



EXECUTIVE SUMMARY

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A. INTRODUCTION

In accordance with CEQA Guidelines § 15123, this Chapter of the EIR provides a brief description of the project; identification of significant effects associated with the project and proposed mitigation measures or alternatives that will reduce or avoid those effects; areas of controversy known to the lead agency; and issues to be resolved including the choice among alternatives and whether and how to mitigate the significant effects.

B. PROJECT LOCATION

The project site is located in downtown Long Beach, near the southern terminus of the Long Beach Freeway (I-710) and just east of the Los Angeles River where the river flows into Queensway Bay. The project site is generally bound by Ocean Boulevard to the north, Shoreline Drive to the west and south, and parking areas associated with Arco Center to the east. In addition, Golden Shore transects the site from north to south.

C. PROPOSED PROJECT

1. Proposed Development

The Golden Shore Master Plan would be developed within the Long Beach Downtown Shoreline Planned Development (PD-6), Subarea 1, in the City of Long Beach. The proposed project consists of three options, a Residential Option and two Hotel Options, Hotel Option A and Hotel Option B, each comprising a mix of residential and commercial uses to be constructed in three phases: the office tower in Parcel 1 west of Golden Shore, the residential and mixed-use residential/hotel towers in Parcel 2 west of Golden Shore, and the residential/office tower in Parcel 3 east of Golden Shore. Under all three development options, the proposed uses would be housed in four buildings, with associated parking, amenities and open space, and would include two-story townhomes located on, and embedded within, a concrete podium. The three options would vary primarily in terms of the use and design of the two buildings in Parcel 2 in the western portion of the project site, which would be developed with either two residential towers or a residential tower and a mixed-use residential/hotel tower; however, the total office/retail floor area under the two options would remain the same. The project's two office components

(within Parcels 1 and 3) would be respectively located at the west and east sides of Golden Shore at Ocean Boulevard. These buildings would serve as gateway structures, interfacing commercial land uses to north of Ocean Boulevard and establishing a mixed-use tone for the project.

a. Residential Option

The Residential Option includes the development of four high rise buildings in the combined western and eastern portions of the site, including two residential buildings 32 and 40 stories in height, respectively, a 19-story office building, a 34-story mixed-use residential/office/retail building, and townhome units. Total development under the residential option includes 1,370 residential units, 340,000 square feet of office space, 28,000 square feet of retail uses, 242,716 square feet of open space area, and 3,355 parking spaces.

(1) Western Site Development and Access

Under the Residential Option, proposed development west of Golden Shore would include a 40-story tower and a 32-story tower containing 918 residential units and 14,000 square feet of retail uses within Parcel 2, as well as a 19-story office tower within Parcel 1 containing 260,000 square feet of office space and 6,000 square feet of retail uses. Development in the western portion of the site includes a total of 918 residential condominium units, including two-story townhome units located on the podium deck and embedded within the podium structure along the Shoreline Drive project frontage; 2,315 parking spaces, located in three above grade and four below grade levels; and 170,618 square feet of open space, including landscaping and recreational areas on the roof (deck) of the podium parking structure. The roof deck recreational facilities include a 5,132-square-foot clubhouse (including a 592-square-foot lobby) and other residential amenities, such as a swimming pool and landscaped deck.

An open plaza would be a prominent feature of the development west of Golden Shore. The open plaza would form a large, central open space between the three towers, as well as provide pedestrian and vehicular access to the buildings. Pedestrian access to the lobbies of each residential tower and the clubhouse would be available from the plaza, with access from the street level provided via sidewalks and open staircases along both sides of the office tower leading from Ocean Boulevard and Golden Shore, respectively. Pedestrian access to the office tower would be at street level along Ocean Boulevard and Golden Shore. A recessed drive-through would be provided along Golden Shore to allow pedestrian pick-up and drop-off near the street entrance to the office tower.

A driveway to the plaza level, accessed via Golden Shore, would provide access to limited guest parking in front of the lobby of the southern residential tower as well as to the parking structure, terminating in a roundabout near the northern residential tower. The plaza

would sit atop the roof (deck) of the central portion of the parking structure, above three levels of parking (the lower four levels of which would be subterranean, while the fifth level would be above grade). Adjacent to Shoreline Drive, an outer ring of the parking structure would also be located on the plaza level, and would include embedded townhouse residential units. Above this, additional parking would be provided within the residential building footprints. Also on this level, a broad landscaped deck would be provided on a section of the parking structure roof along the southwest edge of the parcel, where the clubhouse and an outdoor swimming pool would be located. Direct access to the parking structure interior and subterranean levels would be provided from Ocean Boulevard, Golden Shore, and Seaside Way. Elevator access to on-site uses would be available from the parking structure.

(2) Eastern Site Development and Access

Development east of Golden Shore within Parcel 3 would include a 34-story tower containing 452 residential condominium units and townhomes, 80,000 square feet of office space, 8,000 square feet of retail uses, and would provide a total of 1,040 parking spaces within a parking structure with four below-grade and four above-grade levels. Similar to the western site development, retail uses would be embedded in the podium structure, and two-story townhomes would be located on top at the podium. The development east of Golden Shore would also provide 72,098 square feet of landscaped open space, including landscaping on the roof (deck) of the parking structure.

Vehicle access to the parking structure would be via Golden Shore and Seaside Way. The development within Parcel 3 would include an eight-level parking structure, with four below-grade levels and four above-grade levels. The upper four levels of parking would form a bridge over Seaside Way. The deck of the parking structure/bridge would be developed with a swimming pool and landscaped open space to serve the proposed residential uses. Pedestrian access to the lobby of the proposed tower would be from Golden Shore, and both the vehicle and pedestrian entrances would be combined in a recessed access point along this street.

The proposed tower would be set back 80 feet from Ocean Boulevard, which would allow area for dedicated park land in accordance with Ordinance C-7848. Ordinance C-7848 established standards for Santa Cruz Park in the Downtown Shoreline Planned Development District PD-6 (Subarea 1). Pedestrian access to the proposed structure would be via the landscaped plaza on Ocean Boulevard and from the Golden Shore sidewalk. Office space would be located on the first five stories of the tower, the first four of which would also contain parking. The remainder of the 34-story tower would house residential uses.

