CITY OF LONG BEACH

HOTEL SIERRA PROJECT

ENVIRONMENTAL IMPACT REPORT ADDENDUM

May 2009

City of Long Beach
Department of Development Services
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

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SECTION 1.0
EXECUTIVE SUMMARY

1.1 Introduction

In accordance with Guidelines Section 15123 of the California Environmental Quality Act (CEQA), the following is a brief project summary identifying each significant effect associated with project implementation and any proposed mitigation measures or alternatives that would reduce or avoid those effects; areas of controversy known to the lead agency, including issues raised by agencies and the public; and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

1.2 Background

The hotel development site is located on a vacant lot, totaling approximately 22,028 square feet (0.51 acres), at the southeast corner of Bay Street and Cedar Avenue (290 Bay Street). This site is in the northwestern portion of the Pike at Rainbow Harbor commercial entertainment complex (formerly known as the Queensway Bay Master Plan project). This site is approximately two blocks south of Ocean Boulevard, one-half mile east of the Los Angeles River, and four miles south of the Long Beach Airport.

LodgeWorks, the project applicant, proposes to construct a hotel (hereinafter referred to as the Hotel Sierra) in the Pike at Rainbow Harbor project area. This proposal involves construction and operation of a 125-room, five-story hotel with a height of 63 feet to the top of the parapet and 70 feet to the top of the parapet extension. The hotel would include 14,725 of ground floor retail space on the western portion and 8,721 square feet of lobby and cocktail lounge and restaurant area on the eastern portion of the ground floor. This development also will make use of 2,869 square feet of existing vacant building space (included in the 8,721 square feet total of ground-floor hotel use) underneath the adjacent pedestrian bridge. This space will house the hotel's restaurant, bar, and kitchen. Additionally, the second floor of the hotel would be accessible via an entryway and lobby from the pedestrian bridge. Parking would be provided at the existing 2,211 space Pike parking garage located on the west side of Cedar Avenue opposite this hotel site.

1.3 Identified Impacts and Mitigation Measures

This Environmental Impact Report (EIR) Addendum (EIR 01-09) incorporates by reference the previous environmental review documents for the Queensway Bay/Pike at Rainbow Harbor project that have been prepared in accordance with

CEQA and the CEQA Guidelines. These CEQA documents are the 1994 EIR (EIR 13-94, State Clearinghouse No. 94081033), the 1998 Mitigated Negative Declaration (ND 5-98), and the 2005 Supplemental EIR (EIR 14-04, State Clearinghouse No. 2004111127). All mitigation measures and alternatives set forth in these documents are incorporated by reference into this EIR Addendum.

It has been determined in the Initial Study for this EIR Addendum (Appendix A) that this Hotel Sierra component of the Pike at Rainbow Harbor project would not result in any Potentially Significant Impacts or any impacts considered Less Than Significant with Mitigation Incorporation for any of the Thresholds of Significance. This hotel proposal would not create any new significant impacts or increase the severity of any impacts identified in the previous CEQA documents. Therefore, this EIR Addendum does not recommend any new mitigation measures or alteration or any mitigation measures set forth in the previous CEQA documents.

1.4 Areas of Known Controversy

There are no issues or areas of controversy known to the Lead Agency regarding this hotel proposal. If any issues of potential controversy are raised prior to certification of this EIR Addendum, the issues discussion and potential impact analysis will be included as part of the record prior to certification.

1.5 Issues to be Resolved

Potential 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 indicating a level of controversy or involving a choice among alternatives.

Based on the project environmental analysis contained in Sections 4.0 through 4.3 of this EIR Addendum, there are no unresolved issues involving an unavoidable significant impact since all identified potential impacts are at a No Impact or Less Than Significant impact level (see Initial Study in Appendix A). As noted above in Section 1.4, there are no issues or areas of controversy known at this time to the Lead Agency. The consideration of project alternatives is discussed in Section 8.0 of this document, which concludes that the original environmental alternatives analysis contained in EIR 13-94 was adequate for the entire Queensway Bay/Pike at Rainbow Harbor project, and this proposed hotel component analyzed in this EIR Addendum does not require further review of the project alternatives.

SECTION 2.0
INTRODUCTION

2.1 Summary

The proposal analyzed under this Environmental Impact Report (EIR) Addendum (EIR 01-09) is to construct and operate a five story, 125-room hotel, known as the Hotel Sierra. The approximately 22,028 square foot development pad is located at the southeast corner of Bay Street and Cedar Avenue (290 Bay Street) and represents a small component of the commercial entertainment complex known as the Pike at Rainbow Harbor (otherwise known as the Pike). The entire Pike project has been previously approved by the Long Beach City Council for over 500,000 square feet of floor area for various commercial land uses, including 275 hotel rooms. Presently, the only other hotel development in the Pike project is a seven story, 140-room hotel (known as the Avia hotel), located at the northeast corner of Bay Street and Cedar Avenue, directly across the street from this proposed hotel site. This previously approved hotel is currently under construction and scheduled to begin operations in summer 2009.

Since this Hotel Sierra development site is located within the City of Long Beach, the City of Long Beach has the primary responsibility for carrying out or approving this development. The City of Long Beach will therefore be the Lead Agency for this hotel proposal with the responsibility for preparing the EIR documentation as required by the California Environmental Quality Act (CEQA).

Questions regarding the preparation of this document and the City of Long Beach review of this hotel proposal should be referred to the following person:

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2.2 Purpose, Type and Intended Uses of this EIR

In accordance with Public Resources Code Section 21002.1, the intended use of this EIR Addendum is to identify any potentially significant environmental effects (impacts) resulting from implementation of this hotel propsoal, identify alternatives to this proposal, and indicate the manner in which those significant effects can be mitigated or avoided. This EIR Addendum is also intended as an informative document for other public agencies in connection with any approvals

or permits necessary for the construction and operation of this hotel. The contents of this EIR Addendum are consistent with Public Resources Code Section 21100, which requires EIRs to include a detailed statement setting forth all of the following:

1. Identify all potentially significant effects on the environment;
2. A separate section identifying any significant effects on the environment that cannot be avoided and any significant effects on the environment that would be irreversible;
3. Mitigation measures proposed to minimize the significant effects on the environment, including but not limited to measures to reduce the wasteful, inefficient and unnecessary consumption of energy;
4. Alternative to the proposal; and
5. The growth-inducing impacts of the proposal.

In addition, the EIR shall contain a statement briefly indicating the reasons for determining that various effects on the environment are not significant and consequently have not been discussed in detail in the EIR. Any significant effects on the environment shall be limited to substantial, or potentially substantial, adverse changes in the physical conditions that exist in the area as defined in Section 21060.5. CEQA permits the use of previously approved land use documents, including but not limited to general plans, specific plans, and local coastal plans in the cumulative impact analysis.

This hotel proposal is considered to be a part of a larger commercial project presently known as the Pike at Rainbow Harbor, originally known as the Queensway Bay Master Plan project. A previous EIR was prepared for the original Queensway Bay project (EIR 13-94, State Clearinghouse No. 94081033) and certified by the Long Beach Planning Commission on December 19, 1994. A Mitigated Negative Declaration (ND 5-98) was prepared for a scaled down revision of the Queensway Bay project and certified by the Long Beach Planning Commission on April 2, 1998. A Supplemental EIR (EIR 14-04, State Clearinghouse No. 2004111127) for a seven story, 140 room hotel as a component of the Queensway Bay project, known now as the Pike at Rainbow Harbor, was certified by the Long Beach City Council on December 13, 2005.

This document is intended as an Addendum (EIR 01-09) to the previous project EIR 13-94, Mitigated Negative Declaration ND 5-98, and Supplemental EIR 14-04. This EIR Addendum incorporates these previous CEQA documents by reference in accordance with CEQA Guidelines Section 15150. The Lead Agency may choose to prepare an EIR Addendum under CEQA Guidelines Section 15164 if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a Subsequent EIR have occurred. The conditions that could require a Subsequent EIR, as outlined in CEQA Guidelines Section 15162, involve one or more of the following: 1) substantial changes in the previously analyzed project that could

result in new significant environmental impacts or substantially increase the severity of previously identified significant impacts; 2) substantial changes have occurred in the circumstances under which the project was undertaken due to the involvement of new significant impacts or a substantially increased severity of previously identified significant impacts; or 3) new information of substantial importance which could not have known at the time of the previous environmental reviews that shows one or more significant impact not previously analyzed, a substantial increase in the severity of previously identified significant impacts, the feasibility of mitigation measures previously not found to be feasible which could substantially reduce one or more significant impact, or mitigation measures or alternatives considerably different from those previously analyzed which could substantially reduce one or more significant impact.

In this case, the proposed 125-room hotel is within the parameters of the 275 hotel rooms previously analyzed as part of the entire Pike project. The only other hotel land use in the Pike is a 140-room facility (the Avia hotel) anticipated to begin operations in summer 2009. Therefore, this hotel proposal is not a substantial project change. There are no substantial changes to the circumstances under which the Pike project is being undertaken that would lead to new significant impacts or substantially more severe previously identified significant impacts. The Pike project environmental setting and changes to this setting from Pike implementation have not changed substantially since the previous environmental reviews were completed. Furthermore, no new information of substantial importance not previously known has come forward that could indicate the possibility of new significant impacts or substantially more severe previously identified impacts. Since this hotel proposal is simply the specific implementation of a previously analyzed project component, an EIR Addendum is the appropriate level of CEQA review.

2.3 Format of the EIR

Pursuant to the CEQA Guidelines Section 15120(c), this EIR Addendum contains the information and impact analysis required by Sections 15122 through 15131. The format for this EIR Addendum is described below.

Section 1.0 EXECUTIVE SUMMARY

This Section contains an Executive Summary of the project description and all environmental issue analysis, listing all potential significant project impacts and any mitigation measures recommended to reduce any significant impacts, and the level of significance after mitigation.

Section 2.0 INTRODUCTION

This Section contains a brief project summary, a discussion of the purpose and intended use of this EIR Addendum, areas of controversy known to the Lead Agency, and documents incorporated by reference.

Section 3.0 PROJECT DESCRIPTION

This Section provides a description of the previous environmental documents certified for this project (EIR 13-94, ND 5-98, and EIR 14-04), a description of existing conditions at the Pike at Rainbow Harbor, and a description of the Hotel Sierra proposal.

Section 4.0 ANALYSIS OF ENVIRONMENTAL ISSUES

This Section summarizes the Initial Study Checklist findings for this EIR Addendum, identifies all environmental factor significance thresholds for the proposed Hotel Sierra that could result in either a Potentially Significant Impact or a Less Than Significant Impact With Mitigation Incorporation, and provides a discussion of the Effects Not Found To Be Significant for each environmental factor.

Sections 4.1 through 4.3

These Sections provide an analysis of the Sierra Hotel project's potential environmental impacts for Air Quality (4.1), Land Use and Planning (4.2), and Traffic, Circulation and Parking (4.3).

For each environmental factor, an existing conditions discussion is provided pursuant to CEQA Guidelines Section 15125 to describe the current physical environmental setting on the project site and the project vicinity as these conditions pertain to the environmental issues. The potential impacts are then identified in relation to the significance thresholds set forth in the Initial Study and analyzed for level of significance in accordance with CEQA Guidelines Section 15126.2. When appropriate, mitigation measures are identified and the level of impact significance after mitigation is discussed pursuant to CEQA Guidelines Section 15126.4.

Section 5.0 SIGNIFICANT UNAVOIDABLE IMPACTS

This Section identifies any adverse environmental impacts that cannot be mitigated to a less than significant level pursuant to CEQA Guidelines Section 15126.2(b).

Section 6.0 SIGNIFICANT IRREVERSIBLE CHANGES

In accordance with CEQA Guidelines Section 15126.2(c), this Section discusses the use of nonrenewable resources and irretrievable commitments of resources should this proposed hotel be implemented as part of the overall Pike project.

Section 7.0 GROWTH INDUCING AND CUMULATIVE IMPACTS

This Section discusses ways in which the Pike development as revised by this hotel proposal could foster economic or population growth, either directly or indirectly, in the surrounding environment pursuant to CEQA Guidelines Section 15126.2(d). This Section also discusses cumulatively considerable impacts as set forth in CEQA Guidelines Section 15130. Since this is an EIR Addendum, only the new cumulatively considerable impacts resulting from this hotel proposal need be considered. All other cumulative impacts have already been fully discussed and considered in the previous 1994 EIR (EIR 13-94), 1998 Negative Declaration (ND 5-98), and 2005 Supplemental EIR (EIR 14-04).

Section 8.0 PROJECT ALTERNATIVES

In accordance with CEQA Guidelines Section 15126.6, this Section describes a reasonable range of project alternatives that could feasibly attain most of the basic project objectives but avoid or substantially lessen any of the significant project impacts. Since this is an EIR Addendum for a small component (Hotel Sierra) of the overall Queensway Bay/Pike at Rainbow Harbor project previously subject to separate environmental reviews documented in EIR 13-94, ND 5-98 and EIR 14-04, this Section will briefly discuss the project alternatives previously analyzed and address the need for additional alternatives.

