the extension of Shopkeeper Road to tie into Studebaker, then south to PCH, as well as a Waterway Promenade connection to the property north of 2nd street and west of PCH.” (SEASP p. 95.) On that same page, it states, “Right-of-way has

A7-7

already been dedicated for the extension of Shopkeeper Road from its existing origin off of 2nd Street connecting to Studebaker. Constraints such as existing oil operations and proximity to the wetlands may preclude the roadway from being completed in the configuration in which it was originally envisioned and will likely require a realignment at some point in the future.” (SEASP p. 95.) In another location, SEASP references a “possible future extension” as well as the possibility of connecting with private streets within the shopping center. (SEASP pp. 109-110.) If the road extension is included in SEASP, the DEIR cannot rely on uncertainty to avoid analyzing the environmental impacts the road’s construction and operation would introduce.

A7-7  
(cont.)

Full analysis of the extension of Shopkeeper Road is required because, even if the road is not constructed in the near-term, SEASP’s increased development will increase the likelihood that the road is constructed in the future. CEQA requires an EIR to disclose, analyze, and mitigate not only the direct impacts of a Project (which the extension of Shopkeeper Road is in the current draft of SEASP), but also those impacts that are reasonably foreseeable due to the implementation of the project. (*Laurel Heights Improvement Assn. v. Regents of University of California* (1998) 47 Cal. 3d 376, 393.)

#### **B. Wetland Buffers.**

The DEIR and SEASP treat wetland buffers as part of the adjacent urban developments, instead of as areas where human disturbance is limited or prohibited. This belies the definition and intent of a buffer, which is to provide space to protect habitat and wildlife from human intrusion. SEASP and the DEIR analysis must be revised to treat the Project’s buffers as areas where human disturbance is prohibited. Further, the Project appears to view 100 feet as the maximum size of a buffer, as opposed to the minimum that would reduce impacts to wildlife. This is unacceptable to reduce the Project’s impacts below a level of significance for CEQA purposes, and would not be accepted by the Coastal Commission. SEASP must be revised to require a minimum buffer size of 100 feet and specify that buffers be devoid of human activity and habitat modification.

A7-8

#### **C. Building Orientation.**

SEASP does not consider daily travel of herons, egrets, and other waterbirds between Alamitos Bay and the Los Cerritos Wetlands that would be disrupted by the placement of tall buildings between the two. In order to prevent adverse impacts to waterbirds that have not been disclosed, analyzed, or mitigated in the DEIR, SEASP should establish and protect flight paths for these birds.

A7-9

#### **D. Lighting and Bird Safety.**

As LCWLT has noted in past comments submitted to the City, development within the area of southeast Long Beach contemplated by SEASP has the potential to disrupt circadian rhythms of wildlife in the Los Cerritos Wetlands and other adjacent areas, and to attract migratory birds to artificial light sources. Millions of migratory birds are killed each year after being attracted to artificial light sources. LCWLT appreciates SEASP’s repeated emphasis on design, massing, setback, and bird safe treatments for buildings to be located near the Los Cerritos Wetlands and provides these comments to improve the Plan.

A7-10

First, references within SEASP itself must be revised to use the mandatory “shall” instead of the more permissive “should.” (E.g., SEASP 7.2.3 (G), p. 154.)

Second, Guideline (E) of the “bird-safe lighting design” guidelines emphasizes the use of blue or green lights. (SEASP pp. 159-160.) The Guidelines should be modified to prohibit the use of blue lighting, which research shows may adversely impact wildlife. (See, <http://www.takepart.com/article/2016/06/16/light-pollution-safe-people-wildlife>, herein incorporated by reference.) Warm-white lights or filtered LEDs designed to minimize blue emissions should be required. Adverse impacts include more severe disruptions to circadian rhythms and increases in predation of some species beyond that seen with other wavelengths.

A7-11

Third, SEASP must clarify how architectural lighting guidelines are to be interpreted with regard to the bird-safe lighting design guidelines. While the bird-safe lighting design guidelines specify that “Nighttime lighting shall be minimized to levels necessary to provide pedestrian security” (SEASP pp. 159-160), other provisions encourage use of special illumination “to highlight main building entrances and add interest to the building façade. Subtle lighting to accent the architecture and special architectural elements (such as distinctive rooftops) is encouraged.” (SEASP p. 154.) What an architect considers subtle may be extremely harmful to wildlife. Additionally, SEASP provides that “lighting should augment pedestrian experience and encourage window shopping even when stores are closed” (SEASP p. 161), in direct conflict with the bird-safe lighting design guidelines. SEASP must be revised to ensure that the bird-safe lighting design guidelines prev

A7-12

Fourth, the DEIR dismisses the Project’s cumulative impacts related to nighttime lighting because nighttime lighting already exists in the developed portions of the SEASP area. (DEIR p. 5.4-39.) The area’s existing nighttime lighting is already problematic for biological resources. Increasing the area’s nighttime lighting will increase the adverse

A7-13

impacts of nighttime lighting. CEQA requires consideration of SEASP’s cumulative impacts on nighttime lighting for precisely this reason. “One of the most important environmental lessons evident from past experience is that environmental damage often occurs incrementally from a variety of small sources.” (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692.)

A7-13  
(cont.)

**E. Alamitos Bay Partners Property.**

SEASP proposes the development of dry-stack boat storage on the Alamitos Bay Partners property, which the Project would zone for “Coastal Habitat/Wetlands/Recreation” uses. (DEIR p. 5.4-38.) As detailed in the Tidal Influence Memorandum, this 5-acre property hosts one acre of wetlands while being surrounded on three sides by jurisdictional wetlands. Thus, only a small strip of the property could reasonably be developed, once appropriate wetland buffers are implemented. Dry-stack storage is incompatible with coastal wetland habitat and is better zoned for light industrial use. Provisions permitting dry-stack boat storage, or other uses that might permit repairs or fueling must be removed from SEASP to avoid causing significant adverse impacts on jurisdictional wetlands.

A7-14

**F. Wetland Monitoring Fund.**

SEASP proposes the creation of a Wetland Monitoring Fund to offset the impacts from Project buildout. (SEASP p. 79.) While LCWLT supports additional funding for the wetlands, it prefers that the Project be designed to avoid adverse impacts to the Los Cerritos Wetlands. Further, the DEIR and SEASP do not contain sufficient details or information about the Fund to determine if Fund activities could actually offset the Project’s adverse impacts on biological resources. Accordingly, any DEIR conclusions relying on the Fund to prevent or mitigate Project impacts lack substantial evidence. CEQA requires that mitigation measures be concrete and enforceable. Without enforceable performance standards, details about mitigation measures may not be deferred to a future post-approval time because CEQA requires an EIR to analyze the efficacy of proposed mitigation measures. (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4<sup>th</sup> 645.)

A7-15

**G. Inaccuracies in the DEIR Require Correction.**

Additionally, Tidal Influences identified inaccuracies in the DEIR that require correction prior to its recirculation. These inaccuracies are detailed at Exhibit 1, pp. 7-10.

A7-16

## **II. The DEIR's Traffic Impact Analysis is Inadequate.**

Related to LCWLT's goals of preserving and restoring the Los Cerritos Wetlands is a need to minimize increases in traffic in Southeast Long Beach. Increases in traffic generate demands for traffic relief measures. Such measures are often designed to increase roadway capacity through extensions, new connections, and widenings. In Southeast Long Beach, these types of traffic relief measures would likely result in encroachment into the Los Cerritos Wetlands. One example is the proposed extension of Shopkeeper Road to Studebaker Road. As aligned in SEASP maps, the road cuts directly through important wetland habitat.

The DEIR's traffic analysis fails to satisfy CEQA's requirements that the DEIR disclose, analyze, and mitigate the SEASP project's likely significant impacts on traffic in perennially congested southeast Long Beach.

The revisions of SEADIP contained in SEASP would permit the development of an additional 5,439 condominiums and townhomes, 701,344 square feet of retail and office uses, and 50 hotel rooms. This would result in a population increase of 8,648 residents and 560 employees. On week days, SEASP implementation would also add 1,974 AM peak hour trips, 3,270 PM peak hour trips, and 35,439 daily trips.

Under "Existing with Project" conditions, the Project would have significant, adverse traffic impacts at nine intersections and four freeway segments, off ramps, and on-ramps. Under "Cumulative Year 2035 with Project" conditions, the Project would have significant impacts at fifteen intersections.

LCWLT engaged Tom Brohard and Associates to review the DEIR and the Traffic Impact Analysis (TIA) upon which the DEIR's traffic analysis is based. Mr. Brohard's review, which is attached to this letter as Exhibit 3, identified several flaws and omissions which must be corrected in a revised and recirculated Draft EIR.

### **A. The DEIR Fails to Analyze the Project's Weekend Traffic Impacts.**

The DEIR and TIA omitted disclosure and analysis of weekend trips generated by the SEASP development. Using Institute of Transportation Engineers (ITE 9<sup>th</sup> Edition) trip generation rates, Mr. Brohard determined that the Project would generate 62,000 new Saturday trips, including 5,600 new Saturday midday peak hour trips. These levels of additional trips are far beyond the week day peak hour trips disclosed and analyzed in the DEIR. (Exh. 2 pp. 2-3.) Since the DEIR admits that the Project would have significant traffic impacts on week days, it would certainly have significant traffic impacts on weekends. It is likely that even more that fifteen intersections will be adversely impacted

A7-17

A7-18

by SEASP. CEQA requires these impacts to be disclosed, analyzed, and mitigated in the EIR.

The DEIR similarly fails to disclose existing weekend baseline conditions and fails to evaluate cumulative traffic conditions at Project buildout in 2035. An accurate baseline is required to ensure that the Project’s likely environmental impacts are neither exaggerated nor obscured. Mere projections of baseline information are insufficient for baseline analysis. (*Fairview Neighbors v. County of Ventura*, (1999) 70 Cal.App.4th 238; *Save Our Peninsula Committee v. Monterey Bd. of Supervisors*, (2001) 87 Cal.App.4th 99 [CEQA “requires that the preparers of the EIR conduct the investigation and obtain documentation to support a determination of preexisting conditions.”]). *Citizens for East Shore Parks v. State Lands Commission*, (2011) 202 Cal.App.4th 549 held the proper baseline for analysis of environmental impacts is “what [is] actually happening,” not what might happen or should be happening. Failure to include this information in the DEIR results in an environmental document with omissions that preclude proper mitigation and informed decision-making.

A7-18  
(cont.)

**B. Mitigation Measures for Significant Traffic Impacts are Speculative, Unenforceable, or Nonexistent.**

The mitigation for the Project’s significant impacts is not concrete and enforceable, as required. (Pub. Res. Code 21081.6(b); *Lincoln Place Tenants Ass’n v. City of Los Angeles* (2007) 155 Cal. App. 4th 425, 445). Instead of providing timelines for the implementation of improvements that would be required to mitigate Project traffic, the EIR finds, “Public realm improvements would occur as funding becomes available.” (DEIR p. 3-18.) These improvements are not tied to any particular project, the development of any particular area, or performance standards of any kind. Vague and unenforceable mitigation requirements violate CEQA.

A7-19

Despite recognizing significant and adverse impacts to at least fifteen intersections, the DEIR concludes that the Project will incorporate mitigation of impacts to only one intersection – the intersection of Marina Drive at 2<sup>nd</sup> Street. Instead of providing for mitigation, the DEIR concludes that impacts at all other intersections are significant and unavoidable. However, “Simply stated: the city’s practice is illegal. There is no foundation for the idea that that the city can refuse to require mitigation of an impact.” (*Woodward Park Homeowners’ Association v. City of Fresno* (2007) 150 Cal.App.4th 683, 728.) While the City claims that impacts to some intersections cannot be mitigated because they are under the control of other jurisdictions, the City cannot refuse to work with these jurisdictions to try to implement mitigation. Further, as Mr. Brohard’s review points out, jurisdictional impediments to traffic mitigation will disappear if Caltrans relinquishes jurisdiction of State Highways in the Southeast Area

A7-20

Specific Plan to the City.

Mr. Brohard notes that the City cannot conclude that traffic impacts are significant and unavoidable until after it has attempted to impose all feasible alternatives and mitigation measures. Only after specific traffic measures or alternatives have been identified and evaluated can the City dismiss them as infeasible. “CEQA does not authorize an agency to proceed with a project that will have significant, unmitigated effects on the environment...unless the measures necessary to mitigate those effects are *truly* infeasible.” (*City of Marina v. Board of Trustees of the California State University* (2006) 39 Cal. 4th 341, 368 (“*City of Marina*”) emphasis added.) Substantial evidence is required to support any conclusion of infeasibility.

A7-21

The DEIR also relies on establishment of Transportation Management Association to mitigate traffic impacts considered to be significant and unavoidable, but it contains no specifics of what the TMA must accomplish, how it will accomplish its goals, and what traffic reductions can be expected. If Traffic Demand Management strategies will be implemented as part of the Project mitigation, the TDM measures and their potential effectiveness must be evaluated in the DEIR. Environmental documents must evaluate the efficacy of mitigation measures. (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645.) Mr. Brohard provides additional information about requirements of successful TDM programs that must be implemented for the proposed TMA to be effective. (Exhibit 2 pp. 6-7.) If adequate support, transportation, and economic incentives are included in the City’s TMA, up to a 24 percent reduction in employee trips and additional reductions in customer trips can be achieved.

A7-22

**C. The DEIR Fails to Disclose, Analyze, or Mitigate Impacts to Emergency Service Vehicles.**

The DEIR concludes that the Project will have a less than significant impact on emergency access because traffic and circulation components of the Project would be designed in accordance with applicable design standards. (DEIR p. 5.16-44.) However, the DEIR fails to account for the fact that 12 of 21 study intersections will operate at LOS E or F during one or both peak hours in 2035 if the Project is implemented. (Exhibit 2 p. 7.) This will result in queuing of significant distances in all traffic lanes, which will prevent stopped vehicles from being able to maneuver out of the path of emergency vehicles. The Project’s significant impacts on emergency responder access to areas within the Project must be disclosed, evaluated, and fully mitigated in a revised and recirculated DEIR.

A7-23

**D. The DEIR Improbably Concludes that the Project Will Improve Unmitigated Intersections by Adding Traffic.**

Mr. Brohard’s review of the DEIR and TIA includes technical errors in the traffic analysis that require correction. (Exhibit 2 pp. 7-9.) For example, the DEIR concludes that, with additional traffic volumes but no traffic improvements, the Project will reduce delay times at Channel Drive and Pacific Coast Highway during the morning peak hour by 1 second. An even larger gain is reported for the afternoon peak hour. This conclusion is nonsensical. As Mr. Brohard concludes, “Without improvements, adding traffic to the intersection cannot reduce delay.” (*Id.* p. 8.)

A7-24

**E. The DEIR and TIA Omit Study of Critical Potential Project Impacts.**

The DEIR also fails to analyze the Project’s potential traffic impacts under the condition of “existing plus project traffic” or for “year 2035 plus project traffic” at Intersection 14 – 2nd Street at Naples Plaza.

A7-25

The DEIR similarly failed to study intersections further west, including 2<sup>nd</sup> Street at Bayshore. While the TIA assigned ten percent of the Project’s trips to 2nd Street at Marina Drive, the number of trips assumed to continue on 2nd Street further west was not provided. This information should be disclosed in a revised and recirculated DEIR.

**III. The Air Quality Analysis Fails to Incorporate a Health Risk Analysis that Employs the Newest Standards to Analyze Potential Impacts on Sensitive Receptors.**

As discussed in LCWLT’s comments on the NOP, the Office of Environmental Health Hazard Assessment (OEHHA) adopted a new version of the Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (Guidance Manual).<sup>1</sup> As discussed in Section 8.2.10 of the Guidance Manual, “[t]he local air pollution control districts sometimes use the risk assessment guidelines for the Hot Spots program in permitting decisions for short-term projects such as construction or waste site remediation.”

A7-26

The DEIR admits that construction impacts will be significant, but does not provide an HRA that incorporates the new OEHHA Guidance. Agency guidance indicates that new OEHHA methodology will substantially increase the estimated significance of toxic air contaminants. Because the new OEHHA methodology includes

<sup>1</sup> See [http://www.oehha.ca.gov/air/hot\\_spots/hotspots2015.html](http://www.oehha.ca.gov/air/hot_spots/hotspots2015.html).

<sup>2</sup> See SCAQMD Staff presentation, Potential Impacts of New OEHHA Risk Guidelines on SCAQMD Programs, Agenda Item 8b, <http://www.aqmd.gov/docs/default->

a number of conservative assumptions about potential impacts to infants and children, short term construction emissions could lead to significant HRA results. For example, SCAQMD staff estimate that a six-month construction project for a typical one-acre office project could cause a significant HRA impact.<sup>2</sup>

A7-26  
(cont.)

The SEASP Project encompasses 1,472 acres of the City of Long Beach and proposes the construction of 5,439 new houses and 701,344 square feet of retail and commercial space, as well as 50 hotel rooms. The construction that this will entail will result in significant construction and operational air quality impacts, which must be carefully calculated, analyzed, and mitigated.

The DEIR has also failed to analyze health risk impacts at congested intersections. The analysis should not be limited to carbon monoxide emissions, which was provided in the DEIR, but should also include ambient concentrations of criteria pollutants (which can cause localized health impacts from vehicle emissions) and toxic air contaminants. This is critical for intersections such as that of Second Street and Pacific Coast Highway.

A7-27

#### **IV. The EIR Fails to Incorporate All Feasible Mitigation for the Project's Significant and Unavoidable Air Quality Impacts.**

The DEIR admits that the Project would have significant and unmitigable impacts on air quality. While LCWLT appreciates the City's disclosure of the Project's adverse impacts on human and environmental health, the DEIR fails to incorporate all feasible mitigation to reduce these impacts. For example, the DEIR states that the Project will reduce vehicular trips, and accompanying air quality impacts, through implementation of Traffic Demand Management programs and a Traffic Management Association. (DEIR pp. 5.33, 34.) However, as discussed further in the comments of Tom Brohard and Associates, the DEIR provides no detail whatsoever about what the TDM and TMA will entail, or the proposed air pollutant emission reductions that could be expected. Without performance standards, these mitigation measures are both vague and unenforceable, and impermissibly deferred. (*Endangered Habitats League v. County of Orange* (2005) 131 Cal. App. 4th 777, 793-94; CEQA Guidelines § 15126.4(a)(1)(B).) CEQA requires the imposition of all feasible mitigation to lessen or avoid a project's significant and unavoidable environmental impacts. (*Uphold our Heritage v. Town of Woodside* (2007) 147 Cal. App. 4th at 600 ["[I]f the project can be economically successful with mitigation, then CEQA requires that mitigation".])