The project site's existing two-, six-, and 14-story buildings, which collectively provide 294,003 square feet of office/retail floor area, would be demolished and removed to allow for

development of the uses proposed as part of the Golden Shore Master Plan. A summary of the Residential Option, including the net increase in floor area that would result with the removal of the three existing buildings, is provided in Table ES-1 on page ES-5.

b. Hotel Option A

Hotel Option A includes the development of four high-rise buildings in the combined west and east portions of the project site, including a 40-story residential building, a 27-story mixed-use residential/hotel building (15 levels of hotel uses including 400 guest rooms and 27,000 square feet of conference and banquet facilities, with 12 levels of residential units above), a 19-story office building, and a 40-story mixed-use residential/office/retail building. Total development under the hotel option would include 1,110 residential units, 400 hotel rooms, 340,000 square feet of office space, and 27,000 square feet of retail uses, 233,672 square feet of open space, with 3,430 parking spaces.

(1) Western Site Development and Access

Under Hotel Option A, development west of Golden Shore within Parcels 1 and 2 would include: a 40-story tower containing 460 residential condominium units and 6,500 square feet of retail; a 27-story mixed-use residential/hotel tower with 400 guest rooms, 27,000 square feet of conference and banquet facilities, and 6,500 square feet of retail space on the first 15 levels, and residential condominiums on the upper 12 levels; and a 19-story tower containing 260,000 square feet of office space and 6,000 square feet of retail uses. The development in Parcels 1 and 2 includes a total of 574 residential condominium units; 3,430 parking spaces located in three above-grade and four below-grade levels; and 156,534 square feet of open space, including landscaped and recreational areas on the roof (deck) of the parking structure. The development west of Golden Shore would also incorporate a 3,825-square-foot clubhouse and pool amenity area between the residential tower and the mixed-use residential/hotel tower within Parcel 2.

As under Hotel Option A, an open plaza would be a prominent feature of the development within Parcel 2. The open plaza would form a large, central open space between the three towers, as well as provide pedestrian and vehicular access to the buildings. Pedestrian access to the lobbies of the residential tower and the residential/hotel tower would be available from the plaza, with access from the street level provided via walkways and open staircases along both sides of the office tower in Parcel 1 leading from Ocean Boulevard and Golden Shore, respectively. Pedestrian access to the office tower would be at street level along Ocean Boulevard and Golden Shore. A recessed drive-through would be provided along Golden Shore to allow pedestrian pick-up and drop-off near the street entrance to the office tower.

Table ES-1

Summary of Residential Option

Building	Building Height	Residential Condominiums	Open Space	Office Space	Retail Space	Parking Spaces
West Site (Parcels 1 &2)						
North Residential	40 stories	918 units	54,756 sf	-	7,000 sf	725
South Residential	32 stories		50,704 sf	-	7,000 sf	655
Office Tower	19 stories	-	65,158 sf	260,000 sf	6,000 sf	740
<i>West Site Total</i>		<i>918 units</i>	<i>170,618 sf</i>	<i>260,000 sf</i>	<i>20,000</i>	<i>2,315</i>
East Site (Parcel 3)						
Office/Residential	34 stories	452 units	72,098 sf	80,000 sf	8,000 sf	1,040
<i>East Site Total</i>		<i>452 units</i>	<i>72,098 sf</i>	<i>80,000 sf</i>	<i>8,000 sf</i>	<i>1,040</i>
Total Project		1,370 units	242,716 sf	340,000 sf	28,000 sf	3,355

Existing Uses To Be Removed

Parcel	Building Height	Residential Condominiums	Open Space	Office Space	Retail Space	Parking Spaces
Parcels 1 & 2	2 & 6 stories	-	36,840 sf	131,636 sf	4,705 sf	557
Parcel 3	14 stories	-	19,894 sf	150,507 sf	7,155 sf	363
Total Existing			56,734 sf	282,143 sf	11,860 sf	920
Project Net Change		+ 1,370 units	+185,982	+57,857	+16,140	+2,435

Source: IBI Group, February 2009.

The parking structure design and associated vehicular access would largely mimic that described for the Residential Option. A driveway to the plaza level, entered via Golden Shore, would provide access to limited guest parking in front of the mixed-use residential/hotel tower lobby, as well as to the podium parking structure, terminating in a roundabout near the residential tower. The plaza would sit atop the roof (deck) of the central portion of the parking structure, above five levels of parking (the lower four levels of which would be subterranean, with the fifth level above grade). Adjacent to Shoreline Drive, an outer ring of the parking structure would also be located on the plaza level, with townhome units embedded in the podium facing Shoreline Drive. A parking deck would be provided atop the outer ring of the parking structure, on which two-story townhomes would be located adjacent to the residential tower, as well as a broad landscaped area with the clubhouse and an outdoor swimming pool.

Direct access to the parking structure interior would be provided from Golden Shore via the internal plaza. Elevator access to on-site uses would also be available from the parking structure. A driveway located at the south edge of the parking structure would provide access via a private driveway connecting to Golden Shore immediately south of Seaside Way.

(2) Eastern Site Development and Access

The development of the eastern portion of the project site under Hotel Option A would be similar to that of the Residential Option, but development would include a 40-story tower containing 536 residential condominium units, 80,000 square feet of office space, 8,000 square feet of retail uses, and 77,138 square feet of open space area. As is the case with the Residential Option, two-story townhome units would be located on the podium deck, along with a clubhouse, landscaping, swimming pool, and recreational amenities. Under this development scenario, the development within Parcel 3 would include a nine-level parking structure, with four below-grade levels and five above-grade levels, with vehicle access via Golden Shore and Seaside Way. The upper three levels of parking would form a bridge over Seaside Way.

The project site's existing buildings would be removed to allow for development of the Golden Shore Master Plan. A summary of Hotel Option A, including the net increase in floor area that would result with the removal of the three existing buildings, is provided in Table ES-2 on page ES-7.

c. Hotel Option B

Hotel Option B includes the development of four high-rise buildings in the combined west and east portions of the project site, including a 24-story residential building, a 36-story mixed-use residential/hotel building (15 levels of hotel uses including 400 guest rooms and 27,000 square feet of conference and banquet facilities, with 21 levels of residential units above), a 19-story office building, and a 40-story mixed-use residential/office/retail building. Total development under Hotel Option B would include 1,110 residential units, 400 hotel rooms, 340,000 square feet of office space, 27,000 square feet of retail uses, and 232,951 square feet of open space area with 3,430 parking spaces.