Section 9.0 CONTACTS, PREPARERS AND REFERENCES

This Section identifies all organizations and persons involved in the preparation of this EIR Addendum and all references used in this EIR Addendum.

APPENDICES

Appendix A provides the Initial Study Checklist for this EIR Addendum.

2.4 Incorporation by Reference

In accordance with CEQA Guidelines Section 15150, this EIR Addendum incorporates by reference the original project EIR for the Queensway Bay Master Plan (EIR 13-94, State Clearinghouse No. 94081033), the Mitigated Negative Declaration for the reduced Queensway Bay project (ND 5-98), and the Supplemental EIR (EIR 14-04, State Clearinghouse No. 2004111127) on the first

hotel proposal (the Avia hotel) for the project now known as the Pike at Rainbow Harbor. Copies of all documents incorporated by reference are available for public review at the Long Beach City Hall address listed in Section 2.1 of this document.

SECTION 3.0
PROJECT DESCRIPTION

The Hotel Sierra proposal would involve the construction and operation of a 5 story, 125-room hotel with accessory ground floor retail uses. The approximately 22,028 square foot development pad is located at the southeast corner of Bay Street and Cedar Avenue (290 Bay Street), in the northwestern portion of the Pike complex.

3.1 Queensway Bay/Pike at Rainbow Harbor Location

Historically, the Hotel Sierra development pad and immediate surrounding areas were part of a public beach and privately operated entertainment enterprise known as the Pike Amusement Park. Beginning in the 1950s and through the early 1960s, the City of Long Beach filled over 100 acres of waterfront area, moving the shoreline further south from Ocean Boulevard.

This hotel represents a small component of the commercial retail and entertainment complex known as the Pike at Rainbow Harbor, originally known as the Queensway Bay Master Plan project. This entire project area includes the properties between Seaside Way and Shoreline Drive (excluding the Convention Center, Hyatt Hotel and Shoreline Lagoon properties), all areas between Shoreline Drive and the downtown harbor, and the Port areas abutting the southern portion of the downtown harbor (which includes the area surrounding the Queensway Bay Bridge east to the Queen Mary). The previous environmental review documents prepared for this project are discussed in Section 3.2 of this EIR Addendum.

3.2 Previous Environmental Review Documents

<u>1994 EIR (EIR 13-94)</u>

An Environmental Impact Report (EIR) for the Queensway Bay Master Plan project (EIR 13-94, State Clearinghouse No. 94081033) was certified by the Long Beach Planning Commission on December 19, 1994 and is incorporated by reference to this EIR Addendum. The original Queensway Bay Master Plan proposed over 1,720,000 square feet of retail, restaurant, entertainment, office, aquarium, and hotel land uses. Three separate hotel structures were proposed for this project, totaling 950 rooms.

On March 2, 1995, the Long Beach Planning Commission recommended that the City Council amend the project area's zoning district, PD-6 (the Downtown Shoreline Planned Development District), for consistency with the Queensway

Bay Master Plan project. On March 7, 1995, the Long Beach City Council approved this recommended amendment of PD-6. On May 10, 1995, the California Coastal Commission certified the Queensway Bay Development Plan as an amendment to the City's Local Coastal Program, originally adopted by the Long Beach City Council and certified by the Coastal Commission in 1980.

1998 Negative Declaration (ND 5-98)

A Mitigated Negative Declaration (ND 5-98) was prepared for a reduced Queensway Bay project that proposed 525,000 square feet of entertainment/specialty retail commercial space and a 275-room hotel. The 275-room hotel proposal represented a decrease from the total proposed 950 hotel rooms originally analyzed in the 1994 EIR. This Mitigated Negative Declaration ND 5-98 is incorporated by reference to this EIR Addendum.

On April 2, 1998, the Long Beach Planning Commission adopted Mitigated Negative Declaration ND 5-98 and recommended the City Council approve amendments to PD-6 and the City's Local Coastal Program. On April 14, 1998, the Long Beach City Council adopted the Resolutions and Ordinances necessary to approve the PD-6 and Local Coastal Program amendments. On February 3, 1999, the Coastal Commission approved Coastal Development Permit No. 5-98-156 for the Queensway Bay project.

2005 Supplemental EIR (EIR 14-04)

The 2005 Supplemental EIR (EIR 14-04, State Clearinghouse No. 2004111127) analyzed a modification to the Queensway Bay project, known now as the Pike at Rainbow Harbor, for the construction and operation of an 91,304 square foot seven story, 140 room hotel building (the Avia hotel) on a vacant lot located on the east side of Cedar Avenue between Seaside Way and Bay Street. This Supplemental EIR is incorporated by reference to this EIR Addendum.

Improvements for the 2005 hotel included an outdoor courtyard area fronting Seaside Way, first floor meeting and exercise rooms, and a rooftop pool and fitness center. Parking is provided by the existing multi-level 2,211 space Pike parking garage located directly across Cedar Avenue from this hotel site.

On October 20, 2005, the Long Beach Planning Commission certified the Supplemental EIR and approved the Avia hotel proposal as part of the Pike project. On October 28, 2005, California Earth Corps filed an appeal on this Planning Commission action. In a written attachment to the appeal form, the appellant expressed no opposition to the hotel proposal, referring to it as a legitimate Public Trust use that could draw visitors to the area, but disputed the siting of a hotel on this development pad that had been previously planned for an IMAX large screen format theater. On December 13, 2005, the Long Beach City Council denied the appeal request and upheld the Planning Commission project

modification approval and Supplemental EIR certification. On May 10, 2006, the Coastal Commission approved amendment A15 to the original Pike CDP 5-98-156, which also has brief descriptions of amendments A1-A14.

3.3 Existing Pike at Rainbow Harbor

According to the property owner (Developers Diversified Realty), the Pike at Rainbow Harbor totals 418,221 square feet of gross floor area. This includes 318,172 square feet of floor area located north of Shoreline Drive (Retail Parcel, Buildings A through E) and 100,049 square feet of floor area south of Shoreline Drive (Esplanade Parcel, Buildings F through P). Included in this total is the previously approved 90,240 square foot, 140 room hotel presently under construction. The Pike is therefore currently below the 525,000 square feet of commercial retail floor and 275 hotel rooms approved under the reduced project analyzed in the 1998 Negative Declaration (ND 5-98).

The breakdown of existing Pike floor area by building pad is provided below in Table 3.1:

Table 3.1
Existing Pike at Rainbow Harbor

Pike Building Pads	Building Area (square feet)
A1 (140-room Avia Hotel)	90,240
A2 (Retail/Restaurant)	22,074
B1 (Islands Restaurant)	5,155
B2 (Retail/Restaurant)	6,269
C (Retail/Restaurant/Theater)	101,821
D (Retail/Restaurant)	71,878
D2 (Retail/Restaurant)	8,452
D3 (Carousel)	2,282
E1 (Vacant – proposed 125-room Hotel Sierra)	–
E2 (Retail)	10,001
F (Bubba Gump/Mai Tai/V20 Restaurants)	49,957
G1 (Boston's Restaurant)	6,238
H1 (Chili's Restaurant)	5,937
H2 (Outback Restaurant)	6,235
J (PF Chang's Restaurant)	7,519
K (Gladstone's Restaurant)	8,792
N (Tokyo Wako Restaurant)	8,527
P (Famous Dave's Restaurant)	6,844
TOTAL	**418,221**

3.4 Hotel Sierra Description

This proposal involves construction and operation of a 125-room, five-story hotel to be located at 290 Bay Street, at the southeast corner of Bay Street and Cedar Avenue, with a height of 63 feet to the top of the parapet and 70 feet to the top of the parapet extension. The approximately 22,028-square feet hotel development pad is located in Subarea 5 of PD-6 (Downtown Shoreline Planned Development District), which permits hotel uses containing not more than 275 rooms with accessory restaurant and retail facilities.

The hotel would include 14,725 of ground floor retail space on the western portion and 8,721 square feet of lobby and cocktail lounge and restaurant area on the eastern portion of the ground floor. The second floor would consist of 23 guest rooms, four meeting rooms (not guest overnight rooms), and one exercise area. The third story would provide an outdoor bar and lounge area along with 34 guest rooms. The fourth and fifth floors each would have 34 guest rooms. Parking would be provided at the existing 2,211 space Pike parking garage located on the west side of Cedar Avenue opposite this hotel site. The developer anticipates filling the ground-floor retail space with a major anchor retail tenant rather than dividing the area into several smaller tenant spaces. This development also will make use of 2,869 square feet of existing vacant building space (included in the 8,721 square feet total of ground-floor hotel use) underneath the adjacent pedestrian bridge. This space will house the hotel's restaurant, bar, and kitchen. Additionally, the second floor of the hotel would be accessible via an entryway and lobby from the pedestrian bridge.

The proposed building is designed in a contemporary architectural style, with a ground floor that is distinct from the upper four floors in terms of massing, fenestration, and treatment. A majority of the exterior treatment is cement plaster stucco with a "Santa Barbara" smooth finish. A significant amount of other materials are used for accenting; these include five metal types, both bare and colored, and three colored cement fiberboard siding types. The colors selected for the exterior consist of a pallet of neutral gray, white, and yellow as base colors, with architectural elements accented in bold blue, green, and orange.

Figure 3-1 provides the Hotel Sierra's local vicinity and the Hotel Sierra Site Plan is shown in Figure 3-2. Hotel Floor Plans are displayed in Figure 3-3 (First Floor Plan), Figure 3-4 (Second Floor Plan), Figure 3-5 (Third Floor Plan), Figure 3-6 (Fourth Floor Plan), and Figure 3-7 (Fifth Floor Plan). Hotel Elevations are shown in Figures 3-8 and 3-9.

In accordance with CEQA Guidelines Section 15124, a statement of the project objectives was provided on page 3.0-1 of the 1994 EIR. These objectives are as follows:

1. To create a major waterfront attraction including a recreational harbor and world-class aquarium, to provide affordable recreation and entertainment for the people of Long Beach, for the residents of the Southern California region, and for visitors from other states and countries.

2. To complete development of the downtown waterfront in a manner which is supportive of the downtown redevelopment effort and the Convention Center expansion.

3. To create a continuous system of attractive and functional public parks and promenades along the waterfront on both sides of Queensway, providing that there is no net loss in public open space.

4. To minimize the disturbance of valuable natural habitat areas, and to fully mitigate the loss of any such areas within the project boundaries, to the extent possible.

5. To provide no less than 350 boat slips as replacement for those to be lost within the Port of Long Beach.

6. To generate sufficient revenue from the project to support both its capital and operating costs.

3.5 Discretionary Actions

The purpose of this EIR Addendum (EIR 01-09) is to analyze the 125-room Hotel Sierra proposal as a minor change to the Pike at Rainbow Harbor project and all activities described in Section 4.0 of this EIR. This analysis is intended to apply to all approvals necessary for implementation of the Hotel Sierra development.

The following is a list of discretionary approvals by the City of Long Beach (Lead Agency) and Responsible Agencies:

<u>City of Long Beach Planning Commission</u>

- Certification of the EIR Addendum
- Site Plan Review approval
- Recommend City Council approve amendment of PD-6 zoning district and Local Coastal Program

<u>City of Long Beach City Council</u>

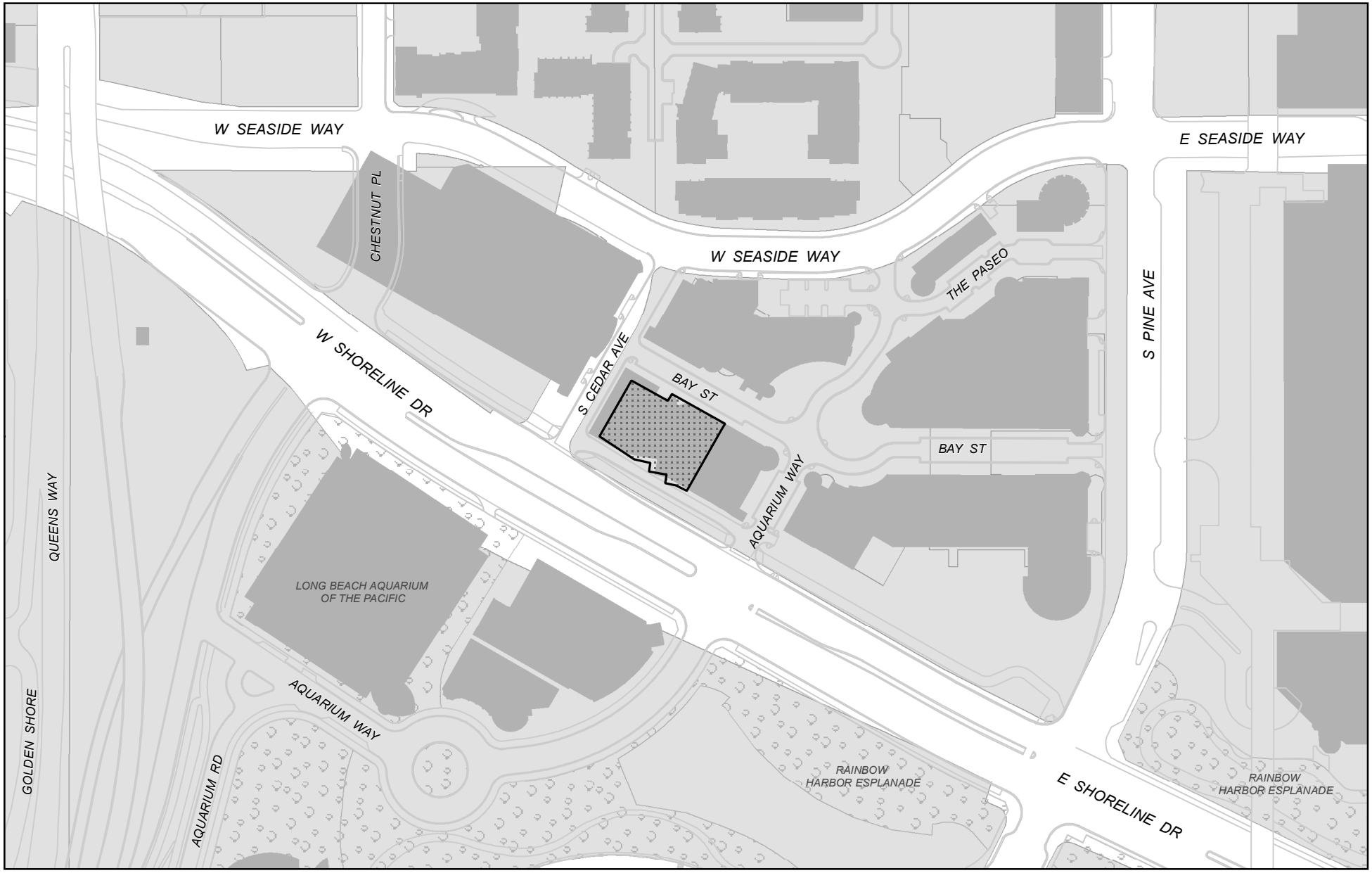
- Amendment of PD-6 zoning district (increase allowed building height, increase allowed number of hotels from 1 to 2, insert verbiage to allow waiver of 65% site coverage limit)