A7-28

#### **V. The Alternatives Analysis is Inadequate.**

<sup>2</sup> See SCAQMD Staff presentation, Potential Impacts of New OEHHA Risk Guidelines on SCAQMD Programs, Agenda Item 8b, <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2014/may-specsess-8b.pdf>.

A7-29

CEQA prohibits approval of a project with adverse environmental impacts if feasible alternatives are available. (Guidelines § 15021(a)(2).) An EIR must evaluate a reasonable range of alternatives to SEASP. (*Laurel Heights I, supra*, 47 Cal.3d at 400; Guidelines § 15126.6(a).) “The range of feasible alternatives [for an EIR] shall be selected and discussed in a manner to foster meaningful public participation and informed decision making.” (Guidelines § 15126.6 (f).) “[T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” (Guidelines § 15126.6(b).)

A7-29  
(cont.)

The DEIR admits SEASP implementation will cause significant and unavoidable impacts on air quality, cultural resources, greenhouse gas emissions, noise, and traffic (DEIR p. 1-22 to 1-30, 1-39 to 53, 1-59 to 1-61, 1-73 to 1-77, 1-81 to 1-90), in addition to likely significant but undisclosed impacts on biological resources. Thus, the DEIR’s alternatives analysis should focus on alternatives that will reduce or avoid the Project’s significant air quality, cultural resources, greenhouse gas, noise, and traffic impacts.

However, the DEIR’s failure to admit likely significant impacts to biological resources, discussed above, has resulted in the failure to the DEIR to analyze alternatives to the Project that are designed to reduce the Project’s impacts on biological resources. Such alternatives would include a development footprint with wider buffers, reduced building heights along flyways and near wetlands (such as the existing 35-foot SEADIP height limit), and a prohibition on roadways that will require construction in wetlands, such as the proposed extension of Studebaker Road. As discussed further in the Tidal Influence Memorandum attached as Exhibit 1 to this letter, an alternative should have been analyzed that limited building heights to 35 feet, especially near the Los Cerritos Wetlands. (Exhibit 1, pp. 2-3.) SEASP would permit the construction of 5-story buildings at the corner of Shopkeeper Road and 2<sup>nd</sup> Street in close proximity to important habitat. Tidal Influence determined that a reduced-height alternative would reduce the Project’s biological impacts.

A7-30

The DEIR analyzes two “no project” alternatives, a reduced intensity alternative, and a reduced height alternative. The reduced intensity alternative would permit slightly less development in the SEASP area, but would still allow buildings in excess of 35 feet in height adjacent to wetlands. The reduced height alternative would permit the same maximum amount of development as the proposed SEASP. While building heights would be capped at 5 stories adjacent to wetlands, this allegedly reduced height is still several stories higher than is currently permitted under SEADIP. None of these alternatives have been constructed to reduce the Project’s significant but undisclosed

A7-31

impacts on biological resources.

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(cont.)

While the DEIR does attempt to evaluate each alternative's relative impacts with regard to each impact area, the results of these evaluations appear reverse engineered to favor the SEASP project. For example, with regard to aesthetics, the DEIR strangely finds that the No Project/Adopted PD-1 (SEADIP) alternative, which has a height limit of 35 feet, will have greater aesthetic impacts than SEASP, which would permit development up to 75 feet. The DEIR reasons that SEADIP would have greater adverse aesthetic impacts because "it would not enhance view corridors." (DEIR p. 7-9.) By this, the DEIR means, "The proposed Specific Plan would enhance views by creating a block structure in the Mixed Use Community Core land use area, introducing new sightlines that would extend between PCH and the scenic vistas beyond." (*Ibid.*) In other words, SEADIP would somehow have greater adverse aesthetic impacts because it would not construct a tall building that would limit scenic vistas to artificial view corridors. Substantial evidence does not support the DEIR's conclusion.

A7-32

The DEIR's disingenuous comparison of alternatives continues with the analysis of the biological impacts of the No Project/Adopted PD-1 (SEADIP) alternative. Here, the DEIR finds SEADIP to have greater impacts to biological resources because the Project would implement a wetland monitoring fund, and SEADIP includes the extension of Studebaker Road through jurisdictional wetlands. (DEIR p. 7-11.) However, SEASP's wetland monitoring fund lacks sufficient detail for a reader to determine what it will actually do or to determine how much benefit it will provide to the Los Cerritos Wetlands. Concrete details are not provided in the DEIR; rather, they are deferred until after Project approval. Illusory benefits do not reduce environmental impacts. Further, SEASP also includes the extension of Studebaker Road through jurisdictional wetlands. The DEIR's conclusion regarding the relative merits of these alternatives lacks substantial evidence.

A7-33

Similarly, the DEIR's conclusion that the No Project/Adopted PD-1 (SEADIP) alternative does not meet project objectives lacks substantial evidence. The project objectives for SEASP are: (1) Implement projects that give equal consideration to planning, environmental, and economic feasibility; (2) Balance responsible growth with resource preservation through a flexible land use plan; (3) Provide clear standards and guidelines to encourage development that respects the wetlands, protects views, and creates a sense of place; (4) Expand multimodal transportation options; (5) Provide options to increase public connectivity to open space; and (6) Identify and plan for enhanced gateway and landmark locations. (DEIR p. 7-3.) Nothing prevents the SEADIP from satisfying these objectives, although the DEIR claims otherwise. SEADIP does not prevent implementation of future projects that give equal weight to planning, environmental, and economic considerations. SEADIP provides a variety of land uses as

A7-34

well as wetland buffers. Projects could easily be approved under SEADIP that increase multimodal transportation, connectivity to public space, and gateway monumentation.

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(cont.)

The Reduced Intensity Alternative was developed to reduce impacts related to air quality, greenhouse gas emissions, noise, and traffic. It reduces residential development intensity by 30 percent and nonresidential development intensity by 10 percent. (DEIR p. 7-23.) Despite its purpose, the DEIR analysis discounts these reductions. First, the DEIR claims that although the alternative was designed to reduce SEASP's significant air emissions, and although the alternative would reduce emissions, this does not matter because air quality impacts would remain significant. (DEIR p. 7-23.) This is not the standard. Any reduction in air quality impacts, especially in nonattainment areas such as the Southern California Air Basin, should be celebrated. CEQA requires analysis of alternatives designed to "avoid or substantially lessen" environmental impacts. (Pub. Resources Code § 21002.)

A7-35

The DEIR also wrongly concludes that the Reduced Intensity Alternative would have similar levels of adverse impacts to biological resources, even though the Reduced Intensity Alternative would reduce building intensity, area population, and conflicts between the urban and wetland interface. (DEIR p. 7-24.) The DEIR's determination is based on the alternative's reduced inputs into the wetland monitoring fund, since less development would be required to pay into the fund. However, since the fund's activities and performance standards remain undetermined, the fund's benefits are speculative. Further, the DEIR appears to be arguing that increased funds for restoration efforts are somehow preferable to the avoidance of wetlands impacts in the first instance.

A7-36

As with the SEADIP alternative, the DEIR provides no support for its claims that the Reduced Intensity Alternative would achieve the Project's broad objectives to a lesser degree than the Project. (DEIR p. 7-32.) The alternative would reduce Project impacts associated with air quality, greenhouse gas emissions, noise, public services, recreation, traffic, and utilities. CEQA requires the adoption of feasible alternatives that substantially lessen or avoid significant environmental impacts. Without substantial evidence to support the DEIR's claims that the alternative will not meet the Project objectives, the City cannot legally adopt SEASP over this alternative. Of the alternatives analyzed in the DEIR, the Reduce Intensity Alternative is preferable, but even this alternative may result in additional degradation of natural resources in the Los Cerritos Wetlands.

A7-37

The DEIR similarly concludes that the Reduced Building Height Alternative would provide less incentive to develop residential or hotel uses as compared to SEASP, and would therefore satisfy Objective 2 to a lesser extent. However, this is not CEQA's standard for alternatives. Alternatives are not required to meet all project objectives, and

A7-38

in reality, it “is virtually a given that the alternatives to a project will not attain all of the project’s objectives.” (*Watsonville Pilots Ass’n v. City of Watsonville* (2010) 183 Cal.App.4<sup>th</sup> 1059, 1087.) Further, the DEIR provides no evidence supporting its claim that a 35-foot height limit next would make it more difficult to provide residential or hotel uses, especially because SEASP only provides for an increase of 50 hotel rooms.

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(cont.)

**Conclusion.**

LCWLT thanks the City for this opportunity to comment on the draft EIR prepared for the first comprehensive update to SEADIP in nearly 40 years. LCWLT looks forward to continuing to collaborate with the City toward a SEASP that provides for coherent planning and improvement to the southeast Long Beach as well as continued preservation and opportunities for restoration of the Los Cerritos Wetlands. Please contact us if you have any questions about these comments.

A7-39

Sincerely,



Michelle N. Black

Attachment:

1. Memorandum of Tidal Influence, September 14, 2016
2. Memorandum of Tom Brohard and Associates, September 14, 2016



## Memorandum

**To:** Craig Chalfant, City Of Long Beach      **From:** Tia Blair, Tidal Influence, LLC

**Cc:** Keith Simmons & Elizabeth Lambe, Los Cerritos Wetlands Land Trust

**Date:** September 14, 2016

**Subject:** Comments on Southeast Area Specific Plan Draft EIR

We submit this communication on behalf of the Los Cerritos Wetlands Land Trust (LCWLT). LCWLT has spent more than a decade educating and advocating for the protection and restoration of southeast Long Beach's Los Cerritos Wetlands. Accordingly, the Land Trust has been extremely involved with planning processes for projects proposed in and near the wetlands. We appreciate the opportunity to provide public comments on the City of Long Beach's Draft Environmental Impact Report (DEIR) for the Southeast Area Specific Plan (SEASP).

A7-40

Overall we feel that the current local coastal program planning document, SEADIP, needs to be replaced with a plan that promotes land uses which are compatible with existing sensitive coastal habitat and the regulations that protect these natural resources. We are supportive of the numerous aspects presented in SEASP that disallow further development of the Los Cerritos Wetlands Complex and we commend the City of Long Beach staff and their consultants for clearly recognizing the areas that deserve special protections and changes to existing land use designations. We are also supportive of this planning effort ensuring that any existing "white holes" are filled in this Local Coastal Program (LCP) so that future permitting processes for wetlands restoration can be streamlined. However, we have identified several overlooked potential impacts to Los Cerritos Wetlands that would result from the buildout of SEASP. We are concerned not only with impacts to Los Cerritos Wetlands in their current condition, but also with impacts of urban development to the wetlands in their future restored conditions. The improvements to southeast Long Beach that are detailed in SEASP not only include the re-development of several commercial areas, but also necessary improvements to the roadways, sidewalks, and gateways. It is critical that the potential impacts for all proposed construction projects, regardless of their necessity or size, are properly analyzed by this EIR or that these analyses are required by the environmental review process for each of the individual projects.

A7-41

The objective of this memo is to highlight the elements of SEASP which we believe are not adequately or accurately analyzed in the DEIR and without proper mitigation could potentially create significant impacts to Los Cerritos Wetlands and Environs of Alamitos Bay. Our approach is from the perspective of conserving and protecting the biological resources of the Los Cerritos Wetlands and Environs. The various habitats that compose the Los Cerritos Wetlands are consistently faced with urban edge effects and the anticipated impacts generated by proposed developments in the immediate area must be first eliminated or reduced, and if that is not possible then they must be mitigated effectively. As the DEIR clearly describes, Los Cerritos Wetlands provide habitat for numerous state and federally listed species of plants and animals. The protection of these species is paramount, however, healthy ecosystem functioning depends on the viability of all biota. Therefore, a community perspective for conservation is just as critical as the species specific approach.

Our hope is that the information provided in this memorandum will be properly considered by the planning team and will help produce a final EIR that can be fully supported by the LCWLT. We believe that the recommendations expressed in this memo will improve the City’s programmatic EIR and make it easier for future planners to implement a responsible buildout of SEASP. Moreover we hope that this information will help produce a program that will be certified by the Coastal Commission without years of deliberation, controversy, and delay. We recognize that each project within SEASP will be required to go through some level of environmental review in order to be approved, however, the existence of this programmatic EIR may allow for that review process to be less involved than a full-blown EIR. Therefore, we want this document to be as comprehensive and enforceable as possible.

The CEQA process for such a complex and controversial planning effort is not straightforward. There are many issues to be considered that it is expected for certain aspects to be overlooked and improperly or inaccurately presented. This memo highlights numerous instances in the DEIR where the information provided is incomplete or misleading. In some instances typographical errors make it challenging to interpret what is being communicated by the document so that further clarification is needed. We have listed these instances in an attempt to make this document as clear and accurate as possible.

A7-41  
(cont.)

For this memorandum Tidal Influence staff reviewed all information in the DEIR pertaining to biological resources. We have organized this communication into 4 sections that we feel capture all of the concerns that arose during this analysis. Our recommendations are *italicized and underlined* and summarized at the end of this memo.

These 4 sections are as follows:

1. **Project alternatives**
2. **Impacts to biological resources**
3. **Mitigation measures**
4. **Miscellaneous inaccuracies and inadequacies**

### 1. **Project Alternatives**

The DEIR discusses 4 project alternatives including a “reduced building height alternative” which was rejected as the preferred alternative because it “may provide less incentive to develop residential or hotel uses providing a less flexible land use plan (Objective 2) compared to the proposed Project.”

Furthermore, Section 7.7.18 concludes that the reduced building height alternative “would not reduce or eliminate any significant unavoidable adverse impacts of the proposed Project.” The “reduced building height alternative” simply removes the allowance of special circumstances under the proposed project that would permit a building to be upwards of 7 stories high. Current SEADIP standards require all buildings to be less than 35 feet in height (SEADIP pg 2). A 7 story building could reach upwards of 75 feet high (SEASP pg 70). The reduced height to 5 stories would equate to limitations of building heights at around 55 feet high (SEASP pg 70), which is still nearly a 37% increase from the current building height allowed by SEADIP. We believe that the “reduced building height alternative” presented in the DEIR does not sufficiently represent a reduced height option. We recommend that the EIR instead considers a maximum of 3 stories alternative as the “reduced building height alternative” which should offer an increase to current standards, but one that better represents a reduction in building height that is proposed by the preferred project.

A7-42

It may be true that impacts are reduced or eliminated by a 5 story versus a 7 story limit; however, a 3 story building height limitation would further reduce the impacts to biological resources that could be

created by increased lighting, noise, and constraints to animal movements caused by the buildout of the proposed project. This would be especially true at the corner of Shopkeeper Road and 2<sup>nd</sup> Street where 5 story building height limitations are being proposed within close proximity to Los Cerritos Wetlands. We believe that a 3 story height limitation alternative would be the environmental superior alternative with respect to biological resources as well as several other topics analyzed in Table 7-2.

A7-2  
(cont.)

We also believe that Objective 2 of the project could be easily met by a 3 story limitation given the amount of area available within the proposed mixed-use community core land use designation areas. The re-development on the northwestern corner of P.C.H. and 2<sup>nd</sup> street (Gelson's development) and the popular Whole Foods development exemplify that successful development can be designed within the constraints of the current LCP, much less a revised LCP that could allow for a 1 story increase.

A7-43

Lastly, this compromise in building heights will surely allow this revision of the LCP to proceed more rapidly through the approval process. The building height allowances that are currently being proposed will not only be contentious among wetlands advocates like the LCWLT, but also will be poorly received by a substantial number of southeast Long Beach residents.

A7-44

## 2. Impacts to Biological Resources

### Shopkeeper Road Extension

The concept of extending Shopkeeper Road to the south continues to be proposed and detailed throughout the hearing draft of the specific plan. The current footprint of this road extension that is presented in the specific plan clearly follows existing parcel boundaries. This road's potential footprint undoubtedly overlays with jurisdictional wetlands that are depicted in Figure 9 of Appendix D of the DEIR. Meanwhile, this road extension is mentioned very briefly (just 15 times) throughout the entirety of the DEIR and associated appendices. Though the obvious overlap/proximity of this proposed road to existing wetland and natural open space is clearly stated, the DEIR makes no mention of the impacts to biological resources that would result from the buildout of this proposed right-of-way. Surprisingly the potential for impacts to hydrology from extending Shopkeeper Road is briefly discussed on page 5.9-25: "In the event Shopkeeper Road were extended southerly to Studebaker Road, design measures – that may include bioswales, bioretention landscaping and permeable pavement – would be incorporated to control surface runoff that would reduce impacts related to flooding and water quality. Impacts are less than significant."

A7-45

*In order to maintain consistency of the DEIR's impact analysis, we recommend that the EIR include a full analysis of the potential impacts to biological resources that would be created by the extension of Shopkeeper Road. This analysis should include focused surveys for all special status plants and animals (most notably Belding's savannah sparrow and salt marsh wandering skipper) that have potential to exist in or nearby the footprint of this roadway as it is proposed in Figure 4.4 of the specific plan hearing draft.* This analysis should also provide terms for mitigating the biological impacts that would be created by this development. The mitigation measures should include a strict requirement for a wetlands buffer that would complement the "bioswales, bioretention landscaping and permeable pavement" design measures suggested in the Hydrology section. This buffer should not be eligible to be used as compensatory mitigation for the permanent impacts created by the roadway construction. If the biological impacts cannot be analyzed sufficiently, then we suggest that this road extension concept is

A7-46

either omitted from SEASP or that an alignment which avoids direct impacts to wetlands is designed and proposed. Furthermore, it is a bold assumption to determine that this road extension will have "less than significant" impacts on hydrology considering that the exact location of this right-of-way has not been designed. At this point we believe the DEIR should state there are potentially significant hydrological impacts from this proposed right-of-way.