(1) Western Site Development and Access

Under Hotel Option B, development west of Golden Shore within Parcels 1 and 2 would include: a 24-story tower containing residential condominium units; a 36-story mixed-use residential/hotel tower with 400 guest rooms and 27,000 square feet of conference and banquet facilities on the first 15 levels, and residential condominiums on the upper 21 levels; and a 19-

Table ES-2

Summary of Hotel Option A

Building	Building Height	Residential Condos	Hotel Rooms	Open Space	Hotel Banquet/ Restaurant	Office Space	Retail Space	Parking Spaces
West Site (Parcels 1 & 2)								
North Residential	40 stories		-	51,156 sf	-	-	6,500 sf	762
Residential/ Hotel	27 stories	574 units	400	40,220 sf	27,000 sf	-	6,500 sf	763
Office Tower	19 stories	-	-	65,158 sf	-	260,000 sf	6,000 sf	740
<i>West Site Total</i>		<i>574 units</i>	<i>400</i>	<i>156,534 sf</i>	<i>27,000 sf</i>	<i>260,000 sf</i>	<i>19,000 sf</i>	<i>2,265</i>
East Site (Parcel 3)								
Office/Residential	40 stories	536 units	-	77,138 sf	-	80,000 sf	8,000 sf	1,165
<i>East Site Total</i>		<i>536 units</i>	<i>-</i>	<i>77,138 sf</i>	<i>-</i>	<i>80,000 sf</i>	<i>8,000 sf</i>	<i>1,165</i>
Total Project		1,110 units	400 rooms	233,672 sf	27,000 sf	340,000 sf	27,000 sf	3,430 spaces

Existing Uses To Be Removed

Building	Building Height	Residential Condos	Hotel Rooms	Open Space	Hotel Banquet/ Restaurant	Office Space	Retail Space	Parking Spaces
Parcels 1 & 2	2 & 6 stories	-	-	36,840 sf	-	131,636 sf	4,705 sf	557
Parcel 3	14 stories	-	-	19,894 sf	-	150,507 sf	7,155 sf	363
Total Existing		-	-	56,734 sf	-	282,143 sf	11,860 sf	920
Project Net Change		+ 1,110 units	+ 400 rooms	+176,938 sf	+27,000 sf	+57,857	+15,140	+2,510 spaces

Source: IBI Group, February 2009.

story tower containing 260,000 square feet of office space and 6,000 square feet of retail uses. The development in Parcels 1 and 2 includes a total of 574 residential condominium units; 3,430 parking spaces located in three above-grade and four below-grade levels; and 155,813 square feet of open space, including landscaped and recreational areas on the roof (deck) of the parking structure. The development west of Golden Shore would also incorporate a 3,825-square-foot clubhouse and pool amenity area between the residential tower and the mixed-use residential/hotel tower within Parcel 2.

As under Hotel Option A, an open plaza would be a prominent feature of the development within Parcel 2. The open plaza would form a large, central open space between the three towers, as well as provide pedestrian and vehicular access to the buildings. Pedestrian access to the lobbies of the residential tower and the residential/hotel tower would be available from the plaza, with access from the street level provided via walkways and open staircases along both sides of the office tower in Parcel 1 leading from Ocean Boulevard and Golden Shore, respectively. Pedestrian access to the office tower would be at street level along Ocean Boulevard and Golden Shore. A recessed drive-through would be provided along Golden Shore to allow pedestrian pick-up and drop-off near the street entrance to the office tower.

The parking structure design and associated vehicular access would largely mimic that described for the Residential Option. A driveway to the plaza level, entered via Golden Shore, would provide access to limited guest parking in front of the residential tower lobby, as well as to the podium parking structure, terminating in a roundabout near the mixed-use residential/hotel tower. The plaza would sit atop the roof (deck) of the central portion of the parking structure, above five levels of parking (the lower four levels of which would be subterranean, with the fifth level above grade). Adjacent to Shoreline Drive, an outer ring of the parking structure would also be located on the plaza level, with townhome units embedded in the podium facing Shoreline Drive. A parking deck would be provided atop the outer ring of the parking structure, on which two-story townhomes would be located adjacent to the residential tower, as well as a broad landscaped area with the clubhouse and an outdoor swimming pool.

Direct access to the parking structure interior would be provided from Golden Shore via the internal plaza. Elevator access to on-site uses would also be available from the parking structure. A driveway located at the south edge of the parking structure would provide access via a private driveway connecting to Golden Shore immediately south of Seaside Way.

(2) Eastern Site Development and Access

The development of the eastern portion of the project site under Hotel Option B would be identical to that of Hotel Option A. As is the case with the Residential Option, two-story townhome units would be located on the podium deck, along with a clubhouse, landscaping, swimming pool, and recreational amenities, which would total 77,138 square feet of open space area. Under this development scenario, the development within Parcel 3 would include a nine-level parking structure, with four below-grade levels and five above-grade levels, with vehicle access via Golden Shore and Seaside Way. The upper three levels of parking would form a bridge over Seaside Way.

The project site's existing buildings would be removed to allow for development of the Golden Shore Master Plan. A summary of Hotel Option B, including the net increase in floor

area that would result with the removal of the three existing buildings, is provided in Table ES-3 on page ES-10.

D. PROJECT BACKGROUND

The City of Long Beach has the primary responsibility for carrying out or approving the project and is therefore, the Lead Agency with principle responsibility for preparing documents required by the California Environmental Quality Act (CEQA). To date, several steps of the public environmental review process have been completed. A Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) regarding the Golden Shore Master Plan project was circulated by the City of Long Beach in November 2008, based on an Initial Study which determined that implementation of the project could result in potentially significant impacts to the environment. Copies of the NOP and public agency comments received during the 30-day public comment period for the NOP are provided in Appendix A. In addition, in accordance with Public Resources Code Section 21083.9, a public scoping meeting was held for the project on December 10, 2008 to obtain input as to the scope and content of the environmental information about the proposed project that should be explored in the EIR.

E. SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Unavoidable significant impacts can occur as a result of project impacts, cumulative impacts, and as a secondary effect from the implementation of a mitigation measure. Based on the analysis contained in Section IV, Environmental Impact Analysis, the project will result in the following significant and unavoidable environmental impacts:

Air Quality: Short-term construction activities associated with the implementation of the proposed project's various development options would result in significant unavoidable impacts relative to local and regional construction pollutant emissions, even with the implementation of applicable mitigation measures. Accordingly, given the exceedance of PM₁₀ emissions thresholds for localized impacts, the project would be inconsistent with the Air Quality Management Plan, which is also considered a significant unavoidable impact. Additionally, construction-related impacts to global climate change would be significant and unavoidable, and operational global climate change impacts would remain significant and unavoidable at the project and cumulative level despite implementation of applicable mitigation measures.