- Amendment of Local Coastal Program

California Coastal Commission

- Coastal Permit modification approval (amendment to 5-98-156), approval of amended LCP

Required non-discretionary (ministerial) City permits/approvals involve grading permits, building permits, and street work permits issued by the City to allow site preparation and construction. This hotel is proposed for construction in a single phase that would include site preparation, grading, trenching, installation and connection of hotel utilities into the public utilities systems.

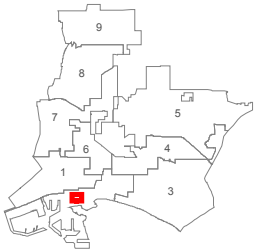


Subject Property:

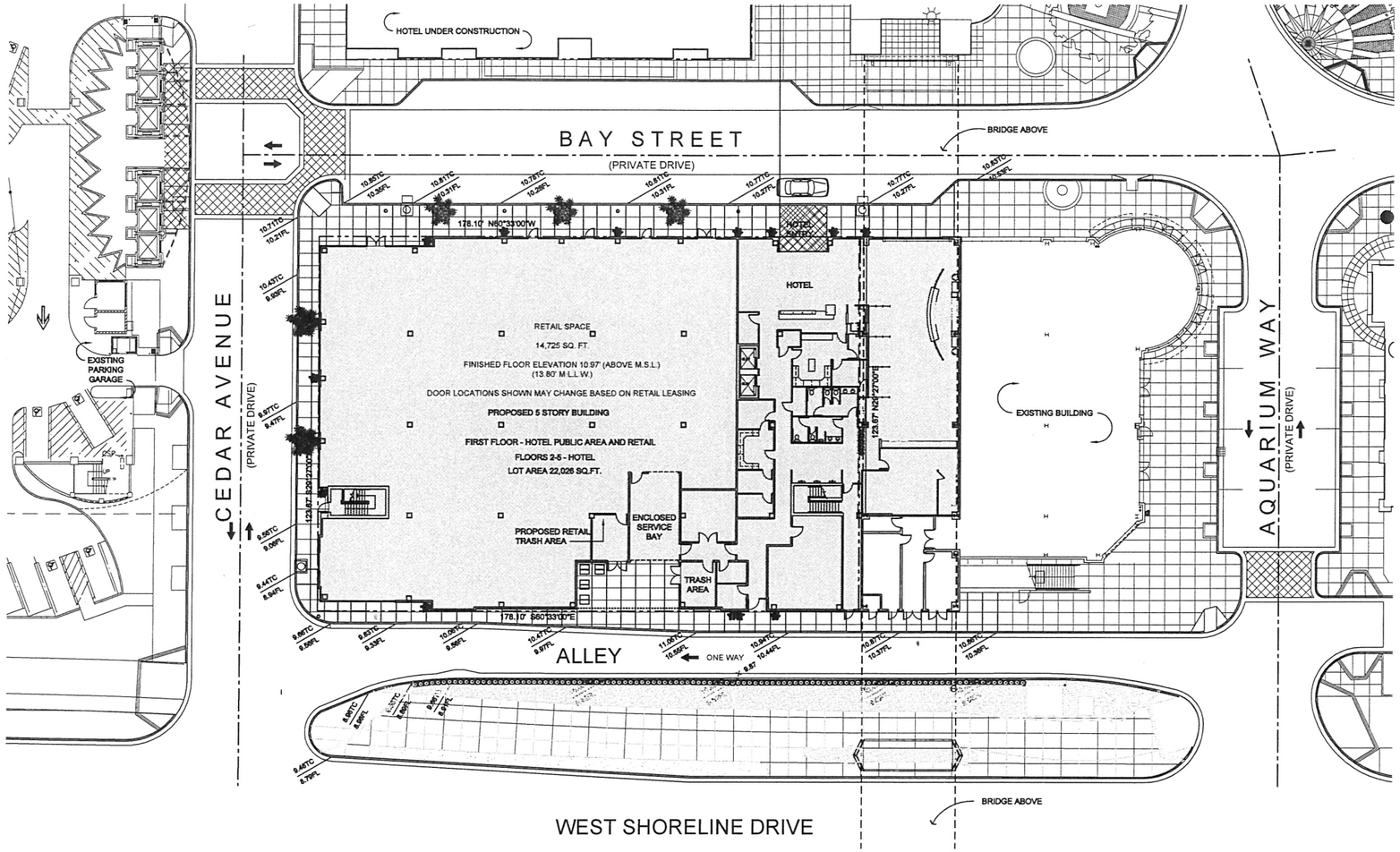
290 Bay St
Application No. 0812-04
Council District 2
Zoning Code : PD-6 (SubArea5)

N

150 75 0 150 300 Feet



Long Beach Development Services | Technology Services GIS | C:\AGProjects\Plan&Building\Vicinity Maps\Vicinity Maps.mxd - tmp



NORTH

A SITE PLAN

0' 10' 20'
1"=20'-0"

BUILDING DATA: HOTEL SIERRA

	STUDIO	DOUBLE QUEEN STUDIO	KING ROOM	DOUBLE QUEEN	TOTAL UNITS	GROSS AREA
FIRST FLOOR	--	--	--	--	--	8,121 SF INCLUDING (2,869 SF UNDER BRIDGE - EXISTING CONSTRUCTION)
SECOND FLOOR	18	--	4	1	23	21,655 SF
THIRD FLOOR	24	4	5	1	34	19,136 SF
FOURTH FLOOR	24	4	5	1	34	19,136 SF
FIFTH FLOOR	24	4	6	-	34	19,088 SF
TOTALS	90 (72%)	12 (9.6%)	20 (16%)	3 (2.4%)	125	87,136 S.F. (702 SF / KEY)
SERVICE AREA						502 SF
MECH. AND SERVICE DRIVE (OPEN)						522 SF
RETAIL SPACE						14,725 SF
TOTAL BUILDING AREA						103,485 SF

DATE DRAWN
07-25-07
REVISIONS
12-03-08
3-10-09
4-21-09

PRINTS ISSUED
DDR APPROVAL 12-4-08
SITE PLAN REVIEW 12-8-08
SITE PLAN REVIEW 3-10-09
SITE PLAN REVIEW 4-21-09

KREHBIEL ARCHITECTURE
1300 E. Lewis
Wichita KS 67211
316.267.8233
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krehbielarchitecture.com

DATE

HOTEL SIERRA
THE PIKE
LONG BEACH, CALIFORNIA
SITE PLAN REVIEW

PROJECT NO.
06021
SHEET TITLE
SITE PLAN

SHEET NO.
SA1.1
SHEET 1 OF 11

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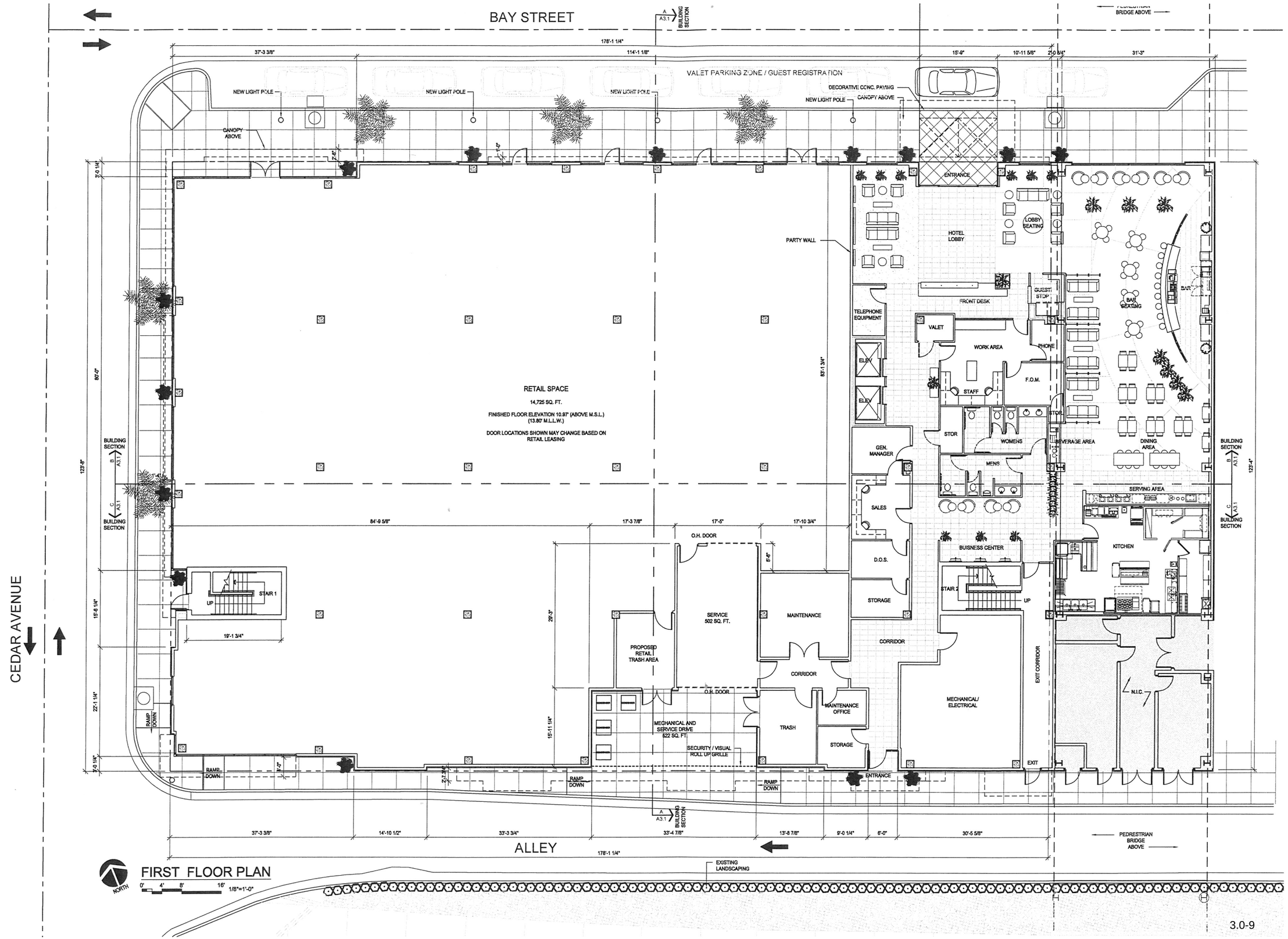

FIRST FLOOR PLAN

DATE DRAWN
07-25-07
REVISIONS
12-03-08
3-10-09
4-21-09

PRINTS ISSUED
DDR APPROVAL 12-4-08
SITE PLAN REVIEW 12-8-08
SITE PLAN REVIEW 3-10-09
SITE PLAN REVIEW 4-21-09

KREHBIEL ARCHITECTURE
1300 E. Lewis
Wichita KS 67211
316.267.8233
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krehbielarchitecture.com