A7-46  
(cont.)

#### Dry-stack Boat Storage on Alamitos Bay Partners Property

On page 5.4-38 the DEIR states that "... implementation of the Specific Plan could allow development of dry-stack boat storage on the Alamitos Bay Partners property..." This approximately 5-acre property is surrounded by jurisdictional waters of the U.S. on three sides while also containing an estimated 1-acre of jurisdictional wetlands. The Alamitos Bay Partners property measures less than 250 feet wide at its greatest width when measuring from the Los Cerritos Channel to the Synergy Property (Exhibit A). This means that with a 100 foot buffer, less than a 50 feet wide swath through the middle of the property could be eligible for development. Moreover, the allowance for boat storage on the property would directly conflict Objective 3 of SEASP. Boat storage facilities are not compatible with the conservation of coastal wetlands habitat and clearly are commercial or industrial land uses depending on the design and intent of the facilities. For instance, if the dry docking facility allows for repairs, fueling, or the maintenance of bio-fouling organisms, then the facility likely qualifies as a light industrial land use.

A7-47

Furthermore, boat storage, especially at the proposed location, would impact an existing viewshed of Steamshovel Slough from the P.C.H. bridge and Golden Sails Hotel. Insufficient details are provided on what type or size of boats would be allowed at this facility.

A7-48

No potential impacts were identified for this proposed development. It is irresponsible to try to camouflage boat storage under the "Coastal Habitat/Wetlands/Recreation" land use designation. While boating is indeed a recreational activity, boat storage is not a recreational activity. Recreation is also included under the "Open Space/Recreation" land use designation. These two types of recreation land uses need to be differentiated. The development and operation of this facility will certainly have direct impacts to endangered species since both the Belding's savannah sparrow and California least tern are well-documented using this property. We recommend that the "Coastal Habitat/Wetlands/Recreation" land use designation be changed to "Coastal Habitat/Wetlands/Passive Recreation" and that the "Open Space/Recreation" land use be changed to "Open Space/Active Recreation". We further recommend that the proposal of boat storage on this property be omitted from the specific plan or that the property proposed to be used for boat storage be changed to the "Mixed Marina" land use designation to better define boat storage. Lastly, we recommend that the direct and indirect impacts from the proposed boat storage facility be properly analyzed and mitigated.

A7-49

#### Building Height and Treatments

We agree with the requirements for bird safe treatments to all buildings that are developed through the buildout of SEASP. These measures are critical to avoid collisions for birds that are not only migrating along the Pacific Flyway, but also for birds that make daily aerial transits from Alamitos Bay, Colorado Lagoon, or Sims' Pond to Los Cerritos Wetlands. However, there are some concerns with building height close to Los Cerritos Wetlands, specifically within the Marketplace development along Shopkeeper Road. Multiple studies have been conducted on bird strikes with both short (<40m) and tall

A7-50

(>40m) buildings, buildings nearby densely vegetated areas, and buildings along bird migratory paths. A study on bird strikes from 1996 expressed concern with migrating birds facing risks wherever human-built structures occur along their migratory flight path, stating they are likely more vulnerable than resident birds to collisions and potentially fatal disorientation (Ogden, 1996). Several bird safe building guidelines for cities across the U.S. describe that the lower levels of a building are most hazardous, especially during the day due to the attractiveness of reflective surfaces of buildings with glass, but moderate height buildings between 50 and 500 ft can pose a threat to nocturnal migratory species that descend into vegetated areas to feed in the early hours of the morning (NY Audubon Society, 2007). A recent study by Gelb and Delacretaz found that a poorly planned 6-story building located nearby a densely vegetated area in New York City had the highest volume of bird mortality when compared to other buildings within the study (Gelb et al., 2009). Due to the high risk of building directly next to densely vegetated areas along a major migratory path, we recommend that each development is required to perform an animal movement study as part of the design of the building layout.

A7-50  
(cont.)

### Cumulative Impacts

Section 5.4.4 of the DEIR states: “The primary cumulative impact on biological resources is the fragmentation of ecosystems resulting from incremental losses of native habitat. A cumulative impact would result if connectivity between patches of habitats and wildlife populations were lost.” We agree that this is an excellent example of a potential cumulative impact from the buildout of SEASP. However, since Los Cerritos Wetlands already are severely fragmented by major roads, flood control systems, and oil operations, the bigger cumulative issue to consider is the creation of intensified urban edge effects. The cumulative intensity of urban edge effects such as noise, light, and run-off has potential to increase with the re-development of the SEASP area. These edge effects are dominant drivers of change in fragmented ecosystems and can have serious impacts on species diversity and composition, animal behaviors, and ecosystem functioning (Laurance et al., 2007).

A7-51

Properly designed buffers are critical to combat the impacts of urban edge effects. While buffers are required by SEASP for new developments, it is important that these buffers are not only able to defend against the edge-effects of that particular development, but also against the cumulative edge-effects created by the entire buildout of SEASP, including aspects like the construction of sidewalks and street improvements that are being proposed.

A7-52

We are supportive of improvements to the walkability of the southeast Long Beach area, however we are concerned that this DEIR does not address the potential short- and long-term cumulative impacts that may be created by street and sidewalk construction and future use. This is crucial since most of these sidewalks will directly border existing coastal habitat areas and will constitute the closest urban edge. We recommend that these sidewalk improvements be treated as developments for which potential impacts (noise, light, hydrology) to biological resources are properly analyzed in the EIR and that mitigation measures for these potential impacts are addressed or required to be addressed through the environmental review process of the actual project.

A7-53

The mixed use community core includes several commercial centers that are in close proximity to Los Cerritos Wetlands. If more than one of these centers were to be developed simultaneously we feel that this would create cumulative impacts from construction that are not currently addressed by the DEIR.

A7-54

We recommend that one construction project is allowed to occur at a time in the SEASP area and that this includes construction projects like street or sewer improvement projects. We would like to see a Master Cumulative Project List included in the EIR similar to what is found in the Alamitos Energy Center Preliminary Staff Assessment. We request that the City of Long Beach is required to keep this list updated and available to the public as new projects are proposed in the area so that the potential for cumulative impacts can be properly tracked over time.

A7-54  
(cont.)

### 3. Mitigation Measures

We agree that the buildout of SEASP has potential to result in impacts due to noise, lighting, and runoff. These impacts are analyzed at length in the noise, aesthetics, and hydrology sections respectively and are also referred to in the biological resources section. We also agree that wetlands buffers should be built as part of the new urban developments and not encroach on the existing wetlands. However, we contend that these impacts require further mitigation in order to fully protect the biological resources that exist and those that will be created by future wetlands restoration projects in southeast Long Beach. These planned restoration projects will undoubtedly attract new special status species whose presence will need to be considered and accommodated. Therefore, we recommend that each new development proposed in southeast Long Beach be required to analyze the impacts to the wetlands as they exist at that time and propose mitigation measures that protect recently restored coastal habitat.

A7-55

We also believe that the buffers should be scientifically designed using noise, light and hydrological data so they are fully effective at achieving their mitigation objectives. We recommend that each development be required to monitor the noise and light levels at various locations in the coastal habitat areas that are in closest proximity to the construction project. The locations of the monitoring stations should be determined by a qualified wildlife biologist that is familiar with the sensitive species and habitats of Los Cerritos Wetlands. These monitoring stations should initiate data collection at least 45 days before construction commences to collect data on ambient noise levels. The monitoring stations should be in operation throughout the entire construction period to assure that these most proximal coastal habitats are not impacted. We further recommend that monitoring stations are implemented at any new habitat restoration project site within the LCW Complex that is initiated during the project construction timeline. The monitoring stations should remain in place at least 45 days after the completion of the construction project in order to measure the increase in noise and light generated by the existence of the new development so that wetlands buffers can be designed and maintained to adequately protect sensitive habitat areas from the new urban impacts.

A7-56

On page 5.9-8 it is mentioned that “The Marketplace connects to 18” City lines and to 24” and 42” LACFCD lines that discharge into the open space areas (Los Cerritos Wetlands) east of the development.” This type of direct and unfiltered urban run-off drainage system exists in several other locations along 2<sup>nd</sup> Street and into the San Gabriel River as well. Decades of urban-run-off from streets and parking lots has led to the establishment of freshwater wetland habitats and plant communities at the outfalls of these drainages (Exhibit A). Freshwater wetlands provide habitat for a complementary assemblage of plants and animals when juxtaposed with tidal wetlands. So in essence these drainages provide a resource for the local wetlands. However, the water currently enters the wetlands without any filtration, which means that the wetlands systems are potentially being exposed to a variety of contaminants. We recommend that any new development (including street improvements) be required to control and treat runoff on-site through the implementation of vegetated bioswales designed into the required wetland buffers. These bioswales should be designed to slow the flow of storm water so that plant life can perform phytoremediation, but not completely impound the water so that clean freshwater can still discharge into the Los Cerritos Wetlands in order to support existing freshwater wetland systems.

A7-57

We support the establishment of a “Wetlands Monitoring Fund” to offset the impacts from the buildout of SEASP, however, we believe that, thus far, there are not enough details provided for how this fund would function and be enforced. Section 6.2 of the biological resources Appendix D provides the most detail so far for how the proposed “Wetland Monitoring Fund” will function. It mentions information about how mitigation ratios and fees would be determined and the potential for developers to purchase mitigation credits from approved banks. However, this section still lacks the specifics that are necessary for such a fund to function successfully and we find the proposed financial aspects to lack justification. We are also concerned as to who would manage the fund, who would be eligible to receive funding, and how projects would be prioritized for funding. We recommend that before the terms of this fund are finalized that the City of Long Beach initiates a “Southeast Area Wetlands Technical Advisory Committee” composed of local stakeholders, resource agency representatives, wetlands scientists, environmental economists, and wetland property owners who would cooperate with City staff to develop a comprehensive mitigation policy for the SEASP wetlands. As part of this mitigation policy, this committee would be charged with the task of designing the “Wetland Monitoring Fund” standards so that it will be fair, effective and enforceable.

A7-58

**4. Miscellaneous Inadequacies and Inaccuracies**

We documented a variety of inadequacies throughout this draft EIR and have made some recommendations to clarify the document further. Furthermore, we found a variety of typographical errors and inaccuracies that we recommend for review and revision:

- Pg. 5.4-1 - Applicable Plans and Regulations - *Inadequacy - The Marine Mammal Protection Act needs to be included considering on pg. 5.4-25 there is mention of sea lions and other marine mammals that forage throughout Alamitos Bay and other open water areas within SEASP. This will be especially applicable if the Waterway Promenade is built as depicts in the sketch on Page 128 of SEASP.*
- Pg. 5.4-1 - Biological Resources - *Clarification - "The analysis in this section is based in part on the following technical reports: Biological Resources Assessment and Wetlands Delineation..." It needs to be stated that this is a cursory Wetland Delineation to identify wetlands resources. This is not a jurisdictional delineation*
- Pg. 5.4-9 - California Rivers and Mountains Conservancy - *Inadequacy\_- The title of this section should be "LCWA Conceptual Restoration Plan" instead of "California Rivers and Mountains Conservancy" since that is not the accurate name for the Lower Los Angeles and San Gabriel Rivers and Mountains Conservancy and this section mainly discusses the LCWA. There should also be discussion of the LCWA's Conceptual Restoration Plan within this section.*
- Pg. 5.4-14 - Table 5.4-1 - *Clarification - The Community or Land Cover Types "Undeveloped, Wetland" and "Undeveloped, Upland", should be called "wetlands habitat" and/or "ruderal uplands/open space". The word undeveloped is inappropriate in this context for areas that are proposed to never be developed.*
- Pg. 5.4-17 - Sim's Pond - *Inaccuracy - Sim's Pond should not be referenced as a park. This area is inaccessible to the public, is within the historic extent of Los Cerritos Wetlands, and is a wetland mitigation site. It should be considered as "Coastal Habitat/Wetlands/Passive Recreation" instead.*
- Pg. 5.4-17 - Jack Dunster Marine Biological Reserve - *Inadequacy - If Jack Dunster is going to be considered under "Park" this section should at least highlight that this Marine Biological Reserve has extensive eel grass and native wetlands habitat.*
- Pg. 5.4-19 - Wetland Habitat - *Inadequacy - End beach reserve and other eel grass restoration sites have been omitted from the list of wetland habitats within the SEASP project area.*

A7-59

A7-60

A7-61

A7-62

A7-63

A7-64

A7-65

- Pg. 5.4-19 – Marketplace Marsh – *Inaccuracy* - "... 21.8 acres of CDFW jurisdictional..." - *The jurisdictional delineation prepared by AECOM in 2012 documented 21.8 acres of Coastal Commission jurisdiction, not CDFW. Alkali meadow should also be listed as a main wetland habitat type that was documented at Marketplace Marsh.* | A7-66
- Pg. 5.4-20 – Synergy Inc. Property – *Inaccuracy* - *Belding’s savannah sparrow is state endangered, not federally endangered.* | A7-67
- Pg. 5.4-25 - LCWA Wetlands - *Inaccuracy* - "... encompassing three areas adjacent to the San Gabriel River and totaling about 67 acres" – *The main LCWA property within SEASP is comprised of one distinct parcel measuring about 67 acres. This parcel also includes a large section of the San Gabriel River and flood control levees.* | A7-68
- Pg. 5.4-25 - Wetland Habitat - *Inadequacy* - *A map should be included to display where all of these wetland properties are located within SEASP. Currently the descriptions are inaccurate or confusing.* | A7-69
- Pg. 5.4-26 - County of Orange - *Inadequacy* - *Los Alamitos Pump Station restoration project needs to be noted within this section.* | A7-70
- Pg. 5.4-26 - Alamitos Bay Partners - *Inadequacy* - *It needs to be mentioned that their property includes the mouth of Steamshovel Slough. This would be shown well on the map of each of these wetland properties within SEASP.* | A7-71
- Pg. 5.4-26 - Alamitos Bay Partners – *Inaccuracy* - "A list of plant species observed at the LCWA Wetlands is provided..." – *This is likely a typo. A list of plant species specific to the Alamitos Bay Partners property should be provided especially if there is a proposed development and a wetland delineation of the property exists. Each property should have its own plant species list.* | A7-72
- Pg. 5.4-28 - Open Water - *Inadequacy* - *The section regarding the Pacific green sea turtles should make mention of the recent peer reviewed journal article regarding Sea Turtles in the San Gabriel River (Crear et al., 2016).* | A7-73
- Pg. 5.4-28 - Open Water - *Inaccuracy* - *The San Gabriel River should be considered as having the same fish species as Alamitos Bay since the portion of the San Gabriel River within SEASP is a full tidal marine habitat.* | A7-74
- Pg. 5.4-28 - Mineral Extraction - *Inadequacy* – *The 3 sentences dedicated to this section are insufficient in explaining the complexities of the mineral operations that exist with SEASP. In light of existing wetlands restoration proposals and oil operation consolidation/expansion, this section should provide information about the regulations surrounding mineral extraction operations and specifically how they interact with future wetlands restoration plans.* | A7-75
- Pg. 5.4-30 - Sensitive Wildlife - *Inaccuracy* - "Of these [26 species], only 3 have been observed in the Project area..." - *More than 3 of these species have been observed. The salt marsh tiger beetle, salt marsh wandering skipper, short-eared owl, burrowing owl, loggerhead shrike, yellow-breasted chat, northern harrier, and black skimmer have all been observed and are documented in existing reports.* | A7-76
- Pg. 5.4-32 - Jurisdictional Waters and Wetlands - *Inaccuracy* - "Riparian areas in the Project area include the San Gabriel River, "El Cerritos Channel/Steamshovel Slough..." - *There are no riparian habitats within SEASP. The SGR is a tidal habitat.* | A7-77
- Pg. 5.4-33 - Wildlife Movement Corridors - *Inadequacy* - *There needs to be a wildlife movement study done to discuss wildlife movement corridors. There are no references for this section, therefore this section contains only assumptions.* | A7-78
- Pg. 5.4-33 - Table 5.4-5 - *Inadequacy/Inaccuracy* - *There should be a map accompanying this table to make it less confusing. "Synergy" should only be called "Synergy Oil", not "Beach Oil Mineral Partners". "State Lands Commission" should be omitted and "LCWA" and "Bryant"* | A7-79