Table ES-3

Summary of Hotel Option B

Building	Building Height	Residential Condos	Hotel Rooms	Open Space	Hotel Banquet/ Restaurant	Office Space	Retail Space	Parking Spaces
West Site (Parcels 1 & 2)								
Residential/ Hotel	36 stories	574 units	400	122,322 sf	27,000 sf	-	6,500 sf	762
South Residential	24 stories		-	65,158 sf	-	-	6,500 sf	763
Office Tower	19 stories	-	-	75,602 sf	-	260,000 sf	6,000 sf	740
<i>West Site Total</i>		<i>574 units</i>	<i>400</i>	<i>263,082 sf</i>	<i>27,000 sf</i>	<i>260,000 sf</i>	<i>19,000 sf</i>	<i>2,265</i>
East Site (Parcel 3)								
Office/Residential	40 stories	536 units	-	81,347 sf	-	80,000 sf	8,000 sf	1,165
<i>East Site Total</i>		<i>536 units</i>	<i>-</i>	<i>81,347 sf</i>	<i>-</i>	<i>80,000 sf</i>	<i>8,000 sf</i>	<i>1,165</i>
Total Project		1,110 units	400 rooms	344,429 sf	27,000 sf	340,000 sf	27,000 sf	3,430 spaces

Existing Uses To Be Removed

Building	Building Height	Residential Condos	Hotel Rooms	Open Space	Hotel Banquet/ Restaurant	Office Space	Retail Space	Parking Spaces
Parcels 1 & 2	2 & 6 stories	-	-	36,840 sf	-	131,636 sf	4,705 sf	557
Parcel 3	14 stories	-	-	19,894 sf	-	150,507 sf	7,155 sf	363
Total Existing		-	-	56,734 sf	-	282,143 sf	11,860 sf	920
Project Net Change		+ 1,110 units	+ 400 rooms	+287,695	+27,000 sf	+57,857	+15,140	+2,510 spaces

Source: IBI Group, February 2009.

Noise: Noise generation associated with construction activities, most notably pile-driving activities associated with foundation construction, would result in significant unavoidable impacts to off-site sensitive receptors, despite the implementation of applicable mitigation measures.

Traffic and Parking: Project-related traffic impacts at five study area intersections, including one CMP intersection, would exceed level of service thresholds and therefore result in significant traffic impacts at these locations. Although recommended mitigation measures would serve to address these significant intersection impacts, four of the five recommended

improvements may not be feasible due to the necessity to remove existing on-street parking to implement the improvements. As such, due to the uncertainty regarding the feasibility of mitigation measures at these locations, significant unavoidable impacts to the following intersections would occur:

- Alamitos Avenue at 7th Street
- Alamitos Avenue at 4th Street
- Alamitos Avenue at Broadway; and
- Pine Avenue/Ocean Boulevard

With regard to cumulative analyses contained in Section IV, Environmental Impact Analysis, the project will contribute to significant cumulative impacts associated with regional construction and operational air pollutant emissions, global climate change, off-site construction noise impacts, and local and CMP intersection traffic impacts.

F. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved by the decision-makers include those areas where an unavoidable significant impact has been projected as well as issue areas where concerns have been raised, primarily through the Notice of Preparation process, indicating a level of controversy. For the Golden Shore project, the areas of unavoidable significant impact are presented above. Issues raised during the NOP comment period, as well as the section of the EIR where each issue is addressed, are as follows:

- Encouraged use of low-water-use landscaping devices for landscaping and irrigation. (refer to Section IV.K-1, *Water Supply*, of this EIR);
- Project-related wastewater generation and impacts to Los Angeles County wastewater conveyance and treatment facilities (refer to Section VI, *Other Environmental Considerations*, of this EIR);
- Project-related traffic impacts to Los Angeles County Congestion Management Program (CMP) facilities and impacts to public transit facilities (refer to Section IV.J, *Traffic and Parking*, of this EIR);

- Air quality impacts from construction and operation of proposed land uses on-site and recommendations for mitigation measures to address them (refer to Section IV.B, *Air Quality*, of this EIR);
- Project-related impacts related to erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance (refer to Section IV.C, *Cultural Resources*, Section IV.E, *Hydrology and Water Quality*, and Section VI, *Other Environmental Considerations*, of this EIR);
- Project-related and cumulative traffic impacts and mitigation measures related to State highways and associated facilities (refer to Section IV.J, *Traffic and Parking*, of this EIR);
- Conflicts with federal aviation safety regulations related to airport operations and aircraft safety in the project area resulting from the proposed development (refer to Section IV.F, *Land Use*, of this EIR); and
- Project-related impacts to local water supply and distribution, and sewer conveyance and treatment facilities (refer to Section IV.K-1, *Water Supply*, and Section VI, *Other Environmental Considerations*, in this EIR).

G. ALTERNATIVES

The CEQA Guidelines require an EIR to “describe the range of reasonable alternatives to the project, or to the location of the project, which will feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The CEQA Guidelines direct that selection of alternatives be guided by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.

As described in detail in Section VI, Alternatives, of this EIR, three alternatives to the project were identified, which include a No Project/No Development Alternative, a Reduced Intensity Alternative, and the West Site Only Alternative. Based on an analysis of these alternatives, an environmentally superior alternative is identified. The three identified alternatives, as well as the identified environmentally superior alternative, are summarized below.

1. No Project/No Development Alternative

The No Project/No Development Alternative assumes that the Golden Shore Master Plan project will not be developed and development of the Golden Shore Master Plan site with new uses and structures will not otherwise occur. The No Project/No Development Alternative would thus, consist of the continued use of approximately 293,000 square feet of occupied office and retail floor area within Golden Shore Master Plan site.