DATE

HOTEL SIERRA
THE PIKE
LONG BEACH, CALIFORNIA
SITE PLAN REVIEW

PROJECT NO.
06021
SHEET TITLE
FIRST FLOOR PLAN

SHEET NO.
A1.1
SHEET 2 OF 11

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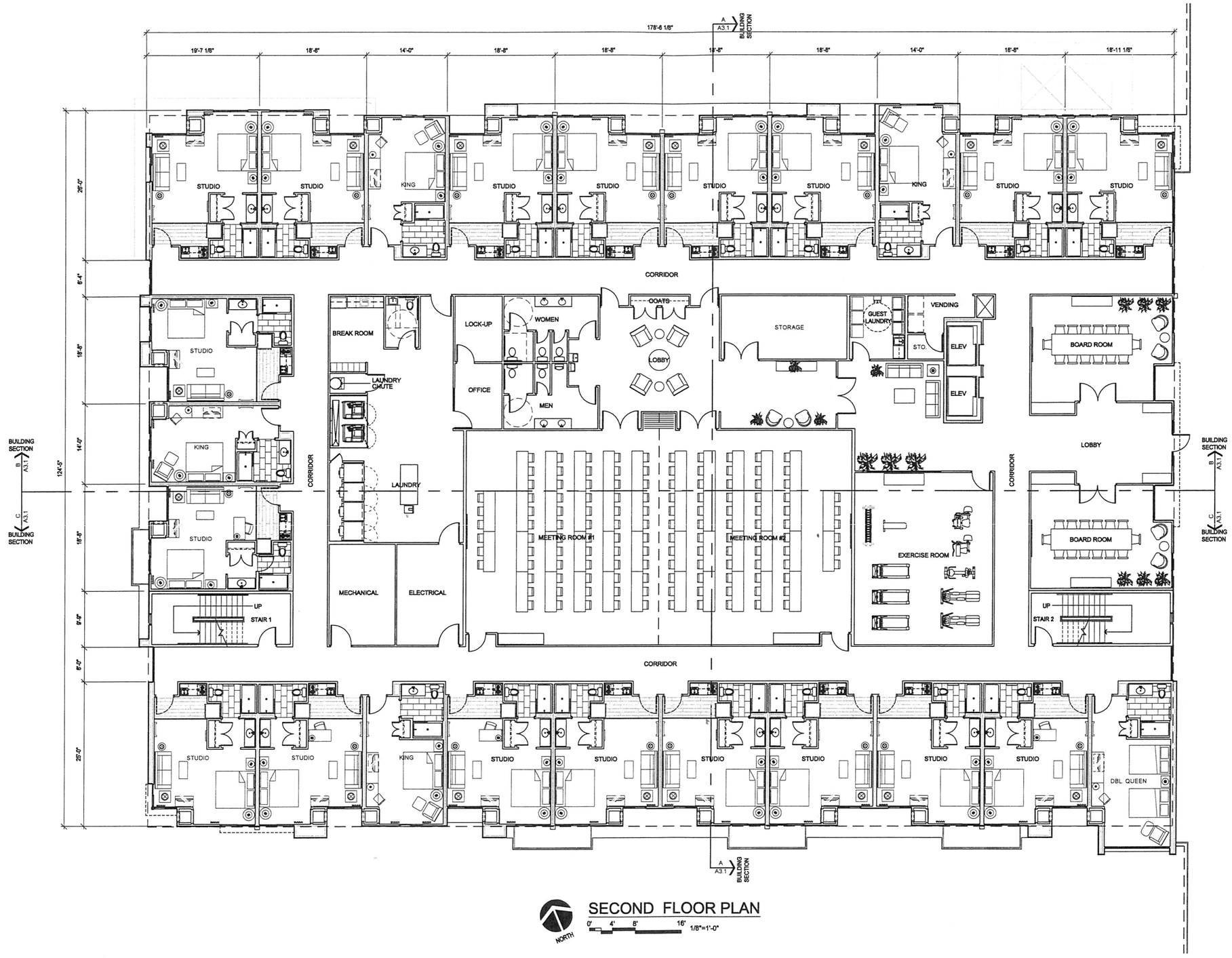

SECOND FLOOR PLAN

DATE DRAWN
07-25-07
REVISIONS
12-03-08
3-10-09
4-21-09

PRINTS ISSUED
DDR APPROVAL 12-4-08
SITE PLAN REVIEW 12-8-08
SITE PLAN REVIEW 3-10-09
SITE PLAN REVIEW 4-21-09

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HOTEL SIERRA
THE PIKE
LONG BEACH, CALIFORNIA
SITE PLAN REVIEW

PROJECT NO.
06021
SHEET TITLE
SECOND FLOOR PLAN

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A1.2
SHEET 3 OF 11

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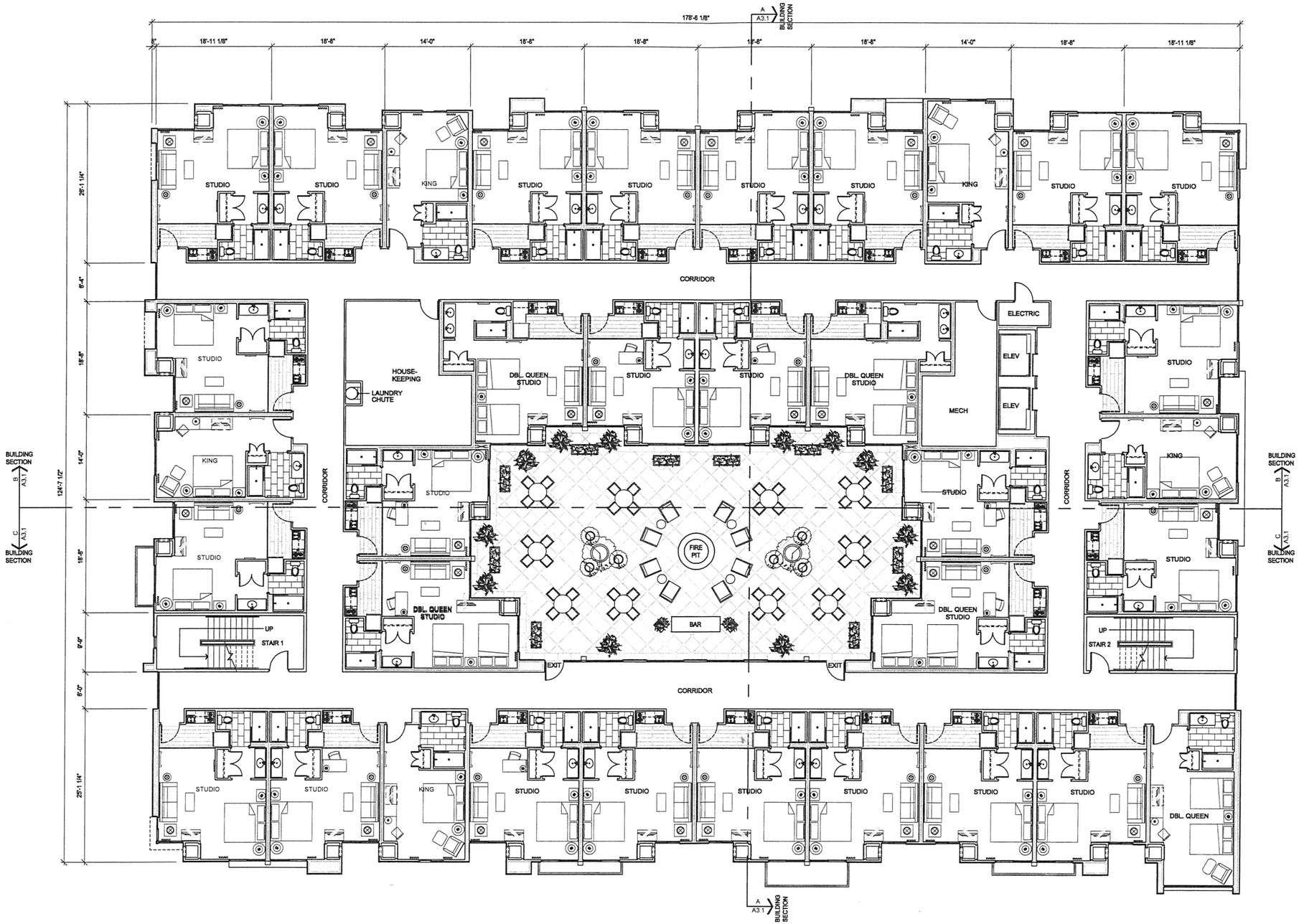

THIRD FLOOR PLAN

NORTH

0' 4' 8' 16' 1/8"=1'-0"

3.0-11

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DATE DRAWN
07-25-07
REVISIONS
12-03-08
3-10-09
4-21-09

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SHEET TITLE
THIRD FLOOR PLAN

SHEET NO.
A1.3

SHEET 4 OF 11

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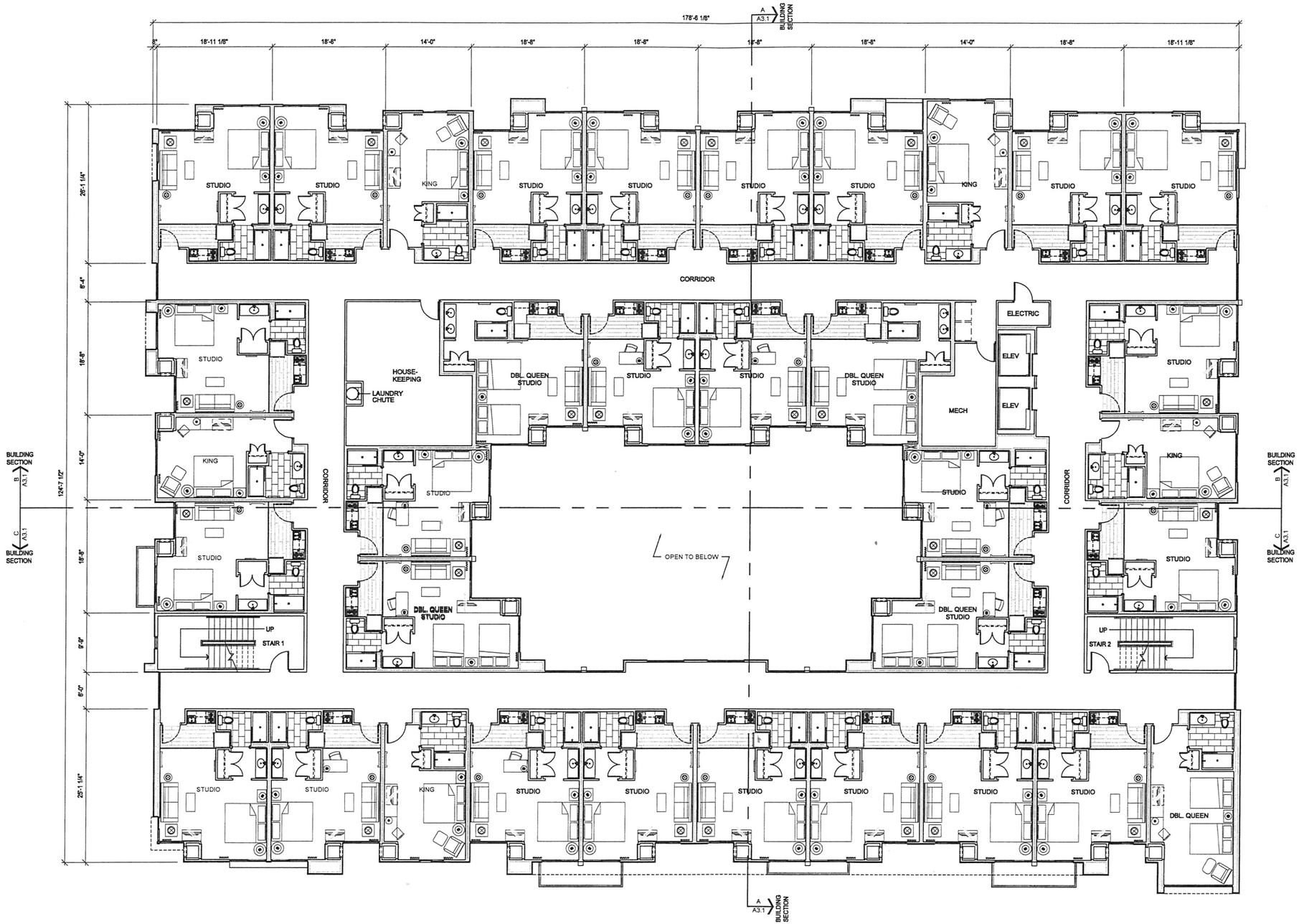

FOURTH FLOOR PLAN

NORTH

0' 4' 8' 16' 1/8"=1'-0"

3.0-12

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DATE DRAWN
07-25-07
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12-03-08
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SHEET TITLE
FOURTH FLOOR PLAN