- should be separated. It is unclear why "San Gabriel River" is in parentheses after "City of Long Beach."* | A7-79 (cont.)
- Pg. 5.4-34 - Regional Wildlife Movement - *Inadequacy* - "Other wildlife movement within the region is limited to the San Gabriel River." *This is bold assumption to make without any wildlife movement studies. This also overlooks the movement of marine organisms. Coyotes are likely using a variety of other corridors like the Los Cerritos Channel to move throughout the area.* | A7-80
  - Pg. 5.4-36 - Impact 5.4-1 - *Clarification* - "No new site specific development planned at this time..." *Is this not including the Shopkeeper Road extension and intersection development? Roadways should be included as developments.* | A7-81
  - Pg. 5.4-37 - Special Considerations - Los Cerritos Wetlands Complex (LCWC) - *Inadequacy* - *The only impacts mentioned are for the pumpkin patch and Alamitos Bay Partners property. There needs to be mention of the impacts to Marketplace Marsh with the construction of Shopkeeper road and impacts to Alamitos Bay with Marina Pacifica construction.* | A7-82
  - Pg. 5.4-42 - Avian Species - Bird Strikes - *Inadequacy* - "About 90 percent of bird strikes with buildings are within the first 40 feet in height..." *There needs to be references to support this claim.* | A7-83
  - Pg. 5.4-44 - Indirect Impacts - *Inadequacy* - "... the City may determine that a reduced buffer is appropriate..." - *We recognize that not all areas within SEASP will be able to handle a 100 foot buffer around sensitive habitat, but this plan should set high standards to protect these wetland areas. It is also important to incorporate upcoming restoration plans into these buffer width determinations. Future restoration will be creating a more robust, sensitive habitat that will need extra protection that the habitat that currently exists. Therefore the buffer requirements should be made with future sensitive habitat in mind.* | A7-84
  - Pg. 5.9-11 - Figure 5.9-2 - *Inadequacy* - *Storm drains and culverts are missing on this map and need to be added in (Exhibit A).* | A7-85
  - Appendix D - BIO - 4.10.2 - Wildlife Movement within the Study Area - *Inadequacy* - "A formal evaluation of wildlife movement has not been undertaken in the Study Area." - *There has been no formal study done, therefore this section consists of many assumptions.* | A7-86
  - Appendix D - Below are a list of tables with inaccuracies or inadequacies:
    - Table 4.2-3 - *Inaccuracy* - *Not all of these species can be found specifically at the Synergy Property. They are found overall in the LCW Complex*
    - Table 4.2-5 - *Inaccuracy* - *Not all of these species are "plant" species, some are redundant, and not all have been observed within LCWA Wetlands*
    - Table 4.2-7 - *Inadequacy* - *"Arthrocnemum subterminale (Parish's glasswort)" is another plant species present on the Alamitos Bay Partners property*
    - Table 4.2-8 - *Inaccuracy* - *"Arundo donax" does not occur at the Bryant Parcels*
    - Table 4.4-6 - *Inaccuracy* - *"Animal Species Observed" should be "Plant Species Observed".*
  - Multiple typographical errors were also made throughout the document. These are listed below:
    - Pg. 5.4-10 - Local Coastal Program - *Typo* - "The Project are is a stand-alone section of the City's LCP..." - *"are" needs to be "area" or removed.*
    - Pg. 5.4-27 - Open Water - *Typo* - "Open Water habitats include the San Gabriel River, El Cerritos Channel/Steamshovel Slough..." - *"El Cerritos Channel" is actually "Los Cerritos Channel".*
    - Pg. 5.4-32 - Jurisdictional Waters and Wetlands - *Typo* - "Riparian areas in the Project area include the San Gabriel River, "El Cerritos Channel/Steamshovel Slough..." - *"El Cerritos Channel" is actually "Los Cerritos Channel".*
    - Pg. 5.4-40 - Human Activities/Urban/Wetland Interface - *Typo* - "Additionally landscaping within 500 feet of natural areas the edge of Shopkeeper Road" - *"like" should be included between "areas" and "the edge".*

- Pg. 5.4-43 - Jurisdictional Waters - *Typo* - "Riparian habitats found... to the lesser extent, the El Cerrito Channel and Haynes Cooling Channel." - "*El Cerrito Channel*" should be "*Los Cerritos Channel*". | A7-89
- Pg. 5.4-45 - Cumulative Impacts - *Typo* - "The cumulative study area... consisting of urbanized uses." - "*or*" should be "*of*". | A7-90

**Summary of Recommendations**

1. Building Height Alternative: *We recommend that the EIR instead considers a maximum of 3 stories alternative as the "reduced building height alternative" which should offer an increase to current standards, but one that better represents a reduction in building height that is proposed by the preferred project.* | A7-91
2. Shopkeeper Road Extension: *In order to maintain consistency of the DEIR's impact analysis, we recommend that the EIR include a full analysis of the potential impacts to biological resources that would be created by the extension of Shopkeeper Road. This analysis should include focused surveys for all special status plants and animals (most notably Belding's savannah sparrow and salt marsh wandering skipper) that have potential to exist in or nearby the footprint of this roadway as it is proposed in Figure 4.4 of the specific plan hearing draft.* | A7-92
3. Recreation Land Uses and Boat Storage: *We recommend that the "Coastal Habitat/Wetlands/Recreation" land use designation be changed to "Coastal Habitat/Wetlands/Passive Recreation" and that the "Open Space/Recreation" land use be changed to "Open Space/Active Recreation". We further recommend that the proposal of boat storage on this property be omitted from the specific plan or that the property proposed to be used for boat storage be changed to the "Mixed Marina" land use designation to better define boat storage. Lastly, we recommend that the direct and indirect impacts from the proposed boat storage facility be properly analyzed and mitigated.* | A7-93
4. Animal Movement Studies: *Due to the high risk of building directly next to densely vegetated areas along a major migratory path, we recommend that each development is required to perform an animal movement study as part of the design of the building layout.* | A7-94
5. Sidewalk Developments: *We recommend that these sidewalk improvements be treated as developments for which potential impacts (noise, light, hydrology) to biological resources are properly analyzed in the EIR and that mitigation measures for these potential impacts are addressed or required to be addressed through the environmental review process of the actual project.* | A7-95
6. Simultaneous Construction Policy: *We recommend that one construction project is allowed to occur at a time in the SEASP area and that this includes construction projects like street or sewer improvement projects. We would like to see a Master Cumulative Project List included in the EIR similar to what is found in the Alamitos Energy Center Preliminary Staff Assessment. We request that the City of Long Beach is required to keep this list updated and available to the public as new projects are proposed in the area so that the potential for cumulative impacts can be properly tracked over time.* | A7-96
7. Impacts to Future Restored Habitat: *Therefore, we recommend that each new development proposed in southeast Long Beach be required to analyze the impacts to the wetlands as they exist at that time and propose mitigation measures that protect recently restored coastal habitat.* | A7-97

8. **Noise and Light Monitoring:** *We recommend that each development be required to monitor the noise and light levels at various locations in the coastal habitat areas that are in closest proximity to the construction project. The locations of the monitoring stations should be determined by a qualified wildlife biologist that is familiar with the sensitive species and habitats of Los Cerritos Wetlands. These monitoring stations should initiate data collection at least 45 days before construction commences to collect data on ambient noise levels. The monitoring stations should be in operation throughout the entire construction period to assure that these most proximal coastal habitats are not impacted. We further recommend that monitoring stations are implemented at any new habitat restoration project site within the LCW Complex that is initiated during the project construction timeline. The monitoring stations should remain in place at least 45 days after the completion of the construction project in order to measure the increase in noise and light generated by the existence of the new development so that wetlands buffers can be designed and maintained to adequately protect sensitive habitat areas from the new urban impacts.*

A7-98

9. **Treatment of Runoff:** *We recommend that any new development (including street improvements) be required to control and treat runoff on-site through the implementation of vegetated bioswales designed into the required wetland buffers. These bioswales should be designed to slow the flow of storm water so that plant life can perform phytoremediation, but not completely impound the water so that clean freshwater can still discharge into the Los Cerritos Wetlands in order to support existing freshwater wetland systems.*

A7-99

10. **Wetlands Monitoring Fund:** *We recommend that before the terms of this fund are finalized that the City of Long Beach initiates a “Southeast Area Wetlands Technical Advisory Committee” composed of local stakeholders, resource agency representatives, wetlands scientists, environmental economists, and wetland property owners who would cooperate with City staff to develop a comprehensive mitigation policy for the SEASP wetlands. As part of this mitigation policy, this committee would be charged with the task of designing the “Wetland Monitoring Fund” standards so that it will be fair, effective and enforceable.*

A7-100

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A7-101

Exhibit A: List of Figures

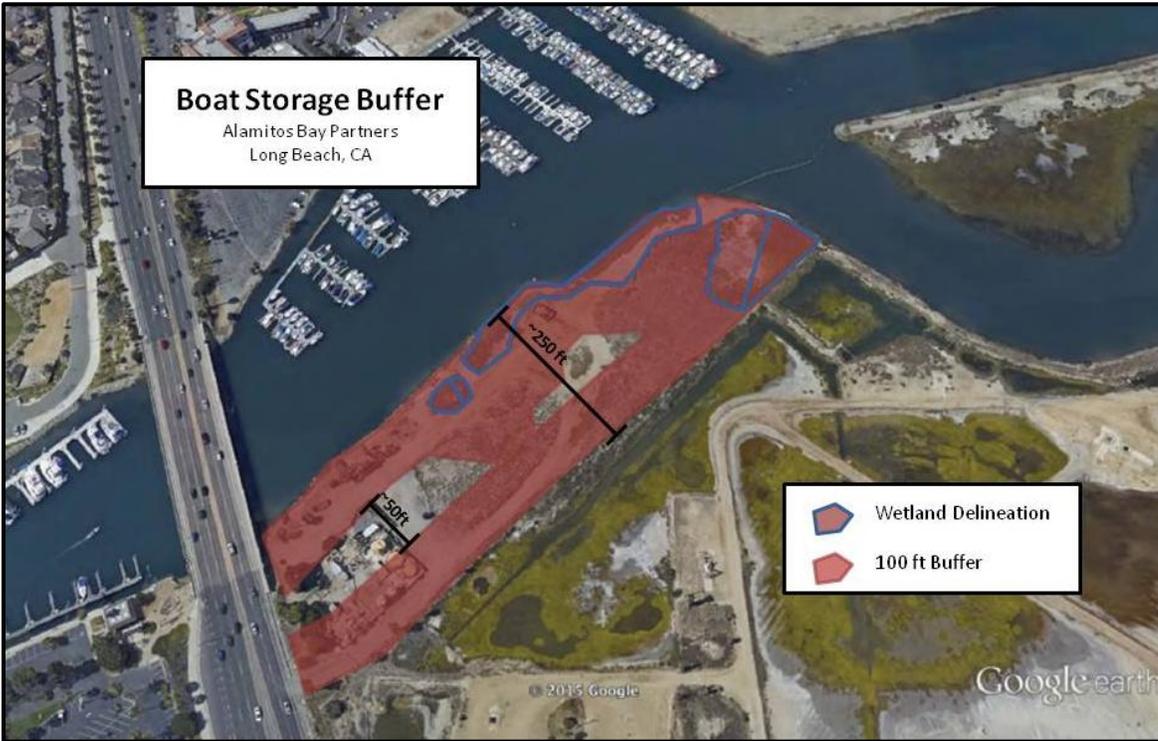


Figure 1: Alamitos Bay Partners property boat storage buffer map

A7-101  
(cont.)



Figure 2: Existing Storm Drains map displaying additional storm drains omitted from the original map



Figure 3: Additional storm drains not depicted within SEASP

A7-101  
(cont.)

# Tom Brohard and Associates

September 13, 2016

Ms. Michelle Black  
Attorney at Law  
Chatten-Brown & Carstens  
2200 Pacific Coast Highway, Ste. 318  
Hermosa Beach, CA 90254

**SUBJECT: Review of Draft Program Environmental Impact Report for the Southeast Area Specific Plan in the City of Long Beach - Transportation and Traffic Comments**

Dear Ms. Black:

As authorized by the Los Cerritos Wetlands Land Trust, I have reviewed the July 2016 Draft Program Environmental Impact Report (Draft EIR) prepared by Placeworks for the Southeast Area Specific Plan (Project) in the City of Long Beach. My review focused on Section 5.16 of the Draft EIR, Transportation and Traffic. I have also reviewed various other sections of the Draft EIR including Section 3 (Project Description), Section 7 (Alternatives), and Appendix J, the April 2016 Final Long Beach Southeast Area Specific Plan Transportation Impact Analysis (TIA) prepared by Fehr & Peers.

A7-102

**Education and Experience**

Since receiving a Bachelor of Science in Engineering from Duke University in Durham, North Carolina in 1969, I have gained over 45 years of professional engineering experience. I am licensed as a Professional Civil Engineer both in California and Hawaii and as a Professional Traffic Engineer in California. I formed Tom Brohard and Associates in 2000 and now serve as the City Traffic Engineer for the City of Indio and as Consulting Transportation Engineer for the Cities of Big Bear Lake and San Fernando. I have extensive experience in traffic engineering and transportation planning. During my career in both the public and private sectors, I have reviewed numerous environmental documents and traffic studies for various projects. Several recent assignments are highlighted in the enclosed resume.

**Southeast Area Specific Plan Draft EIR and TIA Are Flawed**

As discussed throughout this letter, the Draft EIR and the supporting TIA for the Southeast Area Specific Plan are flawed. Gridlocked conditions will result on weekdays from the development of 5,439 condominiums-townhomes and 701,344 square feet of retail. Only one of the 15 significant traffic impacts will be mitigated. Additional significant traffic impacts will be identified when weekend traffic conditions are included in the TIA. An alternative to the Proposed Project that does not create any significant traffic impacts must be considered.

A7-103

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**Density of Residential and Retail Land Use Increases Significantly**

At buildout, the Proposed Project will significantly increase the density of development in the Southeast Area Specific Plan area in the City of Long Beach. As discussed in the sections that follow in this letter, these significant increases in residential and retail development create significant additional volumes of peak hour trips during weekdays and during weekends as well.

According to Table 3-2 on Page 3-13 of the Draft EIR, the Proposed Project includes these significant increases in development:

- The number of dwelling units will increase from 4,079 units today up to 9,518 units at buildout, an increase of 5,439 residential units. In comparing Table 4-3 on Page 30 with Table 4-1 on Page 29 of the TIA, all of the additional dwelling units will be condominiums-townhomes.
- Population in the Southeast Area Specific Plan will increase from 6,486 people today up to 15,134 people at buildout, a net increase of 8,648 people.
- Commercial/employment space in the Southeast Area Specific Plan area will increase from 2,091,476 square feet today up to 2,665,052 square feet at buildout, a net increase of 573,576 square feet. In comparing Table 4-3 on Page 30 with Table 4-1 on Page 30 of the TIA indicates there will be an increase of 701,344 square feet of retail development, with a slight decrease in the amount of office space making up the difference.
- Employees in the Southeast Area Specific Plan will increase from 3,555 people today up to 4,115 people at buildout, a net increase of 560 employees.
- Hotel rooms in the Southeast Area Specific Plan will increase from 375 rooms today up to 425 rooms at buildout, a net increase of 50 hotel rooms.

A7-104

While not stated directly, the Proposed Project essentially includes 5,439 new condominium-townhome units and 701,344 square feet of new retail space. Both of these significant increases in land use will result in major increases in peak hour trips on weekdays and on weekends as well. These very large development increases must be tempered and reduced to eliminate the number of resulting significant traffic impacts that are currently forecast to occur.

**Increased Land Use Density Adds Significant Weekday Peak Hour Trips**

Page 5.16-29 of the Draft EIR states: “The Proposed Project would generate additional vehicular travel in the study area.” Table 5.16-5 provides trip generation forecasts for the Proposed Project. The significant increases in

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development outlined above are forecast to generate significant additional vehicular trips on area roadways in the Southeast Area Specific Plan as follows:

- AM peak hour trips in the Southeast Area Specific Plan are forecast to increase from 3,047 trips today up to 5,021 trips at buildout, a net increase of 1,974 trips.
- PM peak hour trips in the Southeast Area Specific Plan are forecast to increase from 5,299 trips today up to 8,569 trips at buildout, a net increase of 3,270 trips.
- Daily trips in the Southeast Area Specific Plan are forecast to increase from 65,731 trips today up to 101,170 trips at buildout, a net increase of 35,439 trips.

A7-105  
(cont.)

The additional weekday peak hour trips that will be created by the proposed development directly result in numerous significant traffic impacts at intersections and at freeway locations. Further significant traffic impacts are expected to occur when weekend peak hour trips are analyzed as discussed immediately below.

**Additional Weekend Peak Hour Trips Have Not Been Quantified, Analyzed, or Mitigated**

Using basic trip generation rates published by the Institute of Transportation Engineers in Trip Generation, 9<sup>th</sup> Edition, the 5,439 new condominium-townhome units and the new 701,344 square feet of retail development will generate about 62,000 new Saturday daily trips including about 5,600 new Saturday midday peak hour trips. Both of these forecasts are higher than the weekday daily and the weekday PM peak hour trips that have been evaluated in the Draft EIR, even after considering internal trips between the residential and the retail uses. In addition, it is reasonably foreseeable that baseline weekend trips on Saturdays in the Southeast Area Specific Plan are higher than weekday trips, particularly in July when trips to and from the beach and other attractions along the coast are already included.

A7-106

The Draft EIR and the TIA did not evaluate traffic conditions that already occur in the study area on weekends and did not evaluate cumulative traffic conditions in Year 2035 that are likely to occur without and then with Proposed Project traffic added. To properly evaluate and analyze weekend trips that are higher than weekday trips for the new condominium-townhome and retail development, Saturday conditions in July must be studied and analyzed. Until this additional work is completed, the Draft EIR and the TIA are incomplete as they do not evaluate, analyze, or mitigate the reasonably foreseeable worst case conditions on a Saturday in July when traffic volumes are at their highest in the Southeast Area Specific Plan.

A7-107

**Significant Traffic Impacts Are Not Mitigated In a Timely Manner as Required**

Page 3-18 of the Draft EIR states “No specific phasing program has been identified. The proposed project would be implemented on a parcel-by-parcel basis as future development applications are submitted. Public realm improvements would occur as funding becomes available. A generalized phasing plan for development and infrastructure is provided in Section 9.3.2, Implementation Actions and Phasing. However, for purposes of environmental analysis, the Proposed Project is expected to be built out by 2035.”

A7-108

The discussion of project phasing is so generalized that it has no value in determining when construction of various mitigation measures will be required during the 20 years of project buildout. For transportation and traffic, only two scenarios have been analyzed in the Draft EIR – “Existing” as well as “Year 2035 Buildout” both without and then with project traffic. The Draft EIR should have forecast trip generation at the midway point between existing and cumulative buildout, say in Year 2025, but it did not.

The California Environmental Quality Act (CEQA) mandates that mitigation measures must be implemented in a timely manner as they are needed. The Draft EIR and the TIA have failed to address this requirement.

**Only One of 15 Significant Traffic Impacts Will Be Mitigated in Year 2035**

According to the analysis of “Existing with Project” conditions in Table 5.16-6 on Page 5.16-32, the Proposed Project will create significant traffic impacts at nine of the 21 intersections evaluated in the TIA. Five study intersections will suffer significant traffic impacts in both the AM and in the PM peak traffic hours plus an additional four of the study intersections will suffer significant traffic impacts in the PM peak hour. As shown in Table 5.16-11 on Page 5.16-40, four freeway segments, off-ramps, and on-ramps will operate at a deficient LOS during peak traffic hours with Project traffic. As shown in Table 5.16-14 on Page 5.16-43, both of the CMP intersections studied in the TIA on Pacific Coast Highway at 7<sup>th</sup> Street and on Pacific Coast Highway at 2<sup>nd</sup> Street will also be significantly impacted under “Existing with Project” conditions in the PM peak hour.