Although many of the improvements and project elements proposed as part of the Golden Shore Master Plan project would have beneficial effects, which would not occur under the No Project/No Development Alternative (refer to the discussion below), this Alternative would not result in new environmental impacts, with the exception of aesthetics (aesthetics/visual quality), land use and planning (regulatory framework), and parks and recreation. However, the significant impacts related to air quality (regional and local construction emissions, AQMP consistency, construction and operational GHG impacts, and regional operational emissions), noise (construction), and traffic (intersections and CMP intersections) would be eliminated. This Alternative would also not require mitigation measures to reduce impacts regarding aesthetics/light and glare, pedestrian with effects, cultural resources, operational noise, fire protection, local intersections/site access, and solid waste) to a less than significant level. Therefore, the No Project/No Development Alternative would result in an overall reduced level of environmental impact as compared to the Golden Shore Master Plan project and all of the potentially significant impacts associated with the project would be avoided under this Alternative.

2. Reduced Intensity Alternative

Alternative 2 would be similar in type and location to the land uses associated with the proposed project's Hotel Option B, which is the most intensive project option in terms of traffic generation, but with an overall 15-percent reduction in development intensity. Development under this Alternative would occupy similar building footprints as the proposed project, but with incrementally reduced building heights for proposed structures. Accordingly, Alternative 2 would include up to 1,165 residential units, 289,000 square feet of office uses, and 23,800 square feet of retail uses (relative to the proposed project's Residential Option), or up to 942 residential units, approximately 311,000 square feet of office and retail uses, and 340 hotel rooms (relative to the proposed project's Hotel Options). Assuming a proportionate reduction in associated building heights, proposed structures under this Alternative would also be reduced by approximately 15 percent. All other related infrastructure improvements, landscaping, amenities, and project features would also be implemented, as appropriate.

The Reduced Intensity Alternative would result in less impacts to aesthetics (views, light/glare, shade/shadow), air quality (construction and operational emissions), noise (construction and operation), population, fire protection, police protection, schools, libraries, traffic and parking, water supply, and solid waste. In addition, this Alternative would reduce the significant air quality and noise impacts during construction, and the significant traffic impacts to intersections; however, construction air quality and noise impacts would remain significant under this Alternative, but the significant traffic impacts would be reduced to less than significant. It should also be noted that impacts would be similar to the proposed project regarding pedestrian wind effects, cultural resources (which would still require mitigation to reduce impacts to a less than significant level), geology and soils, hydrology and drainage, construction period vibration, and parks and recreation. However, this Alternative would result in greater impacts in regards to aesthetics/visual quality, land use and planning (land use compatibility and regulatory framework), and employment and housing.

3. West Site Only Alternative

Under this Alternative, only the western portion of the project site would be developed with land uses included under the proposed project's Residential Option. As such, the eastern portion of the project site would remain in its current state with no development occurring in Parcel 3, and the western portion of the site would be developed with 918 residential units, 260,000 square feet of office uses, and 20,000 square feet of retail uses (relative to the proposed project's Residential Option) or up to 574 residential units, 260,000 square feet of office uses, 400 hotel rooms, and 19,000 square feet of retail uses (relative to the proposed project's Hotel Options). All other related infrastructure improvements, landscaping, amenities, and other project features would be implemented, as appropriate, within the western portion of the project site.

The West Site Only Alternative would result in less impacts to light/glare, shade/shadow, air quality (construction and operational emissions), cultural resources, soil erosion, water quality, noise (construction and operation), population, fire protection, police protection, schools, libraries, traffic and parking, water supply, and solid waste. This Alternative would reduce but would not eliminate the significant air quality and noise impacts during construction, as well as significant traffic impacts to intersections. It should also be noted that impacts would be similar to the proposed project regarding pedestrian wind effects, geology and soils (seismicity, ground shaking, and ground failure), hydrology and drainage, and land use compatibility. However, this Alternative would result in greater impacts in regards to aesthetics/visual quality/views, consistency with the regulatory framework, employment and housing, and parks and recreation.

4. Environmentally Superior Alternative

Of the Alternatives analyzed in the EIR, the No Project/No Development Alternative is considered the overall environmentally superior alternative as it would reduce all of the significant or potentially significant impacts occurring under the Golden Shore Master Plan project (i.e., visual character, light/glare, local construction air emissions, regional operational air emissions, AQMP consistency, global climate change, pedestrian wind effects, cultural resources, construction and operational noise, and traffic impacts to surrounding local and CMP intersections, parking, fire protection, and solid waste) to levels that are less than significant. However, as indicated above, this Alternative would not meet any of the design, development, or economic objectives established for the Golden Shore Master Plan project.

In accordance with the CEQA Guidelines' requirement to identify an environmentally superior alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives indicates that the West Site Only Alternative would be environmentally superior. Relative to the Golden Shore Master Plan project, this Alternative would reduce the significant impacts regarding regional and local construction air emissions, regional operational air emissions, construction and operational global climate change, AQMP consistency, construction noise, and traffic impacts to surrounding intersections, including a CMP intersection. However, although this Alternative would reduce these impacts, they would still be considered significant and unavoidable. In addition, the West Site Only Alternative would result in reduced impacts regarding light/glare, shade/shadow, construction and operational TACs, local operational air emissions, cultural resources, soil erosion, water quality, construction vibration and operational noise, population, fire protection, police protection, schools, libraries, traffic and parking, water supply, and solid waste, as compared to the Golden Shore Master Plan project's various development options. Impacts regarding pedestrian wind effects, seismic groundshaking, subsidence, liquefaction, and collapse, hydrology/drainage, and land use compatibility would be similar to the impacts that would occur with the proposed project. Some of the impacts that would occur under the West Site Only Alternative would be greater than project impacts, including impacts related to employment, housing, aesthetics/visual quality, views, consistency with regulatory framework, and parks and recreation. In addition, as discussed above, the West Site Only Alternative would generally meet all of the project objectives.

H. SUMMARY OF PROJECT FEATURES

Project Features, which lessen environmental impacts that might otherwise be expected of the proposed project, have been incorporated into the proposed project. These Project Features are specified in the impact analysis for each environmental issue area discussed within

Section IV of this Draft EIR, as applicable. All of the Project Features are intended to be incorporated as conditions of approval or zoning regulations (development standards) for the proposed project.

I. SUMMARY OF ENVIRONMENTAL IMPACTS

This section provides a summary of impacts, mitigation measures, and impacts after implementation of the mitigation measures associated with development of the Golden Shore Master Plan project. The summary is provided by environmental issue area below in Table ES-4 on pages ES-17 through ES-35.