SHEET NO.
A1.4
SHEET 5 OF 11

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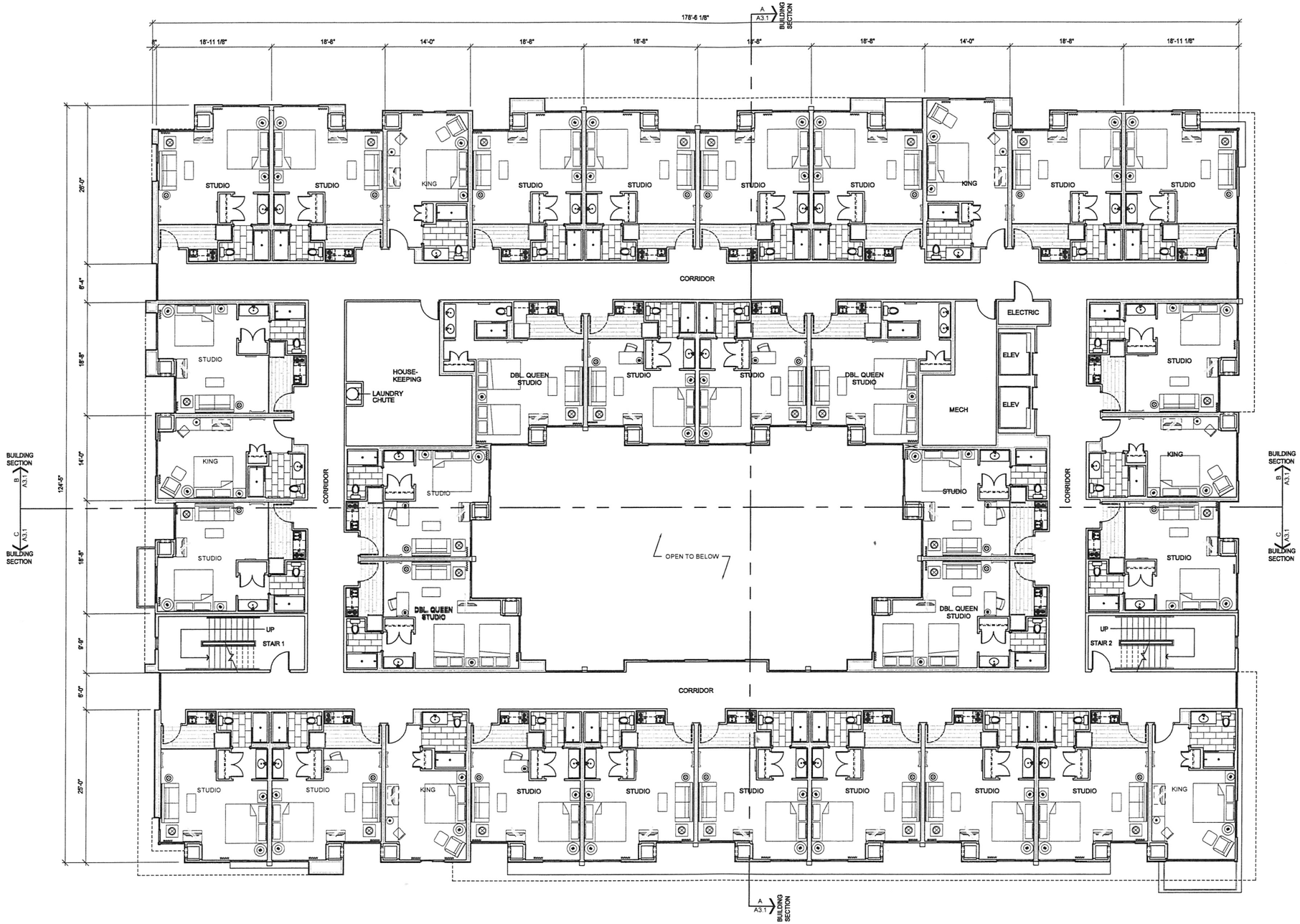

FIFTH FLOOR PLAN

NORTH

0' 4' 8' 16' 1/8"=1'-0"

3.0-13

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DATE DRAWN
07-25-07
REVISIONS
12-03-08
3-10-09
4-21-09

PRINTS ISSUED
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SITE PLAN REVIEW 3-10-09
SITE PLAN REVIEW 4-21-09

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LONG BEACH, CALIFORNIA
SITE PLAN REVIEW

PROJECT NO.
06021
SHEET TITLE
FIFTH FLOOR PLAN

SHEET NO.
A1.5
SHEET 6 OF 11

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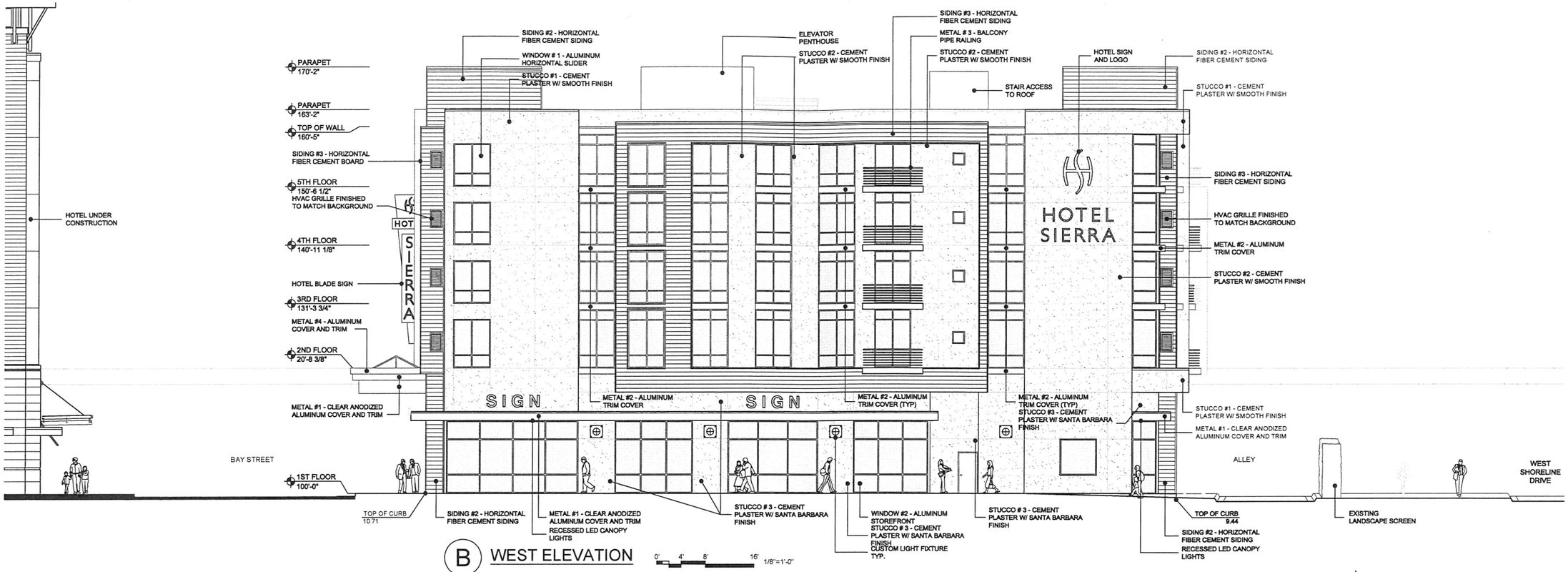
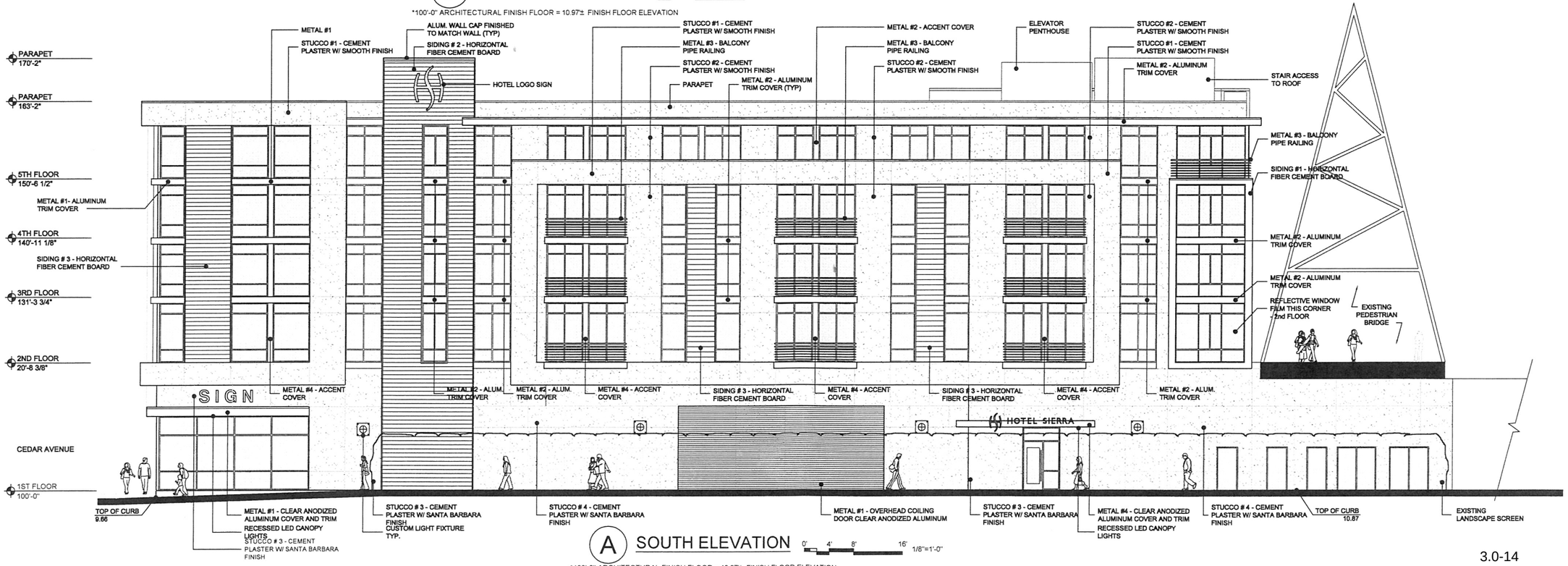


B WEST ELEVATION

*100'-0" ARCHITECTURAL FINISH FLOOR = 10.97'± FINISH FLOOR ELEVATION



A SOUTH ELEVATION

*100'-0" ARCHITECTURAL FINISH FLOOR = 10.97'± FINISH FLOOR ELEVATION

DATE DRAWN
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4-21-09

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SITE PLAN REVIEW 3-10-09
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THE PIKE
LONG BEACH, CALIFORNIA
SITE PLAN REVIEW

PROJECT NO.
06021
SHEET TITLE
ELEVATIONS

SHEET NO.
A2.1

SHEET 7 OF 11

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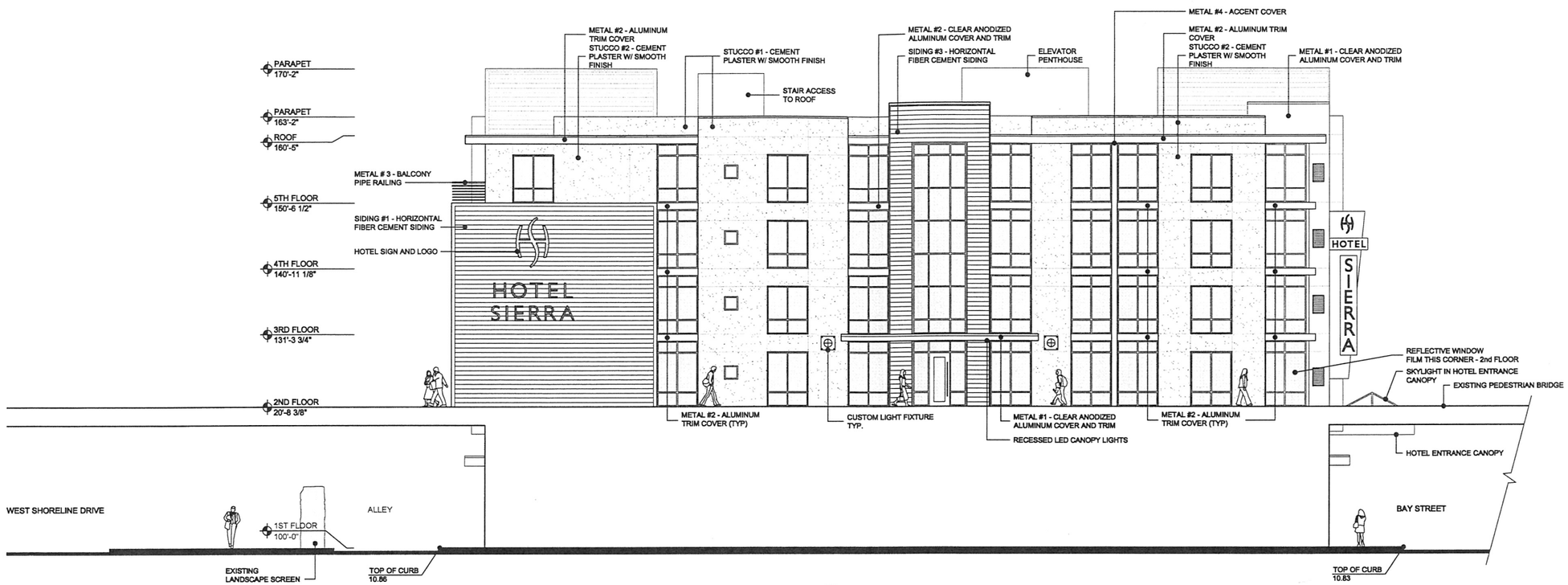
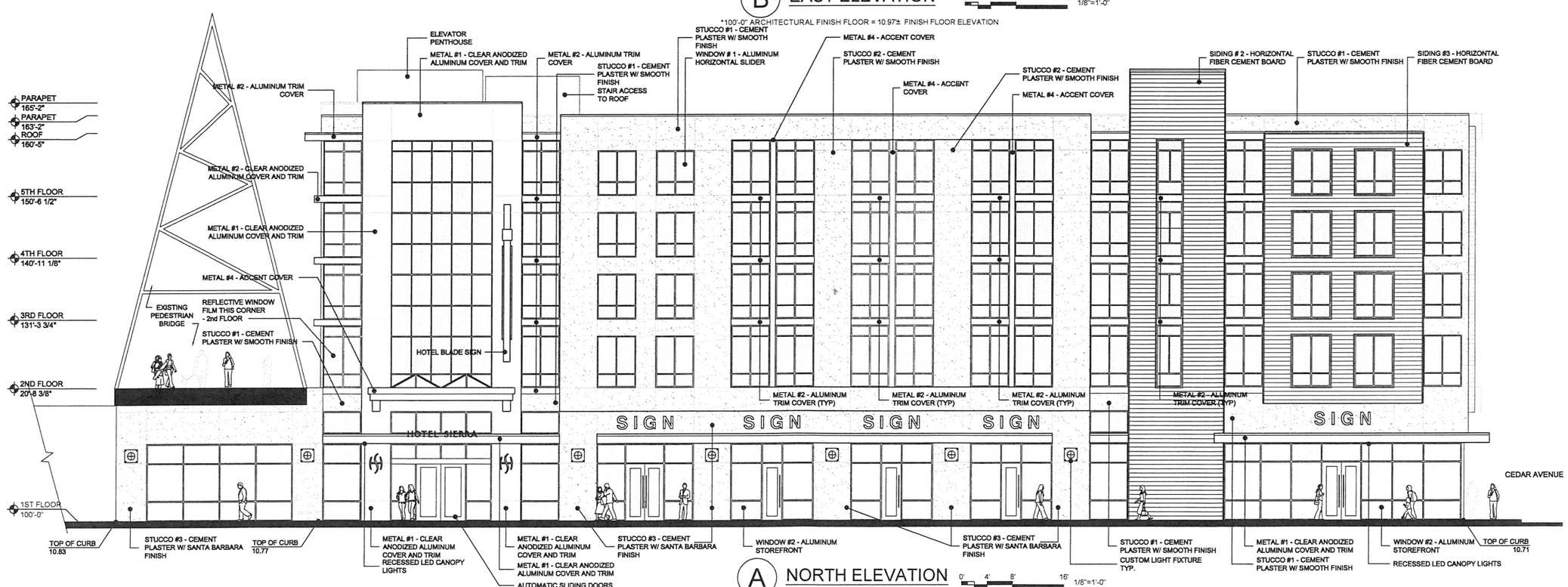