A7-109

As shown in Table 5.16-9 on Pages 5.16-36 and 37 of the Draft EIR in the analysis of “Cumulative Year 2035 with Project” conditions, the Proposed Project will create significant traffic impacts at 15 of the 21 intersections evaluated in the TIA. Six of the study intersections will suffer significant traffic impacts in both the AM and in the PM peak traffic hours, one of the study intersections will suffer significant traffic impacts in the AM peak hour, and an additional nine of the study intersections will suffer significant traffic impacts in the PM peak hour. As shown in Table 5.16-14 on Page 5.16-43, both of the CMP intersections studied in the

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TIA on Pacific Coast Highway at 7<sup>th</sup> Street and on Pacific Coast Highway at 2<sup>nd</sup> Street will also be significantly impacted under “Cumulative Year 2035 with Project” conditions in both the AM and in the PM peak hours. Traffic forecast for the Proposed Project would also result in a significant impact on the main-line segment of State Route 22 and at the Studebaker ramps at State Route 22.

A7-109  
(cont.)

Even with all of these traffic impacts on weekdays that are forecast in the Draft EIR and in the TIA, it is reasonably foreseeable that there will be even more significant traffic impacts on weekends as discussed above. In addition, the Draft EIR and the TIA conclude that only one of the impacted intersections will actually be mitigated, Intersection #15 at Marina Drive and 2<sup>nd</sup> Street, which is a part of the Proposed Project.

The significant traffic impacts at the other intersections are considered by the Draft EIR to be “significant and unavoidable”. In many cases, this conclusion is reached as the significant traffic impact occurs at a location under the jurisdiction of another agency such as Caltrans rather than within the City of Long Beach. In those situations, the City of Long Beach cannot control whether or not Caltrans will implement the required improvements. This condition can be rather easily addressed as discussed on Page 5.16-53 of the Draft EIR regarding traffic signal coordination if the State relinquishes jurisdiction of the State Highways in the Southeast Area Specific Plan to the City of Long Beach.

A7-110

Before reaching the conclusion that traffic impacts are “significant and unavoidable”, CEQA requires lead agencies to impose all feasible alternatives and/or mitigation measures. The supporting TIA must document the geometry of intersections that the Draft EIR finds to have “significant and unavoidable” traffic impacts, then identify the specific traffic measures or alternatives evaluated, and discuss why each of these options cannot feasibly be implemented. Without doing this, the Draft EIR may not dismiss the potential mitigation measures as infeasible.

A7-111

The Southeast Area Specific Plan must be responsible for reduction of and mitigation of its traffic impacts. Furthermore, an additional alternative that reduces peak hour trips to a level that creates no significant traffic impacts must be developed, analyzed, and evaluated. All feasible mitigation measures must also include significant additions to the proposed TDM plan as discussed below.

A7-112

**Transportation Management Demand (TDM) Plan Requires Enhancements**

Page 5.16-50 of the Draft EIR indicates that the City shall establish a Transportation Management Association (TMA) but offers no specifics, evaluation, or enforcement of the potential vehicle trip reductions that could be required. Additional TDM measures must be required to mitigate traffic impacts considered to be “significant and unavoidable”. At a minimum, the Draft EIR must

A7-113

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evaluate the potential effectiveness of these additional TDM measures and others that may also be appropriate.

A7-113  
(cont.)

Trip reductions are maximized when an employer provides a coordinated and comprehensive TDM program that includes support measures, transportation services, and economic incentives. The enclosed Pages 122 and 123 of Trip Generation Handbook, 2<sup>nd</sup> Edition published by the Institute of Transportation Engineers report the typical experience of various TDM measures identified as part of Transit Cooperative Research Program (TCRP) Project B-4. This project surveyed 49 employers with active TDM programs across the nation to ascertain the costs and benefits (both perceived and actual) of TDM programs to employers. Information was also gathered to enable computation of overall reductions in the number of commuter vehicles based on existing TDM programs. The TCRP report categorized the many different TDM programs into the following three categories and reported the following:

“Support measures are measures provided by employers to foster a work environment that supports commuting by alternative modes. Support measures include employee transportation coordinators, rideshare matching, promotional activities, on-site dependent care, and alternative work schedules (such as flexible work hours, compressed work weeks, staggered work hours, and telecommuting). The surveyed TDM programs that provide only support services were measured to have no effect on the number of vehicles (not number of vehicle-trips) used by commuters.

A7-114

Transportation Services include employer-based efforts such as van-pool programs, shuttle bus service to off-site transit stations, guaranteed ride home programs, and the provision of on-site showers and changing facilities. TDM programs that involve transportation services provided by the employer were measured to have a noticeable impact on the number of vehicles (not number of vehicle-trips) used by commuters (an average 8 percent reduction in the number of vehicles at the survey sites).

Economic Incentives are any steps taken by an employer to provide a monetary incentive for employees to use an alternate travel mode. These include transit subsidies, parking fees for non-rideshare vehicles, parking discounts for rideshare vehicles, and transportation allowances. TDM programs with economic incentives to not drive alone were found to reduce the number of commuter vehicles generated by an employment site (not number of vehicle-trips) by an average of 16 percent.

Finally, TDM programs that combine economic incentives with transportation services produce the most significant effect on commuter vehicles (not vehicle-trips) generated by a site (an average 24 percent reduction at survey sites).”

TDM measures suggested must include support, transportation, and economic incentive measures. Only by adopting all feasible measures would the Southeast Area Specific Plan be able to realize the full benefits of TDM measures – benefits that the TCRP report found could result in an average 24% reduction in employee trips and benefits that also include reductions in customer trips.

A7-114  
(cont.)

**Emergency Vehicle Access Will Be Significantly Impacted**

Page 5.16-44 of the Draft EIR indicates that the Proposed Project will have a less than significant impact on emergency access, indicating that “traffic and circulation components of the proposed project would be designed and constructed in accordance with all applicable Lbfd design standards for emergency access.” While the Proposed Project must meet the City Fire Department standards, 12 of the 21 study intersections are forecast to operate at LOS E or LOS F during one or both peak hours in Year 2035. As defined in Table 5.16-1 on Pages 5.16-11 and 12, significant congestion with extreme traffic delays will occur under these conditions.

Under capacity conditions at LOS E and under gridlock conditions at LOS F, vehicles will be queued back significant distances in all traffic lanes on the approaches to congested signalized intersections. Stopped vehicles will not be able to maneuver out of the path of the emergency vehicle as the adjacent lanes on the approaches to the gridlocked traffic signals will already be occupied by other vehicles. This is a significant impact and must be fully evaluated and mitigated.

A7-115

The City cannot simply find that impacts to emergency access are unavoidable. Instead, in a revised EIR, the City must fully explain and support the Draft EIR’s broad statement that “...impacts on emergency access would be less than significant.” A revised EIR must show that the City has analyzed both LOS E and gridlock conditions at LOS F throughout the Southeast Area Specific Plan and has mitigated these impacts to significantly reduce or eliminate health and safety risks resulting from delays to emergency vehicles.

**Technical Errors in the Traffic Analysis Must Be Corrected**

My review of the Draft EIR and the supporting TIA also indicates a number of technical errors and inconsistencies in the Transportation and Traffic Analysis of the Project. Some of the results reported in various tables throughout the Draft EIR are illogical as adding more traffic without providing physical improvements cannot reduce delay, and no physical improvements are planned.

A7-116

In addition to the other concerns raised above, each of the technical errors identified below must be addressed and reevaluated through additional study in a revised and recirculated Draft EIR as follows:

A7-117

1) Traffic Analyses for Year 2015 for Intersections Are Faulty – There are inconsistencies in the evaluation of baseline (Year 2015) conditions and those for cumulative (Year 2035) conditions for the same intersection without Project traffic. While not possible, intersection performance is shown to improve by adding traffic without making any physical improvements. The inconsistencies between Table 5.16-2 on Page 5.16-13 and Table 5.16-8 on Page 5.16-34 of the Draft EIR must be reconciled to provide proper traffic analyses of the Project. As one example of this, please see below regarding the faulty traffic analysis of the intersection of Channel Drive and Pacific Coast Highway (#10):

A7-117  
(cont.)

a) Channel Drive and Pacific Coast Highway (#10) – AM Peak – For this intersection, Table 5.16-2 indicates delay of 16.0 seconds and Level of Service (LOS) B for the existing baseline conditions in the AM peak in 2015. In 2035 with higher traffic volumes than 2015 and without any identified traffic improvements, delay is reduced to 15.1 seconds with performance at LOS B without Project traffic. Without improvements, adding traffic to the intersection cannot reduce delay.

A7-118

b) Channel Drive and Pacific Coast Highway (#10) – PM Peak – For this intersection, Table 5.16-2 indicates delay of 13.0 seconds and Level of Service (LOS) B for the existing baseline conditions in the PM peak in 2015. In 2035 with higher traffic volumes than 2015 and without any identified traffic improvements, delay is reduced to 11.6 seconds with performance at LOS B without Project traffic. Without improvements, adding traffic to the intersection cannot reduce delay.

A7-119

2) Traffic Analyses for Year 2035 for Intersections are Faulty – There are inconsistencies in the evaluation of cumulative (Year 2035) conditions without Project traffic and those for cumulative (Year 2035) conditions for the same intersection with Project traffic. While not possible, intersection performance is shown to improve by adding traffic without making any physical improvements. The inconsistencies between Table 5.16-8 on Page 5.16-34 and Table 5.16-9 on Page 5.16-36 of the Draft EIR must be reconciled to provide proper traffic analyses of the Project. As examples, please see below regarding the faulty traffic analysis of several intersections:

A7-120

a) Channel Drive and Pacific Coast Highway (#10) – AM Peak – For this intersection, Table 5.16-8 indicates delay of 15.1 seconds and Level of Service (LOS) B for cumulative conditions in the AM peak in 2035 without project traffic added. In 2035 with higher traffic volumes with project traffic added and without any identified traffic improvements, delay is reduced to 14.5 seconds with performance at LOS B. Without improvements, adding traffic to the intersection cannot reduce delay.

A7-121

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- b) Channel Drive and Pacific Coast Highway (#10) – PM Peak – For this intersection, Table 5.16-8 indicates delay of 11.6 seconds and Level of Service (LOS) B for cumulative conditions in the PM peak in 2035 without project traffic added. In 2035 with project traffic added and without any identified traffic improvements, delay is reduced to 10.0 seconds with performance at LOS A with Project traffic. Without improvements, adding traffic to the intersection cannot reduce delay. A7-122
  
- c) Studebaker Road & SR-22 Eastbound Ramps (#11) – AM Peak – For this intersection, Table 5.16-8 indicates delay of 6.8 seconds and Level of Service (LOS) A for cumulative conditions in the AM peak in 2035 without project traffic added. In 2035 with higher traffic volumes and without any identified traffic improvements, delay is reduced to 6.5 seconds with performance at LOS A. Without improvements, adding traffic to the intersection cannot reduce delay. A7-123
  
- d) Pacific Coast Highway & 1<sup>st</sup> Street (#21) – AM Peak – For this intersection, Table 5.16-8 indicates delay of 19.5 seconds and Level of Service (LOS) B for cumulative conditions in the AM peak in 2035 without project traffic added. In 2035 with project traffic added and without any identified traffic improvements, delay is reduced to 19.2 seconds with performance at LOS B with Project traffic. Without improvements, adding traffic to the intersection cannot reduce delay. A7-124

The Southeast Area Specific Plan in the City of Long Beach creates significant traffic impacts that have not been properly disclosed, analyzed or mitigated through alternatives and/or traffic improvements. The errors identified in this letter require that each of these issues be reanalyzed and reevaluated through additional study in a revised and recirculated EIR. If you should have any questions regarding these findings, please contact me at your convenience. A7-125

Respectfully submitted,

**Tom Brohard and Associates**

*Tom Brohard*

Tom Brohard, PE  
Principal

Enclosures



## Tom Brohard, PE

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- Licenses:** 1975 / Professional Engineer / California – Civil, No. 24577  
1977 / Professional Engineer / California – Traffic, No. 724  
2006 / Professional Engineer / Hawaii – Civil, No. 12321
- Education:** 1969 / BSE / Civil Engineering / Duke University
- Experience:** 45+ Years
- Memberships:** 1977 / Institute of Transportation Engineers – Fellow, Life  
1978 / Orange County Traffic Engineers Council - Chair 1982-1983  
1981 / American Public Works Association – Life Member

Tom is a recognized expert in the field of traffic engineering and transportation planning. His background also includes responsibility for leading and managing the delivery of various contract services to numerous cities in Southern California.

Tom has extensive experience in providing transportation planning and traffic engineering services to public agencies. Since May 2005, he has served as Consulting City Traffic Engineer for the City of Indio. He also currently provides “on call” Traffic and Transportation Engineer services to the Cities of Big Bear Lake and San Fernando. In addition to conducting traffic engineering investigations for Los Angeles County from 1972 to 1978, he has previously served as City Traffic Engineer in the following communities:

- Bellflower..... 1997 - 1998
- Bell Gardens..... 1982 - 1995
- Huntington Beach..... 1998 - 2004
- Lawndale..... 1973 - 1978
- Los Alamitos..... 1981 - 1982
- Oceanside..... 1981 - 1982
- Paramount..... 1982 - 1988
- Rancho Palos Verdes..... 1973 - 1978
- Rolling Hills..... 1973 - 1978, 1985 - 1993
- Rolling Hills Estates..... 1973 - 1978, 1984 - 1991
- San Marcos..... 1981
- Santa Ana..... 1978 - 1981
- Westlake Village..... 1983 - 1994

During these assignments, Tom has supervised City staff and directed other consultants including traffic engineers and transportation planners, traffic signal and street lighting personnel, and signing, striping, and marking crews. He has secured over \$10 million in grant funding for various improvements. He has managed and directed many traffic and transportation studies and projects. While serving these communities, he has personally conducted investigations of hundreds of citizen requests for various traffic control devices. Tom has also successfully presented numerous engineering reports at City Council, Planning Commission, and Traffic Commission meetings in these and other municipalities.

**Tom Brohard and Associates**

In his service to the City of Indio since May 2005, Tom has accomplished the following:

- ❖ Oversaw preparation and adoption of the 2008 Circulation Element Update of the General Plan including development of Year 2035 buildout traffic volumes, revised and simplified arterial roadway cross sections, and reduction in acceptable Level of Service criteria under certain conditions.
- ❖ Oversaw preparation of fact sheets/design exceptions to reduce shoulder widths on Jackson Street and on Monroe Street over I-10 as well as justifications for protected-permissive left turn phasing at I-10 on-ramps, the first such installations in Caltrans District 8 in Riverside County; reviewed plans and provided assistance during construction of both \$2 million projects to install traffic signals and widen three of four ramps at these two interchanges under Caltrans encroachment permits.
- ❖ Reviewed traffic signal, signing, striping, and work area traffic control plans for the County's \$45 million I-10 Interchange Improvement Project at Jefferson Street.
- ❖ Reviewed traffic impact analyses for Project Study Reports evaluating different alternatives for buildout improvements of the I-10 Interchanges at Jefferson Street, Monroe Street, Jackson Street and Golf Center Parkway.
- ❖ Oversaw preparation of plans, specifications, and contract documents and provided construction assistance for over 50 traffic signal installations and modifications.
- ❖ Reviewed and approved over 1,200 work area traffic control plans as well as signing and striping plans for all City and developer funded roadway improvement projects.
- ❖ Oversaw preparation of a City wide traffic safety study of conditions at all schools.
- ❖ Obtained \$47,000 grant from the California Office of Traffic Safety and implemented the City's Traffic Collision Database System. Annually reviews "Top 25" collision locations and provides traffic engineering recommendations to reduce collisions.
- ❖ Prepared over 900 work orders directing City forces to install, modify, and/or remove traffic signs, pavement and curb markings, and roadway striping.
- ❖ Oversaw preparation of engineering and traffic surveys to establish enforceable speed limits on over 400 street segments.
- ❖ Reviewed and approved traffic impact studies for more than 35 major projects and special events including the annual Coachella and Stagecoach Music Festivals.
- ❖ Developed and implemented the City's Golf Cart Transportation Program.

A7-125  
(cont.)

Since forming Tom Brohard and Associates in 2000, Tom has reviewed many traffic impact reports and environmental documents for various development projects. He has provided expert witness services and also prepared traffic studies for public agencies and private sector clients.

**Tom Brohard and Associates**

# ***Trip Generation Manual, 9th Edition***

## **Volume 1: User's Guide and Handbook**

The Institute of Transportation Engineers is an international educational and scientific association of transportation professionals who are responsible for meeting mobility and safety needs. ITE facilitates the application of technology and scientific principles to research, planning, functional design, implementation, operation, policy development and management for any mode of ground transportation. Through its products and services, ITE promotes professional development of its members, supports and encourages education, stimulates research, develops public awareness programs and serves as a conduit for the exchange of professional information.

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(cont.)

ed at the site. For example, the TDM program may only affect commuters who travel outside the peak hour.

## Data Isolating TDM Effects

There are very little controlled before-and-after data for which the only change is the initiation of TDM programs or transit services. Traditionally, the pre-TDM mode shares are determined by survey (e.g., asking the employee how he/she commuted six months before). This method relies on the memory of the survey respondent and may not adequately account for potential bias on the part of the respondent or on the impacts of any employee turnover.

The design, initiation and operation of TDM and transit programs for which trip reductions are being sought are traditionally the responsibility of individual employers, groups of employers (e.g., through a transportation management association), or a regional or local governmental agency. Therefore, these actions are not site-driven which is different from all other trip generation estimating applications. There are exceptions, of course. Some site-driven measures can have a significant bearing on TDM program effectiveness (e.g., the provision of on-site services, the limitation of the on-site parking supply) while others have merely minor effects (e.g., sidewalks to neighboring sites, bus stop shelters).