Table ES- 4

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Aesthetics, Views, Light & Glare			
Aesthetics/Visual Quality	Less Than Significant	Mitigation Measure A-1: Temporary fencing with screening material shall be used to buffer views of construction equipment and materials, when feasible.	Less Than Significant
Views	Less Than Significant	No mitigation measures are required.	Less Than Significant
Light/Glare	Potentially Significant	Mitigation Measure A-2: All new street and pedestrian lighting shall be shielded and directed away from any light-sensitive off-site uses. Mitigation Measure A-3: Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.	Less Than Significant
Shade/Shadow	Less Than Significant	No mitigation measures are required.	Less Than Significant
Air Quality			
Construction Impacts			
Regional Impacts	Potentially Significant	Mitigation Measure B-1: Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible. Mitigation Measure B-2: Water exposed surfaces at least three times a day under calm conditions. Water as often as needed on windy days when winds are less than 25 miles per hour or during very dry weather in order to maintain a surface crust and prevent the release of visible emissions from the construction site. This	Significant Unavoidable Impact

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>mitigation measure would reduce PM₁₀ and PM_{2.5} emissions during construction.</p> <p>Mitigation Measure B-3: In addition to being covered (Rule 403 minimum), all trucks hauling dirt, sand, soil or other loose materials off-site shall be wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the material and the top of the truck). Wash (or shaker plate) mud-covered tires and under-carriages of trucks leaving construction sites. This mitigation measure would reduce PM10 and PM2.5 emissions during construction.</p> <p>Mitigation Measure B-4: Sweep adjacent streets, as needed, to remove dirt dropped by construction vehicles or mud that would otherwise be carried off by trucks departing the site. This mitigation measure would reduce PM10 and PM2.5 emissions during construction.</p> <p>Mitigation Measure B-5: Securely cover loads with a tight fitting tarp on any truck leaving the construction site. This mitigation measure would reduce PM10 and PM2.5 emissions during construction.</p> <p>Mitigation Measure B-6: Building walls shall be watered prior to use of demolition equipment. This mitigation measure would reduce PM10 and PM2.5 emissions during construction.</p>	

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Localized Impacts	Potentially Significant	Refer to Mitigation Measures B-1 through B-6.	Significant Unavoidable Impact
Toxic Air Contaminants	Less Than Significant	No mitigation measures are required.	Less Than Significant
AQMP Consistency	Potentially Significant	Refer to Mitigation Measures B-1 through B-6.	Significant Unavoidable Impact
Greenhouse Gases	Potentially Significant	Refer to Mitigation Measure B-1.	Significant Unavoidable Impact
Operational Impacts			
Regional Impacts	Potentially Significant	<p>Mitigation Measure B-7: The Project Applicant shall, as feasible, schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods. This mitigation measure would reduce all criteria pollutant emissions during operation.</p> <p>Mitigation Measure B-8: The Project Applicant shall, to the extent reasonably feasible, install energy-efficient appliances (e.g., ENERGY STAR) to reduce energy consumption. This mitigation measure would reduce all criteria pollutant emissions during operation.</p>	Significant Unavoidable Impact
Localized Impacts	Less Than Significant	No mitigation measures are required.	Less Than Significant
Toxic Air Contaminants	Potentially Significant	<p>Mitigation Measure B-9: The project shall include air filtration systems for residential dwelling units designed to have a minimum efficiency reporting value (MERV) of 17 as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2, which is designed to remove approximately 99.97% of PM10. The air handling systems shall be maintained on a</p>	Less Than Significant

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		regular basis per manufacturer’s recommendations by a qualified technician employed or contracted by the project proponent or successor. Operation and maintenance of the system shall ensure that it performs at or above the minimum reporting value.	
Greenhouse Gases	Potentially Significant	Refer to Mitigation Measures B-7 and B-8.	Significant Unavoidable Impact
AQMP Consistency	Potentially Significant	Refer to Mitigation Measures B-7 and B-8.	Significant Unavoidable Impact
Pedestrian Wind Effects	Potentially Significant	<p>Mitigation Measure B-10: In order to address pedestrian-level wind effects along the southwest edge of the proposed Phase 1 office tower in the west project site, physical barriers such as landscaping and/or trellises shall be provided to reduce wind speeds at this location.</p> <p>Mitigation Measure B-11: In order to address pedestrian-level wind effects at the entrance to the proposed northerly Phase 2 residential/hotel tower in the west project site, canopies shall be provided at building entrances on podium level to reduce wind speeds at this location.</p> <p>Mitigation Measure B-12: In order to address pedestrian-level wind effects along the northern edge of the proposed southerly Phase 2 residential tower in the west project site, canopy trees shall be provided to reduce at-grade wind speeds at this location. This requirement shall only be necessary prior to construction of the Phase 3 office/residential tower east of Golden Shore, as development of the east site tower</p>	Less Than Significant

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>would serve to reduce wind speeds at this location to within applicable comfort criteria.</p> <p>Mitigation Measure B-13: In order to address pedestrian-level wind effects along the west side of the row of townhouses within the eastern project site, partitions between townhome balconies, as well as trellises above patios, shall be provided in order to improve conditions and reduce wind speeds to within applicable comfort criteria.</p>	
Cultural Resources			
Paleontological Resources	Potentially Significant	<p>Mitigation Measure C-1: A qualified paleontologist retained by the Project Applicant and approved by the City shall attend a pre-grade meeting and develop a paleontological monitoring program for excavations into the Fernando Formation. A qualified paleontologist is defined as a paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The need for and frequency of monitoring inspections shall be based on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered.</p> <p>Mitigation Measure C-2: If a potential fossil is found, the paleontologist shall be allowed to</p>	Less Than Significant

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage.</p> <p>Mitigation Measure C-3: At the paleontologist’s discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.</p> <p>Mitigation Measure C-4: Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository.</p> <p>Mitigation Measure C-5: Any fossils collected shall be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository.</p> <p>Mitigation Measure C-6: If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report for review and approval by the City summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the Project Applicant to the lead agency, the Natural History Museum of Los Angeles</p>	