B EAST ELEVATION

0' 4' 8' 16' 1/8"=1'-0"

*100'-0" ARCHITECTURAL FINISH FLOOR = 10.97'± FINISH FLOOR ELEVATION



A NORTH ELEVATION

0' 4' 8' 16' 1/8"=1'-0"

*100'-0" ARCHITECTURAL FINISH FLOOR = 10.97'± FINISH FLOOR ELEVATION

DATE DRAWN
07-25-07
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3-10-09
4-21-09

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SITE PLAN REVIEW

PROJECT NO.
06021
SHEET TITLE
ELEVATIONS

SHEET NO.
A2.2

SHEET 8 OF 11

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SECTION 4.0
ANALYSIS OF ENVIRONMENTAL ISSUES

This chapter contains impact analysis sections for all identified environmental factors, based on the Initial Study findings (see Appendix A of this EIR Addendum). Each environmental factor section includes a description of the environmental setting, analysis of potential project impacts, and consideration of possible mitigation measures, if determined necessary to reduce any identified potential impacts.

4.0-1 Previous Project CEQA Environmental Review

An Environmental Impact Report (EIR) for the original Queensway Bay Master Plan commercial entertainment project (EIR 13-94, State Clearinghouse No. 94081033) was certified by the Long Beach Planning Commission on December 19, 1994 and is incorporated by reference. The Commercial Lodging component of the 1994 project totaled 950 rooms, consisting of a 300-room Tidelands Hotel, a 150-room Tidelands Inn, and a 500-room North Shore Convention Hotel.

In 1998, a Mitigated Negative Declaration (ND 5-98) was prepared for a reduced Queensway Bay project that decreased the Lodging component from three hotels totaling 950 rooms to one 275-room hotel. This Mitigated Negative Declaration was adopted by the Long Beach Planning Commission on April 2, 1998 and is incorporated by reference.

In 2005, a Supplemental Environmental Impact Report (EIR 14-04, State Clearinghouse No. 2004111127) was prepared for a 140-room hotel (the Avia hotel) for this commercial entertainment project now known as the Pike at Rainbow Harbor (Pike). This Supplemental EIR was certified by the Long Beach City Council on December 13, 2005 and is incorporated by reference. The Avia hotel is currently under construction and expected to begin operations in summer 2009. At present, this is the only hotel land use in the entire Pike project site.

4.0-2 Initial Study

The Initial Study Environmental Checklist for this EIR Addendum (EIR 01-09) is provided in Appendix A. For each Threshold of Significance listed in this Initial Study, one of a possible four determinations was made: the Hotel Sierra proposal would either have a Potentially Significant Impact, Less Than Significant Impact With Mitigation Incorporation, Less Than Significant Impact, or No Impact. Any Threshold of Significance where the Sierra Hotel proposal could have either a Potentially Significant Impact or a Less Than Significant Impact With Mitigation

Incorporation would be subject to further CEQA analysis in this EIR Addendum. Potential impacts that fall under either the Less Than Significant Impact or No Impact determination are discussed under 4.0-3 Effects Found Not To Be Significant.

Potentially Significant Impact

It has been determined in the Initial Study that this Hotel Sierra component of the Pike at Rainbow Harbor project would not result in a Potentially Significant Impact for any of the Thresholds of Significance.

Less Than Significant Impact With Mitigation Incorporation

It has been determined in the Initial Study that this Hotel Sierra component of the Pike project would not result in a Less Than Significant Impact with Mitigation Incorporation for any of the Thresholds of Significance.

4.0-3 Effects Found Not To Be Significant

As required by California Environmental Quality Act (CEQA) Guidelines Section 15128, an EIR shall contain a statement briefly indicating the reasons that various possible significant effects were determined not to be significant and were therefore not discussed in detail in the EIR. Previous determinations from the 1994 EIR (EIR 13-94), 1998 Negative Declaration (ND 5-98), and 2005 Supplemental EIR (EIR 14-04) are also summarized below.

The Initial Study (Appendix A) determined the following environmental effects of the proposed Hotel Sierra would be at either a No Impact or a Less Than Significant Impact level:

Aesthetics

The 1994 EIR did not identify any view node locations north of Shoreline Drive, and concluded that after mitigation the only unavoidable impact would be conversion of the passive lagoon park into an intensely active developed urban harbor. This mitigation is incorporated by reference into this EIR Addendum.

The 1998 Negative Declaration identified view corridors along both Cedar and Pacific Avenues south of Ocean Boulevard. These view corridors did not extend beyond the rights-of-way for both streets, and no structure in the Queensway Bay project was proposed to extend into a street rights-of-way. The Negative Declaration determined that the revised Queensway Bay project would not result in any new significant visual impacts.

The 2005 Supplemental EIR determined that the proposed project modifications for the 140-room Avia hotel would not result in any new significant impacts to

scenic resources and would not degrade the existing visual character or quality of the project site or its surroundings. The Initial Study for this Supplemental EIR did determine that the proposed Avia hotel's potential to create a new source of substantial light or glare was at a Less Than Significant Impact with Mitigation Incorporation level. Analysis of potential light and glare impacts was provided in Section 4.1 of this Supplemental EIR. Mitigation Measures 4.1.1 and 4.1.2 were recommended and made part of the Mitigation Monitoring Program for this Supplemental EIR to reduce potential impacts from exterior building material glare and exterior lighting spillover to a less than significant level.

The view corridors for this proposed Hotel Sierra site are the same as described in Section 4.1 of the 2005 Supplemental EIR. The only significant visual change to the surrounding area is the recent construction of two high rise condominium towers located north of the Pike complex along the west side of Chestnut Avenue between Ocean Boulevard and Seaside Way (West Ocean Towers). This hotel would be located on the south side of Bay Street along the east side of Cedar Avenue, directly south of the previously approved Pike hotel structure. This proposed Hotel Sierra would be five stories in height whereas the previously approved Avia hotel is a seven-story structure. The surrounding visual environment consists of the Pike parking garage on the west side of Cedar Avenue directly opposite this hotel site and the collection of retail and restaurant buildings that make up the Pike commercial entertainment project.

This proposed hotel would not impact southern views from residential structures along Ocean Boulevard since the seven-story Avia hotel building currently under construction would block views of this five-story hotel from these neighboring residential structures. These existing southern views are generally limited to the multi-level Pike parking structure at the southwest corner of Seaside Way and Cedar Avenue as well as existing Pike commercial structures both north and south of Shoreline Drive. Views south of the Pike to the Shoreline Village commercial area and the downtown marina are therefore already partially obstructed by existing Pike structures. At five stories, this hotel is within the height envelope of the surrounding parking garage, previously approved Avia hotel structure, and existing Pike commercial structures. Therefore, this proposed hotel would have no impacts to any existing view corridors and no further environmental analysis is required.

There are no scenic highways or natural scenic resources in the Hotel Sierra site vicinity. There are no trees or rock outcroppings in the hotel site vicinity. The proposed hotel would not impact the use or visual enjoyment of any nearby historically significant structures. Therefore, the proposed hotel would have no impacts on any scenic resources and no further environmental analysis is required.

The proposed hotel would be constructed on a vacant development pad within the Pike at Rainbow Harbor commercial entertainment complex. The

architectural design, color scheme and facade improvements are intended to complement of the existing Pike structures as well as other nearby structures (See Section 3.0 Project Description of this EIR Addendum). Since the proposed hotel would result in a structure both complementary to surrounding buildings and a visual improvement over the existing vacant site, the project would not degrade the existing visual character or quality of the site or its surroundings. The Initial Study therefore made a No Impact determination on this threshold and no further environmental analysis is required.

This proposed hotel's potential for significant light and glare impacts would be similar to the impacts analyzed in the 2005 Supplemental EIR (EIR 14-04) for the previously approved hotel structure. Mitigation Measures 4.1.1 and 4.1.2 were recommended and made part of the Mitigation Monitoring Program for this Supplemental EIR to reduce potential impacts from exterior building material glare and exterior lighting spillover to a less than significant level. These mitigation measures are incorporated by reference into this EIR Addendum. Since this proposed hotel would not create any new significant impacts not previously analyzed or mitigated in the previous CEQA environmental review documents for the Pike project and would not significantly increase the severity of the previously identified impacts, this hotel proposal would not create the potential for any additional significant impacts and no further environmental analysis is required.

Agriculture Resources

The Pike at Rainbow Harbor complex is not located within an agricultural zone, and there are no agricultural zones within the vicinity of the downtown area. Since there are no agricultural resources anywhere in or nearby the downtown area, the proposed hotel project will have no effect on any agricultural resources and the Initial Study determined the proposed hotel would have No Impact on any of the thresholds of significance related to agricultural resources. No further environmental review is therefore required.

Air Quality

This hotel proposal represents what is a relatively small component of the existing Pike at Rainbow Harbor commercial entertainment complex. A full analysis of the original Queensway Bay project air quality impacts is included in the 1994 EIR, which found that even after mitigation (incorporated by reference into this EIR Addendum), the entire commercial/entertainment complex would result in an unavoidable adverse air quality impacts by exceeding the applicable thresholds for carbon monoxide, nitrogen oxides, particulates and reactive organic gases. This unavoidable impact was duly considered when EIR 13-94 was certified and the Planning Commission adopted a Statement of Overriding Considerations. At that time, the Queensway Bay project proposed a total of 950 hotel rooms. The 1998 Negative Declaration, which analyzed a revised

Queensway Bay project with only 275 hotel rooms, determined that there would be no new significant air quality impacts.

The 2005 Supplemental EIR (EIR 14-04) Initial Study determined that the hotel proposed at that time would have no new significant impacts for any of the applicable air quality thresholds of significance. However, the South Coast Air Quality Management District (SCAQMD) provided written comments during the Notice of Preparation comment period that requested identification of all project-related air pollutant sources and calculation of potential air quality impacts from both project construction and operations. The air quality analysis provided in the 2005 Supplemental EIR was in response to SCAQMD comments rather than the Initial Study findings for EIR 14-04. Although the Supplemental EIR air quality analysis found that the hotel proposal would not result in any significant air quality impacts, Mitigation Measure 4.2.1 was recommended and made part of the Mitigation Monitoring Program for EIR 14-04 to insure proper dust control practices throughout project construction in conformance with SCAQMD Rule 403.