*The concerns over the reported experience as described above may on first inspection appear to be relatively insignificant. However, the potential error introduced by these TDM/transit factors (for the sake of argument, between 5 and 10 percent) is nearly as great as the anticipated trip reductions attributable to TDM/transit (described later in Section B.3 as 5 to 20 percent). Therefore, these data need to be used with extreme caution.*

### **B.3** Reported Typical Experience TCRP Project B-4— Cost-Effectiveness of TDM Programs

As part of Transit Cooperative Research Program (TCRP) Project B-4, 49 employers with active TDM programs were surveyed nationwide. The primary purpose of the survey was to ascertain the costs and benefits (both perceived and actual) of TDM programs to employers. In addition, information was gathered that would enable the computation of overall reductions in the number of commuter vehicles based on the TDM programs in place. The following presents a summary of the survey results as they pertain to trip generation.

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#### **CAUTION**

**The magnitude of the TDM program effects is only an estimate and is not based on actual before/after counts.**

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Several notes of caution should be emphasized regarding the TCRP study data base.

◆ An employer survey was used to determine the number of vehicles (not the number of vehicle-trips) used for commuting by employees. Therefore, the “with-TDM” commute mode shares are only estimates and are not based on actual vehicle counts.

◆ Mode shares are for commuters only. The trip generation rates for non-commuter trips generated at a place of employment (e.g., visitors, deliveries, non-commute trips by on-site employees) are not included in the trip reduction estimates attributable to TDM programs.

◆ Trip reduction estimates are for commuter trips spread throughout the day. The values are at best suitable for an overall peak period but may not be valid estimates for a particular peak hour.

◆ To quantify the trip reduction benefits of a TDM program at an individual site, it is necessary to compare the “after” condition with the “before” condition. However, the data on “pre-TDM” mode shares are not available. The TCRP study assumed that the “before-TDM” baseline value should correspond to the overall mode share distribution for the surrounding area (i.e., ambient conditions), based on U.S. Bureau of the Census data.

A7-125  
(cont.)

◆ Trip reduction estimates are based on **small sample sizes** (typically 10 or fewer sites).

The following classification scheme was used in the TCRP report to categorize the many TDM programs into those that are *supportive* of persons willing to commute using an alternative travel mode, actual services that directly *enable* persons to commute using an alternative mode and financial (i.e., cash) incentives that *encourage* commuters to use an alternative travel mode.

**Support Measures** are measures provided by employers to foster a work environment that supports commuting by alternative modes. Support measures include employee transportation coordinators, rideshare matching, promotional activities, on-site dependent care and alternative work schedules (such as flexible work hours, compressed work weeks, staggered work hours and telecommuting).

*The surveyed TDM programs that provide only support services were measured to have no effect on the number of vehicles (not number of vehicle-trips) used by commuters.*

**Transportation Services** include employer-based efforts such as van-pool programs, shuttle bus service to off-site transit stations, guaranteed ride home programs and the provision of on-site showers and changing facilities.

*TDM programs that involve transportation services provided by the employer were measured to have a noticeable impact on the number of vehicles (not number of vehicle-trips) used by commuters (an average 8 percent reduction in the number of vehicles at the survey sites).*

**Economic Incentives** are any steps taken by an employer to provide a monetary incentive for employees to use an alternate travel mode. These include transit subsidies, parking fees for non-rideshare vehicles, parking discounts for rideshare vehicles and transportation allowances.

*TDM programs with economic incentives to not drive alone were found to reduce the number of commuter vehicles generated by an employment site (not in number of vehicle-trips) by an average of 16 percent.*

*Finally, TDM programs that combine economic incentives with transportation services produce the most significant effect on commuter vehicles (not vehicle-trips) generated by a site (an average 24 percent reduction at survey sites).*

### **Oregon Department of Transportation – Transportation Impact Factors**

The State of Oregon sponsored a study with the intent of estimating the impacts of urban form, TDM programs and transit services on

travel behavior. Tables B.1, B.2 and B.3 are extracted from that study as provided in the ITE Recommended Practice *Traditional Neighborhood Development Street Design Guidelines*, 1999.

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#### **CAUTIONS**

- ◆ **Vehicle trip reduction factors are only for commute trips (not all trips generated by a site)**
  - ◆ **Vehicle trip reduction factors are for all commute trips (not just those during a peak hour)**
  - ◆ **Vehicle trip reduction factors include trip reductions attributable to multi-use development**
- 

Table B.1 presents an estimated reduction in site vehicle trip generation for sites with no transit service and as a function of the development pattern and density, pedestrian and bicycle facilities, and other characteristics.

The analyst should note that the larger trip reduction factors are achieved with development patterns that ITE would consider multi-use (see Chapter 7 of this handbook). For example, the 7 percent reduction is associated with a “mixed-use commercial...development that includes residential units.” For multi-use development sites, the guidelines and trip estimation methodology presented in Chapter 7 should be used rather

A7-125  
(cont.)

August 23, 2016

Ms. Michelle Black  
Attorney at Law  
Chatten-Brown & Carstens  
2200 Pacific Coast Highway, Ste. 318  
Hermosa Beach, CA 90254

**SUBJECT: Review of Draft Program Environmental Impact Report for the Southeast Area Specific Plan in the City of Long Beach - Transportation and Traffic Comments**

Dear Ms. Black:

As authorized by the Los Cerritos Wetlands Land Trust, I have reviewed the July 2016 Draft Program Environmental Impact Report (Draft EIR) prepared by Placeworks for the Southeast Area Specific Plan (Project) in the City of Long Beach. My review focused on Section 5.16 of the Draft EIR, Transportation and Traffic. I have also reviewed various other sections of the Draft EIR including Section 3 (Project Description), Section 7 (Alternatives), and Appendix J, the April 2016 Final Long Beach Southeast Area Specific Plan Transportation Impact Analysis (TIA) prepared by Fehr & Peers.

**Education and Experience**

Since receiving a Bachelor of Science in Engineering from Duke University in Durham, North Carolina in 1969, I have gained over 45 years of professional engineering experience. I am licensed as a Professional Civil Engineer both in California and Hawaii and as a Professional Traffic Engineer in California. I formed Tom Brohard and Associates in 2000 and now serve as the City Traffic Engineer for the City of Indio and as Consulting Transportation Engineer for the Cities of Big Bear Lake and San Fernando. I have extensive experience in traffic engineering and transportation planning. During my career in both the public and private sectors, I have reviewed numerous environmental documents and traffic studies for various projects. Several recent assignments are highlighted in the enclosed resume.

A7-126

**Southeast Area Specific Plan Draft EIR and TIA Are Flawed**

As discussed throughout this letter, the Draft EIR and the supporting TIA for the Southeast Area Specific Plan are flawed. Gridlocked conditions will result on weekdays from the development of 5,439 condominiums-townhomes and 701,344 square feet of retail. Only one of the 15 significant traffic impacts will be mitigated. Additional significant traffic impacts will be identified when weekend traffic conditions are included in the TIA. An alternative to the Proposed Project that does not create any significant traffic impacts must be considered.

A7-127

**Density of Residential and Retail Land Use Increases Significantly**

At buildout, the Proposed Project will significantly increase the density of development in the Southeast Area Specific Plan area in the City of Long Beach. As discussed in the sections that follow in this letter, these significant increases in residential and retail development create significant additional volumes of peak hour trips during weekdays and during weekends as well.

According to Table 3-2 on Page 3-13 of the Draft EIR, the Proposed Project includes these significant increases in development:

- The number of dwelling units will increase from 4,079 units today up to 9,518 units at buildout, an increase of 5,439 residential units. In comparing Table 4-3 on Page 30 with Table 4-1 on Page 29 of the TIA, all of the additional dwelling units will be condominiums-townhomes.
- Population in the Southeast Area Specific Plan will increase from 6,486 people today up to 15,134 people at buildout, a net increase of 8,648 people.
- Commercial/employment space in the Southeast Area Specific Plan area will increase from 2,091,476 square feet today up to 2,665,052 square feet at buildout, a net increase of 573,576 square feet. In comparing Table 4-3 on Page 30 with Table 4-1 on Page 30 of the TIA indicates there will be an increase of 701,344 square feet of retail development, with a slight decrease in the amount of office space making up the difference.
- Employees in the Southeast Area Specific Plan will increase from 3,555 people today up to 4,115 people at buildout, a net increase of 560 employees.
- Hotel rooms in the Southeast Area Specific Plan will increase from 375 rooms today up to 425 rooms at buildout, a net increase of 50 hotel rooms.

A7-128

While not stated directly, the Proposed Project essentially includes 5,439 new condominium-townhome units and 701,344 square feet of new retail space. Both of these significant increases in land use will result in major increases in peak hour trips on weekdays and on weekends as well. These very large development increases must be tempered and reduced to eliminate the number of resulting significant traffic impacts that are currently forecast to occur.

**Increased Land Use Density Adds Significant Weekday Peak Hour Trips**

Page 5.16-29 of the Draft EIR states: “The Proposed Project would generate additional vehicular travel in the study area.” Table 5.16-5 provides trip generation forecasts for the Proposed Project. The significant increases in

A7-129

**Ms. Michelle Black**  
**Southeast Area Specific Plan Draft EIR – Transportation/Traffic Comments**  
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development outlined above are forecast to generate significant additional vehicular trips on area roadways in the Southeast Area Specific Plan as follows:

- AM peak hour trips in the Southeast Area Specific Plan are forecast to increase from 3,047 trips today up to 5,021 trips at buildout, a net increase of 1,974 trips.
- PM peak hour trips in the Southeast Area Specific Plan are forecast to increase from 5,299 trips today up to 8,569 trips at buildout, a net increase of 3,270 trips.
- Daily trips in the Southeast Area Specific Plan are forecast to increase from 65,731 trips today up to 101,170 trips at buildout, a net increase of 35,439 trips.

A7-129  
(cont.)

The additional weekday peak hour trips that will be created by the proposed development directly result in numerous significant traffic impacts at intersections and at freeway locations. Further significant traffic impacts are expected to occur when weekend peak hour trips are analyzed as discussed immediately below.

**Additional Weekend Peak Hour Trips Have Not Been Quantified, Analyzed, or Mitigated**

Using basic trip generation rates published by the Institute of Transportation Engineers in Trip Generation, 9<sup>th</sup> Edition, the 5,439 new condominium-townhome units and the new 701,344 square feet of retail development will generate about 62,000 new Saturday daily trips including about 5,600 new Saturday midday peak hour trips. Both of these forecasts are higher than the weekday daily and the weekday PM peak hour trips that have been evaluated in the Draft EIR, even after considering internal trips between the residential and the retail uses. In addition, it is reasonably foreseeable that baseline weekend trips on Saturdays in the Southeast Area Specific Plan are higher than weekday trips, particularly in July when trips to and from the beach and other attractions along the coast are already included.

A7-130

The Draft EIR and the TIA did not evaluate traffic conditions that already occur in the study area on weekends and did not evaluate cumulative traffic conditions in Year 2035 that are likely to occur without and then with Proposed Project traffic added. To properly evaluate and analyze weekend trips that are higher than weekday trips for the new condominium-townhome and retail development, Saturday conditions in July must be studied and analyzed. Until this additional work is completed, the Draft EIR and the TIA are incomplete as they do not evaluate, analyze, or mitigate the reasonably foreseeable worst case conditions on a Saturday in July when traffic volumes are at their highest in the Southeast Area Specific Plan.

A7-131

**Significant Traffic Impacts Are Not Mitigated In a Timely Manner as Required**

Page 3-18 of the Draft EIR states “No specific phasing program has been identified. The proposed project would be implemented on a parcel-by-parcel basis as future development applications are submitted. Public realm improvements would occur as funding becomes available. A generalized phasing plan for development and infrastructure is provided in Section 9.3.2, Implementation Actions and Phasing. However, for purposes of environmental analysis, the Proposed Project is expected to be built out by 2035.”

A7-132

The discussion of project phasing is so generalized that it has no value in determining when construction of various mitigation measures will be required during the 20 years of project buildout. For transportation and traffic, only two scenarios have been analyzed in the Draft EIR – “Existing” as well as “Year 2035 Buildout” both without and then with project traffic. The Draft EIR should have forecast trip generation at the midway point between existing and cumulative buildout, say in Year 2025, but it did not.

The California Environmental Quality Act (CEQA) mandates that mitigation measures must be implemented in a timely manner as they are needed. The Draft EIR and the TIA have failed to address this requirement.

**Only One of 15 Significant Traffic Impacts Will Be Mitigated in Year 2035**

According to the analysis of “Existing with Project” conditions in Table 5.16-6 on Page 5.16-32, the Proposed Project will create significant traffic impacts at nine of the 21 intersections evaluated in the TIA. Five study intersections will suffer significant traffic impacts in both the AM and in the PM peak traffic hours plus an additional four of the study intersections will suffer significant traffic impacts in the PM peak hour. As shown in Table 5.16-11 on Page 5.16-40, four freeway segments, off-ramps, and on-ramps will operate at a deficient LOS during peak traffic hours with Project traffic. As shown in Table 5.16-14 on Page 5.16-43, both of the CMP intersections studied in the TIA on Pacific Coast Highway at 7<sup>th</sup> Street and on Pacific Coast Highway at 2<sup>nd</sup> Street will also be significantly impacted under “Existing with Project” conditions in the PM peak hour.

A7-133

As shown in Table 5.16-9 on Pages 5.16-36 and 37 of the Draft EIR in the analysis of “Cumulative Year 2035 with Project” conditions, the Proposed Project will create significant traffic impacts at 15 of the 21 intersections evaluated in the TIA. Six of the study intersections will suffer significant traffic impacts in both the AM and in the PM peak traffic hours, one of the study intersections will suffer significant traffic impacts in the AM peak hour, and an additional nine of the study intersections will suffer significant traffic impacts in the PM peak hour. As shown in Table 5.16-14 on Page 5.16-43, both of the CMP intersections studied in the

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TIA on Pacific Coast Highway at 7<sup>th</sup> Street and on Pacific Coast Highway at 2<sup>nd</sup> Street will also be significantly impacted under “Cumulative Year 2035 with Project” conditions in both the AM and in the PM peak hours. Traffic forecast for the Proposed Project would also result in a significant impact on the main-line segment of State Route 22 and at the Studebaker ramps at State Route 22.

A7-133  
(cont.)

Even with all of these traffic impacts on weekdays that are forecast in the Draft EIR and in the TIA, it is reasonably foreseeable that there will be even more significant traffic impacts on weekends as discussed above. In addition, the Draft EIR and the TIA conclude that only one of the impacted intersections will actually be mitigated, Intersection #15 at Marina Drive and 2<sup>nd</sup> Street, which is a part of the Proposed Project.

The significant traffic impacts at the other intersections are considered by the Draft EIR to be “significant and unavoidable”. In many cases, this conclusion is reached as the significant traffic impact occurs at a location under the jurisdiction of another agency such as Caltrans rather than within the City of Long Beach. In those situations, the City of Long Beach cannot control whether or not Caltrans will implement the required improvements. This condition can be rather easily addressed as discussed on Page 5.16-53 of the Draft EIR regarding traffic signal coordination if the State relinquishes jurisdiction of the State Highways in the Southeast Area Specific Plan to the City of Long Beach.

A7-134

Before reaching the conclusion that traffic impacts are “significant and unavoidable”, CEQA requires lead agencies to impose all feasible alternatives and/or mitigation measures. The supporting TIA must document the geometry of intersections that the Draft EIR finds to have “significant and unavoidable” traffic impacts, then identify the specific traffic measures or alternatives evaluated, and discuss why each of these options cannot feasibly be implemented. Without doing this, the Draft EIR may not dismiss the potential mitigation measures as infeasible.

A7-135

The Southeast Area Specific Plan must be responsible for reduction of and mitigation of its traffic impacts. Furthermore, an additional alternative that reduces peak hour trips to a level that creates no significant traffic impacts must be developed, analyzed, and evaluated. All feasible mitigation measures must also include significant additions to the proposed TDM plan as discussed below.

A7-136

**Transportation Management Demand (TDM) Plan Requires Enhancements**

Page 5.16-50 of the Draft EIR indicates that the City shall establish a Transportation Management Association (TMA) but offers no specifics, evaluation, or enforcement of the potential vehicle trip reductions that could be required. Additional TDM measures must be required to mitigate traffic impacts considered to be “significant and unavoidable”. At a minimum, the Draft EIR must

A7-137

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evaluate the potential effectiveness of these additional TDM measures and others that may also be appropriate.

A7-137  
(cont.)

Trip reductions are maximized when an employer provides a coordinated and comprehensive TDM program that includes support measures, transportation services, and economic incentives. The enclosed Pages 122 and 123 of Trip Generation Handbook, 2<sup>nd</sup> Edition published by the Institute of Transportation Engineers report the typical experience of various TDM measures identified as part of Transit Cooperative Research Program (TCRP) Project B-4. This project surveyed 49 employers with active TDM programs across the nation to ascertain the costs and benefits (both perceived and actual) of TDM programs to employers. Information was also gathered to enable computation of overall reductions in the number of commuter vehicles based on existing TDM programs. The TCRP report categorized the many different TDM programs into the following three categories and reported the following:

“Support measures are measures provided by employers to foster a work environment that supports commuting by alternative modes. Support measures include employee transportation coordinators, rideshare matching, promotional activities, on-site dependent care, and alternative work schedules (such as flexible work hours, compressed work weeks, staggered work hours, and telecommuting). The surveyed TDM programs that provide only support services were measured to have no effect on the number of vehicles (not number of vehicle-trips) used by commuters.

A7-138

Transportation Services include employer-based efforts such as van-pool programs, shuttle bus service to off-site transit stations, guaranteed ride home programs, and the provision of on-site showers and changing facilities. TDM programs that involve transportation services provided by the employer were measured to have a noticeable impact on the number of vehicles (not number of vehicle-trips) used by commuters (an average 8 percent reduction in the number of vehicles at the survey sites).