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.	
Archaeological and Native American Resources	Potentially Significant	<p>Mitigation Measure C-7: An archaeologist meeting the Secretary of the Interior’s Professional Qualification Standards (the “Archaeologist”) shall be retained by the Project Applicant and approved by the City to oversee and carryout the archaeological mitigation measures stipulated in this EIR.</p> <p>Mitigation Measure C-8: A qualified archaeological monitor shall be selected by the Archaeologist, retained by the Project Applicant, and approved by the City to monitor ground-disturbing activities within the project area. Ground-disturbing activities are here defined as activities that include digging, grubbing, or excavation into sediments (fill or native sediments) that have not been previously disturbed for this project. Ground-disturbing activities do not include movement, redistribution, or compaction of sediments excavated during the project. The Archaeologist shall attend a pre-grade meeting and develop an appropriate monitoring program and schedule. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of resources encountered.</p>	Less Than Significant

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>Mitigation Measure C-9: Due to the sensitivity of the project area for Native American resources, a Native American monitor shall also monitor ground-disturbing activities in the project area. Selection of the monitor shall be made by the City and take into account guidance provided by the Native American Heritage Commission with respect to Native American groups identified as having affiliation with the project area.</p> <p>Mitigation Measure C-10: In the event that cultural resources are unearthed during ground-disturbing activities, the Archaeological or Native American monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of the find so that the find can be evaluated. Work shall be allowed to continue outside of the vicinity of the find.</p> <p>Mitigation Measure C-11: All cultural resources unearthed by project construction activities shall be evaluated by the Archaeologist. If the Archaeologist determines that the resources may be significant, the Archaeologist will notify the Project Applicant and the City and will develop an appropriate treatment plan for the resources. The Archaeologist shall consult with the Native American monitor or other appropriate Native American representatives in determining appropriate treatment for unearthed cultural</p>	

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>resources if the resources are prehistoric or Native American in nature.</p> <p>Mitigation Measure C-12: Treatment plans developed for any unearthed resources shall consider preservation of the resource or resources in place as a preferred option. Feasibility and means of preservation in place shall be determined through consultation between the Archaeologist, the Native American monitor or other appropriate representative, the Project Applicant, and the City. The Project Applicant, in coordination with the Archaeologist, Native American monitor and the City, shall also designate repositories in the event that resources are recovered.</p> <p>Mitigation Measure C-13: The Archaeologist shall prepare a final report to be reviewed and accepted by the City. The report shall be filed with the Project Applicant, the City, and the California Historic Resources Information System South Central Coastal Information Center. The report shall include a description of resources unearthed, if any, treatment of the resources, and evaluation of the resources with respect to the California Register of Historic Resources and the National Register of Historic Places. The report shall also include all specialists' reports as appendices, if any. If the resources are found to be significant, a separate report including the results of the recovery and evaluation process shall be required. The City</p>	

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>shall designate repositories in the event cultural resources are uncovered.</p> <p>Mitigation Measure C-14: If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains. Preservation of the remains in place or project design alternatives shall be considered as possible courses of action by the Project Applicant, the City, and the Most Likely Descendent.</p>	
Sacred Lands File/Native American Consultation	Potentially Significant	Refer to Mitigation Measures C-7 through C-14.	Less Than Significant
Geology and Soils			
Seismic Ground Shaking	Less Than Significant	No mitigation measures are required.	Less Than Significant
Subsidence, Liquefaction, and Collapse	Less Than Significant	No mitigation measures are required.	Less Than Significant
Soil Erosion/Loss of Topsoil	Less Than Significant	No mitigation measures are required.	Less Than Significant

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Hydrology and Water Quality			
Hydrology and Drainage	Less Than Significant	No mitigation measures are required.	Less Than Significant
Construction Surface Water Quality	Less Than Significant	No mitigation measures are required.	Less Than Significant
Construction Groundwater Quality	Less Than Significant	No mitigation measures are required.	Less Than Significant
Operational Surface Water Quality	Less Than Significant	No mitigation measures are required.	Less Than Significant
Operational Groundwater Quality	Less Than Significant	No mitigation measures are required.	Less Than Significant
Land Use			
Land Use Consistency	Less Than Significant	No mitigation measures are required.	Less Than Significant
Consistency with Plans, Policies, and Regulations	Less Than Significant	No mitigation measures are required.	Less Than Significant
Noise			
Construction Noise	Potentially Significant	<p>Mitigation Measure G 1: Effective temporary noise barriers, when they are feasible, shall be used to block the line-of-site between the construction equipment and the off-site noise-sensitive receptors during project construction, as follows:</p> <ul style="list-style-type: none"> a) Provide a temporary noise barrier along the north boundary of the project site to reduce construction noise at the Hilton Hotel (R6). b) Provide a noise barrier along the southwestern boundary of the project site to block line-of-sight to the RV park use (R2). 	Significant and Unavoidable

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>c) The exact height and extent of the sound barrier wall shall be defined during the project engineering design phases by a qualified acoustical engineer based on achieving 10 dBA minimum noise reduction.</p> <p>Mitigation Measure G 2: Engine idling from construction equipment such as bulldozers and haul trucks shall be limited. Idling of haul trucks shall be limited to five (5) minutes at any given location as established by the California Air Resources Board.</p> <p>Mitigation Measure G 3: Construction activities shall be scheduled so as to avoid operating several pieces of heavy equipment simultaneously, which causes high noise levels.</p> <p>Mitigation Measure G 4: Noise-generating construction equipment operated at the project site shall be equipped with effective noise control devices, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.</p>	
Construction Vibration	Less Than Significant	No mitigation measures are required.	Less Than Significant
Operational Stationary Source Noise	Less Than Significant	No mitigation measures are required.	Less Than Significant

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Operational On-Site Noise	Potentially Significant	<p>Mitigation Measure G-5: The Applicant shall retain the services of a qualified acoustical engineer with expertise in design of building sound isolations, who shall submit a signed report to the City during plan check for review and approval, indicating that the proposed building design for the residential towers and the hotel building achieves an interior sound environment of 45 dBA (CNEL), as required by City’s building code.</p> <p>Mitigation Measure G-6: The Applicant shall retain services of a qualified acoustical consulting engineer experienced in mechanical noise analysis to provide an acoustical report to the City during plan check for review and approval indicating that the project mechanical design meets the City’s noise ordinance. All mitigation measures and estimated performance developed by the applicant retained acoustical engineer shall be identified in the acoustic report.</p>	Less Than Significant
Operational Mobile Source Noise	Less Than Significant	No mitigation measures are required.	Less Than Significant
Operational Vibration	Less Than Significant	No mitigation measures are required.	Less Than Significant
Population and Housing			
Population	Less Than Significant	No mitigation measures are required.	Less Than Significant
Housing	Less Than Significant	No mitigation measures are required.	Less Than Significant
Employment	Less Than Significant	No mitigation measures are required.	Less Than Significant