This new hotel proposal would not create any new air quality impacts or result in a substantial increase in the severity of previously identified significant impacts related to air quality. This EIR Addendum incorporates by reference the 1994 EIR (EIR 13-94), the 1998 Negative Declaration (ND 5-98) and the 2005 Supplemental EIR (EIR 14-04), including Mitigation Measure 4.2.1 for the 2005 Supplemental EIR. The findings of these previous environmental review documents are therefore also incorporated into this EIR Addendum and no further environmental analysis of these air quality issues are required.

Climate Change: Recent concerns related to the potential impacts of greenhouse gas emissions lead to the passage of Senate Bill (SB) 97, approved by the Governor on August 24, 2007, which added Section 21083.05 to the Public Resources Code. Section 21083.05 requires the State of California Office of Planning and Research (OPR) to develop guidelines for the mitigation of greenhouse gas emissions for transmittal to the State Air Resources Board no later than July 1, 2009. The Air Resources Board shall then certify and adopt guidelines developed by OPR no later than January 1, 2010.

On January 8, 2009, OPR released preliminary draft regulatory guidelines regarding the analysis and mitigation of potential greenhouse gas emissions. These guidelines recommended the following two new environmental issues be added to the Initial Study checklist:

- Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?

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

Since these two environmental issues were not previously analyzed in the prior CEQA review documents, this EIR Addendum will include an analysis of the potential for greenhouse gas emissions impacts from this proposed hotel.

Biological Resources

The 1994 EIR concluded that project mitigations would have beneficial impacts to project vicinity marine and avifaunal communities. The 1998 Negative Declaration determined the revised project would have no new impacts. The 2005 Supplemental EIR determined the previous hotel proposal would have no impact on any biological resources.

The Hotel Sierra site is located in a highly urbanized portion of the City, with predominately commercial and multi-family residential uses throughout the downtown area. The project development pad is a vacant dirt lot devoid of any vegetation or other biological resources. There is no evidence of rare or sensitive species as listed in Title 14 of the California Code of Regulations or Title 50 of the Federal Code of Regulations. There are no riparian habitats, protected wetlands or other sensitive natural communities in or adjacent to this hotel development pad. The proposed hotel will not interfere with the migratory movement of any wildlife species nor conflict with any local policies or ordinances protecting biological resources. This proposed hotel would therefore have no significant impacts on any biological resources and no further environmental review is required.

Cultural Resources

The 1994 EIR determined that the original project would have no significant impacts and the 1998 Negative Declaration required a detailed view analysis as a mitigation measure. This previous mitigation is incorporated by reference into this EIR Addendum. The 2005 Supplemental EIR determined the previous hotel proposal would have no significant impacts on any cultural resources.

This new hotel proposal will not result in extensive excavation or grading since no subterranean structures are proposed as part of the hotel improvements. Therefore, project construction will not impact any unknown latent artifacts. The hotel development pad is located outside the area of the City expected to have a higher probability of latent artifacts. The proposed hotel site is not located in a historic district and none of the existing structures in the Pike at Rainbow Harbor are considered to have any historic value. This hotel would not create any new significant impacts or increase the severity of any previously identified impacts.

This proposed hotel would therefore have no significant impacts on any cultural resources and no further environmental analysis is required.

Geology and Soils

The 1994 EIR determined that after mitigation, there would be no unavoidable adverse project impacts. The 1998 Negative Declaration concluded that the revised project would not result in any new adverse impacts. The 2005 Supplemental EIR determined the previous hotel proposal would have no significant geologic or soils impacts. The previous mitigation is incorporated by reference into this EIR Addendum.

The most significant fault system in the vicinity is the Newport-Inglewood fault zone. The relative close proximity of the Newport-Inglewood Fault could create substantial ground shaking anywhere in the project vicinity if a seismic event occurred along the fault. However, there are numerous variables that determine the level of damage to any particular location. Given these variables it is not possible to determine the level of damage that may occur on the site during a seismic event. Construction and operation of the proposed hotel would not alter existing environmental conditions related to seismic risks. The hotel would be constructed in compliance with all applicable Building Code regulations. All other environmental issues related to geology and soils have been previously analyzed in the previous CEQA environmental review documents. No new significant geologic or soils impacts would result from this proposed hotel and therefore no further environmental analysis is required.

Hazards and Hazardous Materials

The 1994 EIR determined that after mitigation, no significant adverse hazard impacts would occur from the original project. The 1998 Negative Declaration Initial Study concluded that the revised project would have no new impacts. The previous mitigation is incorporated by reference into this EIR Addendum.

The Initial Study for the 2005 Supplemental EIR (EIR 14-04) determined that the hotel proposed at that time would have no significant hazards/hazardous materials impacts. However, the State Department of Toxic Substances Control (DTSC) responded to the Notice of Preparation in a comment letter during the public comment period. The analysis contained in Section 4.3 of this Supplemental EIR was therefore provided in response to the DTSC comments rather than the EIR 14-04 Initial Study findings. Mitigation Measure 4.3.1 was recommended and included in the Mitigation Monitoring Program for EIR 14-04 to halt all construction activity if soil contamination is suspected and sets forth soil remediation procedures.

All environmental issues related to hazards and hazardous materials have been previously analyzed in the previous CEQA environmental review documents.

This proposed hotel would not create any new significant impacts or increase the severity of any previously identified impacts. Mitigation Measure 4.3.1 is incorporated by reference into this EIR Addendum. No new significant impacts would result from this proposed hotel and no further environmental analysis is required.

Hydrology and Water Quality

The 1994 EIR determined that after mitigation, there would be no unavoidable adverse water quality impacts. The 1998 Negative Declaration found that the revised project would not result in any new significant impacts. The 2005 Supplemental EIR determined that the hotel proposed at that time would have no significant impacts related to hydrology and water quality. The previous mitigation is incorporated by reference into this EIR Addendum.

The Federal Emergency Management Agency (FEMA) has prepared a Flood Hazard Map designating all potential flood zones in the City. This hotel site is located in Zone X, which is not a FEMA designated flood hazard zone. All storm and sanitary sewer drains are currently in place for the hotel site vicinity. The project is within a highly urbanized area with stormwater drainage infrastructure in place. This hotel proposal would not violate any water quality standards, deplete groundwater supplies, alter existing drainage patterns, substantially increase surface runoff rates, create any flood hazards, or expose people or structures to any flood or inundation hazards. There would be no new significant impacts and no increase in the severity of any previously identified impacts. No further environmental review is therefore required.

Land Use and Planning

The 1994 EIR concluded that after mitigation, the original Queensway Bay project would result in the following unavoidable adverse impacts: convert Shoreline Aquatic Park from a passive green park into a major urbanized harbor development; retain 15.29 acres of usable parkland, with a displaced 9.4 acres replaced with 12.07 acres in the events park; and create an events park approximately 1.5 miles south of the existing park that encourages vehicular travel which could result in vehicle congestion during major special events. These unavoidable impacts were duly considered when EIR 13-94 was certified and the Planning Commission adopted a Statement of Overriding Considerations. This previous mitigation is incorporated by reference into this EIR Addendum.

The 1998 Negative Declaration determined that any new impacts from the revised project would be beneficial in nature. The 2005 Supplemental EIR found that the hotel impact with applicable land use plans, policies or regulations would be considered Less Than Significant With Mitigation Incorporation due to an existing Exchange Agreement between the City and the State Lands

Commission. Mitigation 4.4.1 was recommended, which specifically applies to the 2005 hotel site only, and included in the Mitigation Monitoring Program for the 2005 Supplemental EIR to reduce this impact to a less than significant level. Since then, this Exchange Agreement has been nullified by a 2005 Court of Appeal decision ordering the State Lands Commission to set aside this exchange by March 4, 2008 (Court of Appeal, State of California, Third Appellate District, Case No. C054313, an appeal of Sacramento Superior Court Case No. 01CS01556). Therefore, no mitigation related to this Exchange Agreement is necessary for this hotel proposal.

The proposed hotel analyzed in this EIR Addendum would not physically divide an established community since it would occupy a currently vacant development pad located within the Pike at Rainbow Harbor complex. Hotel land uses are considered an integral component of this commercial/entertainment complex. The 140-room Avia hotel currently under construction and this proposed 125-room hotel would total 265 rooms, less than the 275 rooms that made up the hotel component of the reduced Queensway Bay project description in the 1998 Negative Declaration.

This proposed hotel would not conflict with any applicable habitat conservation plan or natural community conservation plan since the hotel development pad is not within or adjacent to any such habitat and there are no plans to convert any portion of the Pike complex into any type of natural habitat.

In regard to whether this hotel proposal would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the site, the hotel development pad is located in the Coastal Zone and hotels are generally considered an acceptable coastal related land use. All properties in the City located in the Coastal Zone are also subject to the City's Local Coastal Program, which guide the development and use of these coastal areas. The hotel development pad is located in the Downtown Redevelopment Project Area and is a permitted land use for this redevelopment area. The General Plan Land Use Designation (LUD) for this development pad is LUD No. 7 Mixed Uses, which permit "visitor-serving facilities" such as hotels. The zoning district for this development pad is Subarea 5 of the Downtown Shoreline Planned Development District (PD-6), which allows hotel uses. However, this Subarea specifically allows only one hotel to exceed three stories and 40 feet in height. Since the hotel analyzed in the 2005 Supplemental EIR and currently under construction is a seven-story structure, this hotel proposal includes a request to amend PD-6 allowing a second hotel to exceed this height restriction. In addition, the Coastal Permit approved by the Coastal Commission in 1999 for the Pike project (Coastal Permit 5-98-156) and the Local Coastal Program would need to be amended to allow this second hotel structure. Therefore, this EIR Addendum will include an analysis of this proposed hotel's potential impacts related to the applicable zoning designation (PD-6) and the Local Coastal Program.

Mineral Resources

Mineral resources were not analyzed in the 1994 EIR. The 1998 Negative Declaration analyzed Energy and Mineral Resources, concluding in the Initial Study that the revised project would have no adverse impacts and added no discussion to this finding. The 2005 Supplemental EIR found that hotel proposal would have no impacts on mineral resources and therefore no further CEQA analysis was necessary.

Traditionally, the primary mineral resources within the City of Long Beach have been oil and natural gas. Today oil and natural gas extraction continues but on a much reduced scale in comparison to that which occurred in the past. This proposed hotel development pad does not contain any oil or natural gas extraction operations and the hotel land use is not anticipated to have a negative impact on oil or natural gas resources. There are no other known mineral resources on the site that could be negatively impacted by hotel construction or operation. Therefore, no further environmental review is required.

National Pollution Discharge Elimination System (NPDES)

Neither the 1994 EIR or 1998 Negative Declaration analyzed this environmental factor. The 2005 Supplemental EIR determined the hotel proposed at that time would have a less than significant impact related to discharge of pollutants into a storm drain or water way and would have no impact regarding the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. However, the Initial Study for the 2005 Supplemental EIR determined that the impact regarding the significant loss of pervious surface would be considered Less Than Significant With Mitigation Incorporation. Mitigation Measures 4.5.1, 4.5.2 and 4.5.3 were recommended and included in the Mitigation Monitoring Program to require implementing a Storm Water Pollution Prevention Plan (SWPPP), a Standard Urban Storm Water Mitigation Plan (SUSMP), and Best Management Practices (BMPs). These mitigation measures are incorporated by reference into this EIR Addendum.

All environmental issues related to hazards and hazardous materials have been previously analyzed in the previous CEQA environmental review documents. The proposed hotel would not create any new significant impacts or increase the severity of any previously identified impacts. No new significant impacts would result from this proposed hotel and no further environmental analysis is required.

Noise

The 1994 EIR found that after mitigation neither short-term construction nor long term operational impacts were considered significant since the anticipated noise

levels would not exceed the thresholds established in that EIR. This mitigation is incorporated by reference into this EIR Addendum. The 1998 Negative Declaration determined that even though generally taller and larger buildings are included in the revised project than originally proposed, there would not be any new significant impacts. The 2005 Supplemental EIR concluded that the hotel proposed at that time would not result in any significant noise impacts.

This hotel development pad is located in a highly urbanized area. In addition, hotel land uses are not considered to be a significant daytime noise generator, and are similar to residential land uses in terms of sensitivity to nighttime noise levels. Hotel construction and operations would be subject to all applicable City Noise Regulations (Chapter 8.80 of the Long Beach Municipal Code). This hotel proposal would not expose persons to excessive noise levels or groundborne vibrations, or result in a substantial permanent increase in ambient noise levels. While hotel construction would produce some temporary periodic increases in ambient noise levels, this impact on the surrounding Pike complex and downtown area are considered less than significant and no different than temporary construction noise impacts analyzed in the previous CEQA documents for the Queensway Bay/Pike project. Therefore, this hotel proposal would not create any new noise impacts or substantially increase the severity of previously identified impacts and no further CEQA analysis is required.

Population and Housing

As discussed in the 1994 EIR, although the Queensway Bay project would increase future employment, residential and user populations in the City, these impacts were not considered to exceed the established thresholds of significance and no mitigations were necessary. No new significant impacts were anticipated to result from the revised project analyzed by the 1998 Negative Declaration. The 2005 Supplemental EIR determined no significant population or housing impacts would result from that hotel proposal.