Economic Incentives are any steps taken by an employer to provide a monetary incentive for employees to use an alternate travel mode. These include transit subsidies, parking fees for non-rideshare vehicles, parking discounts for rideshare vehicles, and transportation allowances. TDM programs with economic incentives to not drive alone were found to reduce the number of commuter vehicles generated by an employment site (not number of vehicle-trips) by an average of 16 percent.

Finally, TDM programs that combine economic incentives with transportation services produce the most significant effect on commuter vehicles (not vehicle-trips) generated by a site (an average 24 percent reduction at survey sites).”

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TDM measures suggested must include support, transportation, and economic incentive measures. Only by adopting all feasible measures would the Southeast Area Specific Plan be able to realize the full benefits of TDM measures – benefits that the TCRP report found could result in an average 24% reduction in employee trips and benefits that also include reductions in customer trips.

A7-138  
(cont.)

**Emergency Vehicle Access Will Be Significantly Impacted**

Page 5.16-44 of the Draft EIR indicates that the Proposed Project will have a less than significant impact on emergency access, indicating that “traffic and circulation components of the proposed project would be designed and constructed in accordance with all applicable LBFD design standards for emergency access.” While the Proposed Project must meet the City Fire Department standards, 12 of the 21 study intersections are forecast to operate at LOS E or LOS F during one or both peak hours in Year 2035. As defined in Table 5.16-1 on Pages 5.16-11 and 12, significant congestion with extreme traffic delays will occur under these conditions.

Under capacity conditions at LOS E and under gridlock conditions at LOS F, vehicles will be queued back significant distances in all traffic lanes on the approaches to congested signalized intersections. Stopped vehicles will not be able to maneuver out of the path of the emergency vehicle as the adjacent lanes on the approaches to the gridlocked traffic signals will already be occupied by other vehicles. This is a significant impact and must be fully evaluated and mitigated.

A7-139

The City cannot simply find that impacts to emergency access are unavoidable. Instead, in a revised EIR, the City must fully explain and support the Draft EIR’s broad statement that “...impacts on emergency access would be less than significant.” A revised EIR must show that the City has analyzed both LOS E and gridlock conditions at LOS F throughout the Southeast Area Specific Plan and has mitigated these impacts to significantly reduce or eliminate health and safety risks resulting from delays to emergency vehicles.

**Technical Errors in the Traffic Analysis Must Be Corrected**

My review of the Draft EIR and the supporting TIA also indicates a number of technical errors and inconsistencies in the Transportation and Traffic Analysis of the Project. Some of the results reported in various tables throughout the Draft EIR are illogical as adding more traffic without providing physical improvements cannot reduce delay, and no physical improvements are planned.

A7-140

In addition to the other concerns raised above, each of the technical errors identified below must be addressed and reevaluated through additional study in a revised and recirculated Draft EIR as follows:

A7-141

**Ms. Michelle Black**  
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- 1) Traffic Analyses for Year 2015 for Intersections Are Faulty – There are inconsistencies in the evaluation of baseline (Year 2015) conditions and those for cumulative (Year 2035) conditions for the same intersection without Project traffic. While not possible, intersection performance is shown to improve by adding traffic without making any physical improvements. The inconsistencies between Table 5.16-2 on Page 5.16-13 and Table 5.16-8 on Page 5.16-34 of the Draft EIR must be reconciled to provide proper traffic analyses of the Project. As one example of this, please see below regarding the faulty traffic analysis of the intersection of Channel Drive and Pacific Coast Highway (#10):
- A7-141  
(cont.)
- a) Channel Drive and Pacific Coast Highway (#10) – AM Peak – For this intersection, Table 5.16-2 indicates delay of 16.0 seconds and Level of Service (LOS) B for the existing baseline conditions in the AM peak in 2015. In 2035 with higher traffic volumes than 2015 and without any identified traffic improvements, delay is reduced to 15.1 seconds with performance at LOS B without Project traffic. Without improvements, adding traffic to the intersection cannot reduce delay.
- A7-142
- b) Channel Drive and Pacific Coast Highway (#10) – PM Peak – For this intersection, Table 5.16-2 indicates delay of 13.0 seconds and Level of Service (LOS) B for the existing baseline conditions in the PM peak in 2015. In 2035 with higher traffic volumes than 2015 and without any identified traffic improvements, delay is reduced to 11.6 seconds with performance at LOS B without Project traffic. Without improvements, adding traffic to the intersection cannot reduce delay.
- A7-143
- 2) Traffic Analyses for Year 2035 for Intersections are Faulty – There are inconsistencies in the evaluation of cumulative (Year 2035) conditions without Project traffic and those for cumulative (Year 2035) conditions for the same intersection with Project traffic. While not possible, intersection performance is shown to improve by adding traffic without making any physical improvements. The inconsistencies between Table 5.16-8 on Page 5.16-34 and Table 5.16-9 on Page 5.16-36 of the Draft EIR must be reconciled to provide proper traffic analyses of the Project. As examples, please see below regarding the faulty traffic analysis of several intersections:
- A7-144
- a) Channel Drive and Pacific Coast Highway (#10) – AM Peak – For this intersection, Table 5.16-8 indicates delay of 15.1 seconds and Level of Service (LOS) B for cumulative conditions in the AM peak in 2035 without project traffic added. In 2035 with higher traffic volumes with project traffic added and without any identified traffic improvements, delay is reduced to 14.5 seconds with performance at LOS B. Without improvements, adding traffic to the intersection cannot reduce delay.
- A7-145

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- b) Channel Drive and Pacific Coast Highway (#10) – PM Peak – For this intersection, Table 5.16-8 indicates delay of 11.6 seconds and Level of Service (LOS) B for cumulative conditions in the PM peak in 2035 without project traffic added. In 2035 with project traffic added and without any identified traffic improvements, delay is reduced to 10.0 seconds with performance at LOS A with Project traffic. Without improvements, adding traffic to the intersection cannot reduce delay. A7-146
- c) Studebaker Road & SR-22 Eastbound Ramps (#11) – AM Peak – For this intersection, Table 5.16-8 indicates delay of 6.8 seconds and Level of Service (LOS) A for cumulative conditions in the AM peak in 2035 without project traffic added. In 2035 with higher traffic volumes and without any identified traffic improvements, delay is reduced to 6.5 seconds with performance at LOS A. Without improvements, adding traffic to the intersection cannot reduce delay. A7-147
- d) Pacific Coast Highway & 1<sup>st</sup> Street (#21) – AM Peak – For this intersection, Table 5.16-8 indicates delay of 19.5 seconds and Level of Service (LOS) B for cumulative conditions in the AM peak in 2035 without project traffic added. In 2035 with project traffic added and without any identified traffic improvements, delay is reduced to 19.2 seconds with performance at LOS B with Project traffic. Without improvements, adding traffic to the intersection cannot reduce delay. A7-148

The Southeast Area Specific Plan in the City of Long Beach creates significant traffic impacts that have not been properly disclosed, analyzed or mitigated through alternatives and/or traffic improvements. The errors identified in this letter require that each of these issues be reanalyzed and reevaluated through additional study in a revised and recirculated EIR. If you should have any questions regarding these findings, please contact me at your convenience. A7-149

Respectfully submitted,

**Tom Brohard and Associates**

Tom Brohard, PE  
Principal

Enclosures

August 18, 2016

**LETTER A8**

To: Third District Councilperson Suzie Price  
From: Mike O’OToole, President, Naples Improvement Association (NIA)  
Re: Naples Improvement Association’s Position on Southeast Area Specific Plan (SEASP) and Draft Environmental Impact Report (DEIR)

Honorable Councilperson Price,

The Naples Improvement Association, as the representative of the residents of Naples, has a keen interest in the enhancement of the Seaport Marina property, as well as the Southeast area of our City. The Project in the recent Draft Environmental Impact Report (DEIR) addresses this property, and also documents the severe traffic congestion adjacent to this property.

As you know, the traffic now at peak hours at 2<sup>nd</sup> and Pacific Coast Highway (PCH), is way over our City’s Mobility Element’s acceptable “D” level. The Element goes on to state that “a level of service “E” or “F”, can be severely impacted by even the smallest amount of additional traffic.” We are now faced with much more than “the smallest amount of additional traffic” by the current proposals. Although we cannot come close to totally offsetting the coming traffic increase, we hope you agree that we should, as a priority, implement the two most notable mitigations available. One is the connection of Shopkeeper Road to Studebaker Road via the parking area of the Market Place, and the other is the signal timing at 2<sup>nd</sup> St. and Pacific Coast Hwy. Therefore the Naples Improvement Association strongly urges that these mitigations must be implemented before any buildout is permitted.

A8-1

-----Original Message-----

From: Finn, Kelly L CIV NAVFAC SW  
Sent: Thursday, July 21, 2016 11:55 AM  
To: Craig Chalfant  
Subject: Southeast Area Specific Plan Draft EIR

**LETTER A9**

Hello Mr. Chalfant,

My name is Kelly Finn, and I'm the Community Liaison for the Naval Weapons Station Seal Beach. I have reviewed the City's Southeast Area Draft Specific Plan and the Draft EIR. I have no immediate concerns that the proposed action would negatively impact operations at the Weapons Station, but I wanted to let you know, for your situational awareness, that Figure 3-2 (Local Vicinity) misrepresents the Weapons Station's boundary as being north of Westminster Ave and West of Seal Beach Blvd. This area is actually part of the City of Seal Beach (Leisure World), and is correctly identified on subsequent figures. Again, I just wanted to let you know.

A9-1

Please don't hesitate to contact me if you have any questions. Thank you.

Very Respectfully,

Kelly L. Finn, CEP  
SW Regional Encroachment Office - NWS Seal Beach CPLO  
937 N. Harbor Drive  
Building 1, Room 549  
San Diego, CA 92132  
(619) 532-1187  
[kelly.l.finn@navy.mil](mailto:kelly.l.finn@navy.mil)

Mr. Craig Chalfant  
Long Beach Development Services, Senior Planner  
333 W. Ocean Blvd., 5<sup>th</sup> Floor  
Long Beach, CA 90802

**LETTER A10**

Dear Mr. Chalfant,

The Regional Hispanic Chamber of Commerce is writing in support of the Southeast Area Specific Plan update and to urge approval of the Draft Environmental Impact Report.

In 2000, the RHCC was founded to serve the needs of the Hispanic business community in Long Beach and the Southern California region. Since then, our organization has continued to work toward bringing the issues and concerns of our business community to the forefront.

Our future as a city depends on smart growth, and the type of businesses and residents we are able to attract. The City's work in providing a roadmap and approving the right projects for Long Beach is vital to ensuring that our local businesses and communities continue to thrive. SEASP is a thoughtful and necessary update that keeps our City moving forward on the right path.

The Draft Environmental Impact Report has done a thorough job of analyzing the potential impacts of this blueprint for the future. A vote in favor of approving the DEIR and plan update is a vote in favor of Long Beach's vibrant and dynamic future. Thank you for your time and consideration.

Sincerely,

Sandy Cajas  
President & CEO

Regional Hispanic Chamber of Commerce  
One World Trade Center  
P.O. Box 32474  
Long Beach, CA 90832

A10-1

**LETTER A11**

**From:** Angela Mooney D'Arcy  
**Sent:** Monday, September 19, 2016 1:20 PM  
**To:** Craig Chalfant  
**Subject:** DEIR for SEADP is Inadequate Due to lack of tribal consultation

Dear Craig Chalfant, Senior Planner, Long Beach Development Services,

The DEIR for SEADP is inadequate and should be rejected due to lack of consultation with affected California Native American tribes, including tribal groups with cultural and spiritual connections to the area. Additionally the fact that a letter sent by Rebecca Robles, representing the United Coalition to Preserve Panhe, clearly requesting participation in the DEIR, was ignored. Both the Cultural Resources section of the DEIR and the archaeological report, contain summaries of Rebecca Robles' letter which are totally false. Tribal nations should have been consulted under CEQA and SB 18. Finally, the DEIR for SEADP should be rejected because it will result in the destruction of both cultural and biological resources of the area which includes the Los Cerritos Wetlands, eligible for Tribal Cultural Landscape status and for listing on the National Register of Historic Places as well.

A11-1

Sincerely,

Angela Mooney D'Arcy  
Executive Director, Sacred Places Institute for Indigenous Peoples

**From:** Raza, Adriana [<mailto:araza@lacsdc.org>]  
**Sent:** Monday, September 19, 2016 10:18 AM  
**To:** Craig Chalfant  
**Subject:** Southeast Area Specific Plan

Craig,

Attached please find a pdf copy of the response letter to the subject draft environmental impact report. The original was mailed to your attention today.

Regards,

*Adriana Raza*

Will Serve Program  
Facilities Planning Department  
Sanitation Districts of Los Angeles County  
1955 Workman Mill Road  
Whittier, CA 90601  
Tel (562) 908-4288 ext. 2717  
Fax (562) 695-1874



**LETTER A12**

**COUNTY SANITATION DISTRICTS  
OF LOS ANGELES COUNTY**

1955 Workman Mill Road, Whittier, CA 90601 -1400  
Mailing Address : P.O. Box 4998, Whittier, CA 90607-4998  
Telephone : (562) 699-7411, FAX: (562) 699-5422  
www.locsd.org

**GRACE ROBINSON HYDE**  
Chief Engineer and General Manager

September 19, 2016

Ref. Doc. No.: 3809702

Mr. Craig Chalfant, Senior Planner  
Development Services Department  
City of Long Beach  
333 West Ocean Boulevard, 5th Floor  
Long Beach, CA 90802

Dear Mr. Chalfant:

**Response to DEIR for Southeast Area Specific Plan (SEASP)**

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report (DEIR) for the subject project on July 21, 2016. The proposed project is located within the jurisdictional boundaries of District No. 3. We offer the following comments:

**5.17.1 WASTEWATER TREATMENT AND COLLECTION**

1. LONG BEACH WATER DEPARTMENT, *Page 5.17-2*, second paragraph from the top – It should be noted that the Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or for increasing the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to [www.lacsd.org](http://www.lacsd.org). Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. In determining the impact to the Sewerage System and applicable connection fees, the Districts' Chief Engineer will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.
2. SEWER FLOW AND CAPACITY, *Page 5.17-5*, last paragraph of the page – The paragraph states, "LACSD has identified a few segments along the PCH corridor where maximum peak flows have exceeded the design criteria. Such findings do not warrant immediate replacement or upsizing but, rather allows LACSD to effectively monitor these lines more closely." Although such findings may not warrant immediate attention, the Districts review individual developments within the specific project area in order to determine whether or not sufficient trunk sewer capacity exists to serve each project and if Districts' facilities will be affected by the project. This review is performed as part of the Districts' Will Serve process.

A12-1

A12-2

- 3. WASTEWATER TREATMENT, *Page 5.17-6*, second paragraph from the top – The Joint Water Pollution Control Plant currently processes an average flow of 256.8 million gallons per day (mgd). The Long Beach Water Reclamation Plant currently processes an average flow of 13.9 mgd. Adjust figures accordingly throughout the document.

A12-3
  
- 4. FIGURE 5.17-2, *Page 5.17-9*, Proposed Sewer Demands – The Sewer Demand, according to the Districts' wastewater flow generation factors, for 129 dwelling units, based on the assumption 60% (77 units) will be developed as residential condominiums and 40% (52 units) will be developed as residential apartment units, is 23, 127 gallons per day average flow.

A12-4
  
- 5. LOS ANGELES COUNTY SANITATION DISTRICTS' SEWER SYSTEM, *Page 5.17-8*, first paragraph from the top – The analysis concluded there is sufficient sewer capacity to service the proposed 1.16 mgd of anticipated wastewater generated from the development of the proposed project. Based on an estimate of the peak flow resulting from the proposed development, the Districts anticipate an increase in peak dry weather flow of 500 to 1,000 gallons per minute (gpm) and an increase in peak wet weather flow of 750 to 1,500 gpm. **The Districts' existing three (3) Marina pumping plants and force mains would not be able to accommodate this increase in peak flow without significant upgrade.** Please submit a copy of the project's build-out schedule to the undersigned to ensure the estimated flow from the project is considered by the Districts when planning future sewerage system relief and replacement projects.

A12-5
  
- 6. IMPACT 5.17-2, *Page 5.17-11*, third paragraph from the top – The Impact determines "there is sufficient capacity to accommodate the SEASP sewer projection." As discussed above, the Districts' existing sewerage facilities would not be able to accommodate the estimated flow from the subject project without significant upgrade. Please submit a copy of the project's build-out schedule to the undersigned to ensure the estimated flow from the project is considered by the Districts when planning future sewerage system relief and replacement projects. Please also be advised that because there are other proposed developments in the area, the availability of trunk sewer capacity should be verified as the project advances.