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Public Services			
Fire Protection	Potentially Significant	<p>Mitigation Measure H.1-1: Prior to the issuance of a building permit, the Applicant shall consult with the Long Beach Fire Department and incorporate fire prevention and suppression features and other life-saving equipment (e.g., defibrillators) appropriate to the design of the project.</p> <p>Mitigation Measure H.1-2: The project shall comply with all applicable State and local codes and ordinances, unless otherwise approved.</p> <p>Mitigation Measure H.1-3: Prior to the issuance of building permits, project building plans including a plot plan and floor plan of the buildings shall be submitted for approval by the Long Beach Fire Department. The plot plan shall include the following minimum design features: location and grade of access roads and fire lanes, roadway widths, distance of buildings from an edge of a roadway of an improved street, access road, or designated fire lane, turning areas, and fire hydrants.</p>	Less Than Significant
Police Protection	Less Than Significant	No mitigation measures are required.	Less Than Significant
Schools	Less Than Significant	No mitigation measures are required.	Less Than Significant
Parks and Recreation	Less Than Significant	No mitigation measures are required.	Less Than Significant
Libraries	Less Than Significant	No mitigation measures are required.	Less Than Significant

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Traffic and Parking</p> <p>Intersection Impacts</p>	<p>Potentially Significant</p>	<p>Mitigation Measure J-1: Intersection No. 7 - Alamitos Avenue at 7th Street – Restripe 7th Street to provide a third westbound through lane on 7th Street, through the intersection of Martin Luther King, Jr. and 7th Street. The implementation of this improvement would require the removal of curbside parking on both sides of 7th Street, east and west of Alamitos Avenue. Given the demand for curbside parking in the area, the loss of parking may not be considered acceptable. Further, the intersection of Alamitos Avenue and 7th Street is physically constrained with existing development located along the street making the expansion of the roadway to add additional lanes difficult. As an alternative, the proposed project’s impact at this key intersection could be mitigated by reducing the project’s trip generation potential by approximately ten percent (10%).</p> <p>Mitigation Measure J-2: Intersection No. 10 - Alamitos Avenue at 4th Street -- No physical mitigation measure is feasible at this location; any additional turn lanes will require widening and additional right-of-way. The intersection of Alamitos Avenue and 4th Street is physically constrained with existing development located along the street making the expansion of the roadway to add additional lanes difficult. As an alternative, the proposed project’s impact at this key intersection could be mitigated by reducing</p>	<p>Significant and Unavoidable</p>

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>the project’s trip generation potential by approximately ten percent (10%).</p> <p>Mitigation Measure J-3: Intersection No. 15 - Alamos Avenue at Broadway -- Restripe Alamos Avenue to provide a second southbound through lane. The implementation of this improvement may require the removal of curbside parking on both sides of Alamos Avenue, north and south of Broadway. Given the demand for curbside parking in the area, the loss of parking may not be considered acceptable. Further, the intersection of Alamos Avenue and Broadway is physically constrained with existing development located along the street making the expansion of the roadway to add additional lanes difficult. It should be noted that the provision of two southbound lanes on Alamos Avenue is generally consistent with the City’s future improvement plans for this key roadway segment. As an alternative, the proposed project’s impact at this key intersection could be mitigated by reducing the project’s trip generation potential by approximately fifteen percent (15%).</p> <p>Mitigation Measure J-4: Intersection No. 17 - Magnolia Avenue at Ocean Boulevard -- Modify existing signal to provide protect left-turn phasing for the eastbound and westbound directions on Ocean Boulevard and install a southbound right-turn overlap phase.</p>	

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Mitigation Measure J-5: Intersection No. 20 - Pine Avenue at Ocean Boulevard -- Restripe Pine Avenue to provide a separate southbound left-turn lane and a shared through-right lane on Pine Avenue. Implementation of this improvement may require the removal of the passenger loading/unloading zone on the east side of Pine Avenue, north of Ocean Boulevard, and potentially impact the flow of traffic given existing bus stops are located along this section of Pine Avenue, both of which may not be considered acceptable. As an alternative, the proposed project's impact at this key intersection could be mitigated by reducing the project's trip generation potential by approximately fifteen percent (15%).	
Site Circulation/Emergency Access	Potentially Significant	Mitigation Measure J-6: Project Driveway A at Golden Shore -- Install traffic signal, and associated signing and striping modifications, inclusive of crosswalks. The installation of a traffic signal at Rose Avenue and Pacific Coast Highway, and associated signing and striping modifications, is subject to the approval of the City of Long Beach.	Less Than Significant
Congestion Management Program Facilities	Potentially Significant Impact	Refer to Mitigation Measure J-1.	Significant and Unavoidable
Transit Impacts	Less Than Significant	No mitigation measures are required.	Less Than Significant
Parking Adequacy	Less Than Significant	No mitigation measures are required.	Less Than Significant
Consistency with Regulations	Less Than Significant	No mitigation measures are required.	Less Than Significant

Table ES- 4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Utilities and Service Systems			
Water Supply	Less Than Significant	No mitigation measures are required.	Less Than Significant
Solid Waste	Potentially Significant	<p>Mitigation Measure K.2-1: Prior to the issuance of any demolition or construction permit, the Applicant shall provide a copy of the receipt or contract indicating that the construction contractor shall only contract for waste disposal services with a company that recycles demolition and construction related wastes. The contract specifying recycled waste service shall be presented to the Department of Building and Safety prior to approval of certificate of occupancy.</p> <p>Mitigation Measure K.2-2: In order to facilitate on-site separation and recycling of construction related wastes, the construction contractor shall provide temporary waste separation bins on-site during demolition and construction.</p> <p>Mitigation Measure K.2-3: The proposed project shall include recycling bins at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. The bins shall be picked up and appropriately recycled as a part of the proposed project's regular trash disposal program.</p> <p>Mitigation Measure K.2-4: New homeowners/tenants shall be provided with educational materials on the proper management and disposal of household hazardous waste, in</p>	

Table ES- 4 (Continued)**Summary of Project Impacts and Mitigation Measures**

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		accordance with educational materials made available by the County of Los Angeles Department of Public Works.	