A12-6

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Adriana Raza  
Customer Service Specialist  
Facilities Planning Department

AR:ar

cc: M. Sullivan  
M. Tatalovich  
Engineering Counter



EDMUND G. BROWN JR.  
GOVERNOR

**LETTER A13**

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

**Memorandum**

**Date:** August 19, 2016  
**To:** All Reviewing Agencies  
**From:** Scott Morgan, Director  
**Re:** SCH # 2015101075  
**Southeast Area Specific Plan**

The State Clearinghouse forwarded the above-mentioned project to your agency for review on **July 20, 2016** with incorrect review dates. Please make note of the following information for your files:

Review period ends: **September 19, 2016**

We apologize for any inconvenience this may have caused. All other project information remains the same.

cc: Craig Chalfant  
City of Long Beach  
333 West Ocean Boulevard,  
Long Beach, CA 90802

A13-1

**Notice of Completion & Environmental Document Transmittal**

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044, (916) 445-0613  
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

**SCH # 2015101075**

Project Title: Southeast Area Specific Plan  
 Lead Agency: City of Long Beach Contact Person: Craig Chalfant  
 Street Address: 333 West Ocean Boulevard Phone: 562.570.6368  
 City: Long Beach Zip: 90802 County: Los Angeles

Project Location: County: Los Angeles City/Nearest Community: Long Beach  
 Cross Streets: City's southeast area (approx. south of 7th St., east of Bellflower Blvd., and west of City's southern boundary) Zip Code: 90803  
 Lat./Long.: 33° 46' 0" N / -118° 6' 45" W Total Acres: 1,481  
 Assessor's Parcel No.: Various Section: Various Twp: Range: Base:  
 Within 2 miles: State Hwy. #: SR-1, SR-22, I-405, I-605 Waterways: Los Cerritos Channel, San Gabriel River, Alamitos Bay  
 Airports: Long Beach (LGB) Railways: None Schools: Various

Document Types:  
 CEQA:  NOP  Draft EIR NEPA:  NOI OTHER:  Joint Document  
 Early Cons  Supplement/Subsequent EIR  EA  Research  
 Neg Dec (Prior SCH No.):  Draft EIS  Other:  
 Mit Neg Dec  Other:  FCEIS

Local Action Type:  
 General Plan Update  Specific Plan  Rezone  
 General Plan Amendment  Master Plan  Prezone  
 General Plan Element  Planned Unit Development  Use Permit  Redevelopment  
 Community Plan  Site Plan  Land Division (Subdivision, etc.)  Other: LCP Amendment

Development Type:  
 Residential: Units 9,518 Acres \_\_\_\_\_ Employees \_\_\_\_\_  Water Facilities: Type \_\_\_\_\_ MGD \_\_\_\_\_  
 Office Sq. Ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  Transportation: Type \_\_\_\_\_  
 Commercial: Sq. Ft. 2,665,052 Acres \_\_\_\_\_ Employees \_\_\_\_\_  Mining: Mineral \_\_\_\_\_  
 Industrial: Sq. Ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  Power: Type \_\_\_\_\_ MW \_\_\_\_\_  
 Educational: \_\_\_\_\_  Waste Treatment: Type \_\_\_\_\_ MGD \_\_\_\_\_  
 Recreational: \_\_\_\_\_  Hazardous Waste: Type \_\_\_\_\_  
 Other: 425 Hotel Rooms

Project Issues Discussed in Document:  
 Aesthetic/Visual  Fiscal  Recreation/Parks  Vegetation  
 Agricultural Land/Forestry  Flood Plain/Flooding  Schools/Universities  Water Quality  
 Air Quality  Forest Land/Fire Hazard  Septic Systems  Water Supply/Groundwater  
 Archaeological/Historical  Geologic/Seismic  Sewer Capacity  Wetland/Riparian  
 Biological Resources  Minerals  Soil Erosion/Compaction/Grading  Wildlife  
 Coastal Zone  Noise  Solid Waste  Growth Inducing  
 Drainage/Absorption  Population/Housing Balance  Toxic/Hazardous  Land Use  
 Economic/Jobs  Public Services/Facilities  Traffic/Circulation  Cumulative Effects  
 Other: Greenhouse Gas Emissions

Present Land Use/Zoning/General Plan Designation:  
 General Plan Land Use Designations - Current land use designations include Single-Family District (LUD No. 1), Mixed Use District (LUD No. 7), Institutional and School District (LUD No. 10), and Open Space and Park District (LUD No. 11).

Zoning Designations - Planned Development District 1 (PD-1), SEADIP

Project Description: The Project consists of a specific plan, general plan amendment, zoning ordinance amendment, and local coastal program (LCP) amendment to shape the land use and development on 1,481 acres. The Project consists of two components: 1) the Southeast Area Specific Plan (SEASP; Specific Plan) covering 1,472 acres and 2) the conventional zoning area covering 9 acres. Both of these areas constitute the "project" for purposes of CEQA. Refer to Section 3 of the DEIR for the detailed project description.

State Clearinghouse Contact: (916) 445-0613  
 State Review Began: 07.20 - 2016  
 SCH COMPLIANCE: 09-19 - 2016  
 08-18 - 2016

Project Sent to the following State Agencies

<input checked="" type="checkbox"/> Resources	State/Consumer Svcs
<input checked="" type="checkbox"/> Boating & Waterways	General Services
<input checked="" type="checkbox"/> Coastal Comm	Cal EPA
<input type="checkbox"/> Colorado Rvr Bd	ARB: Airport & Freight
<input type="checkbox"/> Conservation	ARB: Transportation Projects
<input checked="" type="checkbox"/> CDFW # 5	ARB: Major Industrial/Energy
<input type="checkbox"/> Delta Protection Comm	SWRCB: Div. of Drinking Water
<input type="checkbox"/> Cal Fire	SWRCB: Div. Drinking Wtr #
<input type="checkbox"/> Historic Preservation	SWRCB: Div. Financial Assist.
<input checked="" type="checkbox"/> Parks & Rec	SWRCB: Wtr Quality
<input type="checkbox"/> Central Valley Flood Prot.	SWRCB: Wtr Rights
<input type="checkbox"/> Bay Cons & Dev Comm.	<input checked="" type="checkbox"/> Reg. WQCB # 4
<input checked="" type="checkbox"/> DWR	Toxic Sub Ctrl-CTC
<input type="checkbox"/> OES	Yth/Adlt Corrections
<input type="checkbox"/> Resources, Recyel. & Recovery	Corrections
CalSTA	
<input checked="" type="checkbox"/> Aeronautics	Independent Comm
<input checked="" type="checkbox"/> CHP	Energy Commission
<input checked="" type="checkbox"/> Caltrans # 7	<input checked="" type="checkbox"/> NAHC
<input type="checkbox"/> Trans Planning	Public Utilities Comm
Other	State Lands Comm
<input type="checkbox"/> HCD	Tahoe Rgl Plan Agency
<input type="checkbox"/> Food & Agriculture	Conservancy
	Other:

Please note State Clearinghouse Number (SCH#) on all Comments

SCH#: 2015101075  
 Please forward late comments directly to the Lead Agency

AQMD/APCD 33  
 (Resources: 07/23)



STATE OF CALIFORNIA

GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



EDMUND G. BROWN JR.  
GOVERNOR

KEN ALEX  
DIRECTOR

September 20, 2016

Craig Chalfant  
City of Long Beach  
333 W. Ocean Boulevard  
Long Beach, CA 92802

Subject: Southeast Area Specific Plan  
SCH#: 2015101075

Dear Craig Chalfant:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 19, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

A13-1  
(cont.)

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2015101075  
**Project Title** Southeast Area Specific Plan  
**Lead Agency** Long Beach, City of

**Type** EIR Draft EIR  
**Description** The project consists of a specific plan, general plan amendment, zoning ordinance amendment, and local coastal program amendment to shape the land use and development on 1,481 acres. The project consists of two components: 1) the Southeast Area specific plan covering 1,472 acres and 2) the conventional zoning area covering 9 acres. Both of these areas constitute the project for purposes of CEQA.

**Lead Agency Contact**

**Name** Craig Chalfant  
**Agency** City of Long Beach  
**Phone** 562 570 6368 **Fax**  
**email**  
**Address** 333 W. Ocean Boulevard  
**City** Long Beach **State** CA **Zip** 92802

**Project Location**

**County** Los Angeles  
**City** Long Beach  
**Region**  
**Lat / Long** 33° 46' 0" N / 118° 6' 45" W  
**Cross Streets** City's southeast area  
**Parcel No.** Various  
**Township** **Range** **Section** Varies **Base**

A13-1  
(cont.)

**Proximity to:**

**Highways** SR-1, 22, I-405, 605  
**Airports** Long Beach  
**Railways** No  
**Waterways** Los Cerritos Channel, San Gabriel River, Alamitos Bay  
**Schools** Various  
**Land Use** GPLUD: Current land use designations include single family district, mixed use district institutional and school district and open space and park district.  
Z: planned development district, SEADIP

**Project Issues** Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Economics/Jobs; Other Issues; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual

**Reviewing Agencies** Resources Agency; California Coastal Commission; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Native American Heritage Commission

**Date Received** 07/20/2016 **Start of Review** 07/20/2016 **End of Review** 09/19/2016

**DEPARTMENT OF TRANSPORTATION**  
**DISTRICT 7—OFFICE OF TRANSPORTATION PLANNING**  
 100 S. MAIN STREET, MS 16  
 LOS ANGELES, CA 90012  
 PHONE (213) 897-9140  
 FAX (213) 897-1337  
 www.dot.ca.gov



*Serious drought.  
 Help save water!*

September 16, 2016

Governor's Office of Planning & Research

SFP 16 2016

STATE CLEARINGHOUSE

Mr. Craig Chalfant  
 Senior Planner, Development Services  
 333 West Ocean Boulevard, 5<sup>th</sup> Floor  
 Long Beach, CA 90802

RE: Southeast Area Specific Plan  
 Vic. LA-01/PM 0.591-1.973  
 LA-22/PM 0.00-1.467, LA-605/PM 0.00  
 & LA-405/PM 0.00  
 SCH # 2015101075  
 Ref. IGR/CEQA No. 151054EA-NOP  
 LA-2016-00047-DEIR-AL

Dear Mr. Chalfant:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project consists of a specific plan, general plan amendment, zoning ordinance amendment, and local coastal program (LCP) amendment to shape the land use and development on 1,481 acres.

Build-out of the Specific Plan would allow a total of 9,518 dwelling units, 15,134 persons, 2,665,052 square feet of commercial/employment uses, and 425 hotel rooms. This would result in a net increase over existing conditions of 5,439 dwelling units, 8,648 persons, 573,576 square feet of commercial/employment uses, and 50 hotel rooms. Based on the information received Caltrans has the following comments:

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, it is encouraging to see a Specific Plan that incorporates multi-modal elements that will promote alternatives to car use and better manage existing parking.

Existing research on parking suggests that increasing the amount of automobile parking spaces in developments not only encourages and enables more driving, but also increases the cost of housing. The City should be mindful of the role parking plays in generating automobile use and explore alternative measures that reduce automobile use.

Caltrans acknowledged that the City has proposed bicycle facility plan with Class I Bike Path, Class II Bike Lane, Class III Bike Route, Class IV Cycle Track, Bike Boulevard, Shared Green Lane, etc. Please coordinate and work with Caltrans to discuss/determine opportunities to enable the occupants to choose alternative modes of transportation.

*"Provide a safe, sustainable, integrated and efficient transportation system  
 to enhance California's economy and livability"*

On page J24 of the Transportation Impact Analysis updated April 2016, it is stated that a consultation must be performed in advance if the Lead Agency discloses State facility significant thresholds. The Caltrans Guide for the Preparation of Traffic Impact Studies does not provide significant criteria for freeway mainline and ramp facilities. Caltrans has no thresholds of significance. As, per CEQA in section 15064.7 Thresholds of Significance, it is the Lead Agency's responsibility to set a thresholds of significance that can be supported by substantial evidence. Caltrans, however, has a Guide for the Preparation of Traffic Impact Studies. With Caltrans' consultation, the Lead Agency may use Caltrans' guide to set the thresholds of significance.

The specific plan will generate a net 35,439 (101,170 minus 65,731) daily external trips and net 1,974 (5,021 minus 3,047) /3,270 (8,569 minus 5,299) AM/PM peak hour external trips. SR-01 (Pacific Coast Highway) and SR-22 (E 7<sup>th</sup> Street) are within the project area. Therefore, the actual net trips including internal trips can be anticipated at higher numbers. The occupants may utilize SR-01, SR-22, I-405 and I-605 to their destinations. It would be helpful if the traffic study discloses the cumulative plus project trips and assignment of those trips on the State facilities.

In Caltrans letter dated November 18, 2015, many State facilities are not analyzed. With the magnitude of this Specific Plan, at build out, potential significant traffic impact will occur on I-605 and I-405. Caltrans is also concerned that project traffic added to off-ramps may potentially back up to the mainline freeway. Off-ramp queuing analysis for the project and cumulative projects should be performed. Caltrans District 12 should also review the project because I-405 (Orange County) is next to it.

Caltrans concurs with your finding in Table 6-2, Cumulative (2035) Plus Project Significant Impact that all study intersections are significantly impacted. On page J-73 (Mitigation Measures) of Traffic Study, the conclusions lead to "significant and unavoidable". Caltrans does not agree with this finding, as the Lead Agency has not consulted with Caltrans to explore possible solutions before determining that all avenues have been exhausted. Caltrans would like to assist the City in identifying any feasible traffic mitigation measures on the State facilities.

Once an improvement is identified, Caltrans or the City could accept fair share funding contributions towards future improvements of its facilities so long as such improvements expected to be implemented in a reasonable time frame. Please contact Caltrans to explore and develop these reasonable measures and plan.

Any work, including implementation of bike lanes, performed within Caltrans right of way will require discretionary review and approval by Caltrans and an encroachment permit may be required prior to construction.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without a storm water management plan.

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

In the spirit of mutual cooperation Caltrans would like to extend an invitation to meet with the City at Caltrans District 7 to discuss possible solutions to help evaluate traffic impacts, identify potential improvements, and establish a funding mechanism to help mitigate cumulative transportation impacts in the project vicinity.

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to LA-2016-00047-DEIR-AL.

Sincerely,



DIANNA WATSON, Chief  
LD-IGR/CEQA Review Branch

cc: Scott Morgan, State Clearinghouse

A13-2  
(cont.)

**From:** Ruddock, Deborah@SCC [<mailto:Deborah.Ruddock@scc.ca.gov>]

**Sent:** Friday, September 16, 2016 11:34 AM

**To:** Craig Chalfant

**Subject:** SEASP DEIR comments

Thanks for the opportunity to comment on the SEASP DEIR. State Coastal Conservancy comments attached.

Regards, Deborah

Deborah Ruddock  
Legislative Affairs Specialist  
State Coastal Conservancy  
1330 Broadway, Suite 1300  
Oakland, CA 94612  
(650) 533-7497 (Mobile)  
(510) 286-4168 (Office)

Every Californian should conserve water. Find out how at:



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September 16, 2016

Craig Chalfant  
Senior Planner  
Long Beach Development Services  
333 W. Ocean Blvd., 5<sup>th</sup> Floor  
Long Beach, CA 90802

**RE: Comments on Southeast Area Specific Plan DEIR**

Dear Mr. Chalfant:

State Coastal Conservancy has been working with numerous local, state, and federal partners for more than thirty years to restore and preserve the natural resource values of the Los Cerritos Wetlands complex. Accordingly, we have an interest in local agency planning processes that may impact ongoing public investment and restoration planning for the wetlands.

A14-1

This letter is intended to serve as the Conservancy's comments on the City of Long Beach's Draft Environmental Impact Report (DEIR) for the Southeast Area Specific Plan (SEASP). Our comments regarding DEIR adequacy may be distilled into an overarching concern for probable "edge effects" from planned development that will negatively impact wetland habitat, wildlife, and ecosystem functions.

Shopkeeper Road Extension

The footprint of an extended Shopkeeper Road has the potential to impact existing neighboring wetlands, including jurisdictional wetlands, and open space, but the DEIR does not address biological impacts of this project. The Conservancy recommends the EIR include a full analysis of the potential impacts to biological resources that would be created by the extension of Shopkeeper Road, including surveys for all special status plants and animals that have potential to exist in the footprint of this roadway as proposed in Figure 4.4. In addition to the laudable low-impact development (LID) design features identified in the hydrology section for addressing runoff, we request a requirement be included for a natural buffer that will further protect the biological resources and hydrology of the wetlands.

A14-2

Sidewalk Developments

The Conservancy appreciates the SEASP plan's attention to walk-ability in the southeast Long Beach area, but planned sidewalk development, like the roadway extension, also has the potential to negatively impact biological resources. Most of the planned sidewalks will directly border existing coastal habitat areas. We recommend the EIR fully analyze the potential impacts of sidewalk developments on biological resources and identify mitigation measures to address these impacts (hydrology, noise, light, etc.), again including natural buffers where feasible.

A14-3

1330 Broadway, 13th Floor  
Oakland, California 94612-2512  
510-286-1015 Fax: 510-286-0470

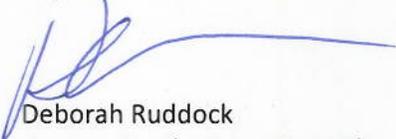


Anticipated roadway and sidewalk impacts, both discrete and cumulative, would be highly problematic for the wetlands, already severely fragmented and diminished by urban infrastructure. Properly designed buffers will be critical to reducing the impacts to wetland hydrology, habitat, and wildlife; buffer requirements should account for project-specific and build-out conditions.

A14-4

The Coastal Conservancy appreciates the opportunity to comment on the DEIR and is happy to answer any questions you may have.

Sincerely,



Deborah Ruddock  
Project Development Specialist

**LETTER A15**

**From:** Rebecca Robles  
**Sent:** Monday, September 19, 2016 4:38 PM  
**To:** Craig Chalfant  
**Subject:** Fwd:

Long Beach Southeast Area Specific Plan 2 doc

Rebecca Robles  
United Coalition to Protect Panhe (UCPP)  
119 Avenida San Fernando  
San Clemente, CA 92672

September 19, 2016

Mr. Craig Chalfant

The Draft Environmental Report for SEADIP is inadequate and should be rejected by the City of Long Beach for the following reasons.

- 1. This zoning change requires compliance with SB 18 and formal consultation with Native Americans has not been conducted. We request that the City of Long Beach contact the tribal entities provided by the Native American Heritage Commission and begin consultation in accordance with SB 18 ASAP. A15-1
- 2. The project area has not been systematically surveyed or studied for cultural resources. Most of the studies predate 2000 and few of these studies are applicable today for compliance with CEQA and local guidelines. According to the Cultural Resources Overview, less than 50% of the project area has been surveyed and most of these surveys would need to be upgraded. Of the 45 prehistoric archaeological sites that have been recorded within the proposed project area, 14 are known to be destroyed by development. It is probable that most of the other recorded sites have been destroyed also. A15-2
- 3. The recommended mitigation measures for significant prehistoric archaeological resources do not take into consideration Native American concerns as they call for monitoring, testing, and data recovery, but there are no recommendations for avoidance and preservation. A15-3
- 4. Over Over 90% of coastal archaeological sites in southern California have been destroyed by development. This represents significant spiritual and cultural losses for Native American descendants. It is time that our spiritual and cultural values are given the consideration and respect they deserve. A15-4

Sincerely,

Rebecca Robles