No significant population or housing impacts would result from this new hotel proposal. This hotel would not induce substantial population growth, displace substantial numbers of existing housing, or displace substantial numbers of people. The hotel would be constructed on a vacant development pad and there are no residential components associated with this hotel. In addition, the increased employment opportunities generated from this land use would be beneficial to Long Beach. No further CEQA analysis is therefore required.

Public Services

After mitigation through payment of the appropriate school impact fee, the 1994 EIR determined that project impacts would be less than significant. This mitigation is incorporated by reference into this EIR Addendum. The 1998 Negative Declaration concluded that while the Queensway Bay project would

continue to place demands on police and school services, there would be no new project impacts. The 2005 Supplemental EIR determined that the hotel proposed at that time would not create any new impacts or substantially increase the severity of previously identified impacts.

The proposed hotel is a small component of the overall Pike commercial entertainment project. The addition of a 125 room hotel to the previously approved 140 room Avia hotel would not exceed the 275 total rooms that make up the hotel portion of the overall Pike project. All potential impacts to public services, including police, fire, schools and parks, have been fully analyzed in previous CEQA reviews. This hotel proposal would not create any new impacts or substantially increase the severity of previously identified impacts and therefore no further environmental review is required.

Recreation

The 1994 EIR determined that after mitigation to provide bicycle and pedestrian trails along with protection of boat launch ramps and boat slips, the Queensway Bay project impacts related to increased recreational demand would be less than significant. This mitigation is incorporated by reference into this EIR Addendum. The revised project was found to be at a No Impact level according to the Initial Study for the 1998 Negative Declaration. The 2005 Supplemental EIR determined that the hotel analyzed under that EIR would not result in any significant recreational impacts.

Hotel patrons do not typically generate significant demand impacts on neighborhood or regional parks. Furthermore, the proposed Hotel Sierra will provide guests with a second story exercise room. While this hotel will generate increased employment, this would not produce significant demands on existing citywide recreational facilities. This hotel proposal would not create any new significant impacts or increase the severity of any previously identified impacts. Therefore, no further environmental analysis is required.

Transportation/Traffic

The 1994 EIR concluded that implementation of project-specific mitigation measures and physical improvements on the Citywide transportation system would reduce potentially adverse impacts at a number of intersections to a less than significant level. This mitigation is incorporated by reference into this EIR Addendum. The 1998 Negative Declaration determined that the additional traffic generated by the revised project was not likely to be significant and would be less than the impacts anticipated under the 1994 EIR due to the reduced scale of this revised project.

Under the 2005 Supplemental EIR, the only significance threshold identified as Less Than Significant With Mitigation Incorporation for that hotel proposal was

the project's potential to result in inadequate parking capacity. All other significance thresholds were determined to be at either the No Impact or Less Than Significant Impact level. A Traffic and Parking Study was prepared for the 2005 hotel proposal and included in the Supplemental EIR, which is incorporated by reference as part of this EIR Addendum. This study determined that the 2,211 space Pike parking garage located on the opposite side of Cedar Avenue from that hotel pad could easily accommodate hotel parking demand. Peak parking demand for the entire Pike project at full buildout was projected to be slightly less than 2,600 spaces (2,580), while the entire parking Pike supply is 2,705 spaces (2,211-space parking garage, 124-space valet lot, and 370-space employee parking lot).

This Hotel Sierra proposal would involve customer and luggage drop-off and pick-up on Bay Street at the hotel entry, with customer vehicles parked at the Pike parking garage on Cedar Avenue. This hotel proposal would not cause a substantial increase in traffic, exceed any established level of service standard, change any air traffic patterns, increase hazards to a roadway design feature, create any incompatible uses, result in inadequate emergency access, or conflict with any adopted policies supporting alternative transportation. While this hotel proposal is not anticipated to result in inadequate parking capacity, this EIR Addendum will include a discussion of whether the existing Pike parking facilities are adequate to accommodate this hotel along with all other Pike land uses.

Utilities and Service Systems

The 1994 EIR concluded that after mitigation, the original project would not exceed the established thresholds of significance for utility systems. This mitigation is incorporated by reference into this EIR Addendum. The 1998 Negative Declaration determined that no new or substantially increased impacts would result from this reduced Queensway Bay project. The 2005 Supplemental EIR concluded that the hotel proposed at that time would have no impact on utilities and service systems.

The City of Long Beach is an urbanized setting with all utilities and services fully in place. Future demands for utilities and service systems have been anticipated for future growth. No new significant impacts or increased severity of previously identified impacts related to utility and service systems (wastewater treatment facilities, storm water drainage, water supplies, and solid waste disposal systems) would result from this hotel proposal and therefore no further environmental analysis is required.

SECTION 4.1
AIR QUALITY

4.1.1 Existing Conditions

This section analyzes the potential impacts on air quality for both hotel construction and operations. Impact analysis has been performed in accordance with the policies set forth in compliance with local, State and federal regulations.

Regional Setting

The South Coast Air Basin is subject to some of the worst air pollution in the country, attributable mainly to its topography, climate, meteorological conditions, a large population base, and highly dispersed urban land use patterns.

Air quality conditions are primarily affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, provide the links between air pollutant emissions and air quality.

The South Coast Air Basin generally has a limited capability to disperse air contaminants because of its low wind speeds and persistent temperature inversions. In the Long Beach area, predominantly daily winds consist of morning onshore airflow from the southwest at a mean speed of 7.3 miles per hour and afternoon and evening offshore airflow from the northwest at 0.2 to 4.7 miles per hour with little variability between seasons. Summer wind speeds average slightly higher than winter wind speeds. The prevailing winds carry air contaminants northward and then eastward over Whittier, Covina, Pomona and Riverside.

The majority of pollutants normally found in the Los Angeles County atmosphere originate from automobile exhausts as unburned hydrocarbons, carbon monoxide, oxides of nitrogen and other materials. Of the five major pollutant types (carbon monoxide, nitrogen oxides, reactive organic gases, sulfur oxides, and particulates), only sulfur oxide emissions are dominated by sources other than automobile exhaust.

The California Air Resources Board regulates mobile emissions and oversees the activities of county Air Pollution Control Districts (APCDs) and regional Air Quality Management Districts (AQMDs) in California. The South Coast Air Quality Management District (SCAQMD) is the regional agency empowered to regulate stationary and mobile sources in the South Coast Air Basin.

4.1.2 Project Impacts

Construction and operation of the Hotel Sierra would be considered to have a significant impact to air quality if it would:

a. Conflict with or obstruct implementation of the applicable air quality plan;
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
d. Expose sensitive receptors to substantial pollutant concentrations;
e. Create objectionable odors affecting a substantial number of people.
f. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?
g. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emission of greenhouse gases?

The Initial Study (Appendix A) determined that the Hotel Sierra would have no new significant air quality impacts for the first five (a. through e.) above listed thresholds of significant beyond impacts previously analyzed in the 1994 EIR (EIR 13-94). While the project would result in some short-term construction and long-term operational emissions, the size of the hotel development pad would result in less than significant emission impacts. Short-term construction emissions involve air borne dust, construction equipment exhaust emissions, and construction worker passenger vehicle emissions. Long-term operational emissions involve exhaust emissions from customer and employee passenger vehicle emissions and delivery truck vehicle emissions.

The last two (f. and g.) above listed thresholds of significance were not analyzed in any of the previous environmental reviews for the Queensway Bay/Pike project since these two thresholds have only been recently recommended this year by State agencies in response to concerns involving greenhouse gas emissions and the resultant potential climate change impacts. Therefore, these two thresholds will be analyzed for this hotel proposal in this Section.

Environmental Review Background

The 1994 EIR (EIR 13-94) analyzed both short-term construction emission impacts and long-term operational emission impacts. The following two Mitigation Measures were set forth in the EIR's Mitigation Monitoring Program:

1. All project demolition and construction activities shall conform to Rule 403 of the South Coast Air Quality Management District during demolition and construction.

2. Every project business with 100 or more employees (referred to as "each qualifying project" in the Mitigation Monitoring Program) shall prepare a trip reduction plan in conformance with South Coast Air Quality Management District Rule 1503.

In addition, the 1994 EIR suggested, but did not include in its Mitigation Monitoring Program as a specific mitigation measure, that shuttle services to airports and shopping centers be provided to reduce long-term operational impacts associated with the hotel project component.

The 1998 Negative Declaration (ND 5-98) concluded that while the revised project would increase the number of vehicle trips over existing conditions at that time, the threshold of significance would not be exceeded and no new significant impacts were anticipated.

The 2005 Supplemental EIR (EIR 14-04) Initial Study determined that the previous hotel proposal would not have significant air quality impacts. However, the SCAQMD provided written comments on the Notice of Preparation for this Supplemental EIR that requested identification of all project-related air pollutant sources and calculation of potential construction and operational air quality impacts. As a result of this analysis, the Supplemental EIR identified potential construction-related dust dispersion as the only potentially significant air quality impact and recommended the following mitigation measure:

1. All project construction activities shall conform to Rule 403 of the South Coast Air Quality Management District on Fugitive Dust.

The Supplemental EIR concluded potential dust emission impacts would be reduced to a less than significant level with incorporation of this mitigation measure.

All mitigation measures previously set forth in these CEQA documents are incorporated by reference into this EIR Addendum (EIR 01-09).

New Air Quality Impact Analysis

As discussed in Section 4.0 of this EIR Addendum, Section 21083.05 was recently added to the California Public Resources Code with the passage of Senate Bill 97 (Chapter 185, Statutes of 2007). This legislation affirms that greenhouse gas emissions and the potential impacts of these emissions are appropriate subjects for CEQA analysis and public agencies are obligated to address these potential impacts in the environmental review process. This is a new environmental factor with no State established thresholds of significance for impact analysis. Public Resources Code Section 21083.05 directs the State Office of Planning and Research (OPR) to develop guidelines for the mitigation of greenhouse gas emissions and transmit to the State Air Resources Board no later than July 1, 2009. The Air Resources Board shall then certify and adopt guidelines developed by OPR no later than January 1, 2010.

On January 8, 2009, OPR released preliminary draft regulatory guidelines regarding the analysis and mitigation of potential greenhouse gas emissions. These guidelines recommended the following two new environmental issues be added to the Initial Study checklist:

- Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?

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

Greenhouse gas emissions are considered to have the potential for adverse environmental impacts due to the contributions of these emissions to Global Climate Change. To the extent that gaseous emissions tend to disperse and react to the surrounding atmosphere, the effects of these emissions are not limited to a specific site or area but rather are regional in nature. At present, there no established federal, State or local thresholds of significance for greenhouse gases such as carbon dioxide.

Hotel construction would result in some short-term greenhouse gas emissions associated with the use of construction equipment and vehicles. However, construction activities for this five story structure will not extend beyond a few months and would not involve emissions in terms of composition or quantity significantly different from the types of emissions typical for construction of a five story single structure. Given the relatively small size of this structure in comparison to both the overall Pike project and regional construction activity, the construction-related greenhouse gas emission impacts would be considered less than significant. Similarly, emissions from hotel operations would be minor compared to both Pike operations and regional commercial activities. Hotel

operations are not typically associated with large emission levels more common to land uses that generate large numbers of vehicle trips or exhaust by-products. Therefore, greenhouse gas emissions from hotel construction and operations would not have a significant impact on the environment and no further environmental analysis is necessary.

Establishment of a hotel as a small component of the overall Pike project would not establish any new plans, policies or regulations that would conflict with any federal, State of local plans, policies or regulations intended to reduce greenhouse gas emissions. No further environmental analysis is therefore necessary.

4.1.3 Mitigation Measures

All mitigation measures from the previous project environmental documents (EIR 13-94, ND 5-98 and EIR 14-04) are incorporated by reference to this EIR Addendum. This hotel proposal would not result in any new significant impacts or significantly increased severity of any previously identified impacts. No new mitigation measures are therefore necessary.

SECTION 4.2
LAND USE AND PLANNING

4.2.1 Existing Conditions

Existing Regulatory Setting

GENERAL PLAN

The Hotel Sierra project development pad is located in General Plan Land Use District (LUD) No. 7, Mixed Use. The Mixed Use District is intended to provide a careful blending of different types of land uses in order to save time and energy in transportation and communications, simplify and shorten transactions of goods and services, vitalize a site, and give it more importance in the urban structure of the City. This District is intended for use in large, vital activity center rather than strips along major arterials. Combinations of land uses intended for this District include employment centers such as retail, office, medical facilities, higher density residences, visitor-serving facilities, personal and professional services, or recreational facilities.

Zoning districts considered consistent with the intent of LUD #7 are the various Planned Development (PD) districts located throughout the City.

ZONING

The entire Pike at Rainbow Harbor is located in Subareas 5 and 6 of the Downtown Shoreline Planned Development District (PD-6). Subarea 5 is located between Seaside Way and Shoreline Drive, while Subarea 6 is located south of Shoreline Drive. Subarea 5 allows retail, office, restaurant, entertainment display, educational, and recreational uses not to exceed 327,000 square feet of usable floor area. Subarea 6 permits up to 300,000 square feet of visitor serving commercial uses, including retail, restaurant, nightclub, movie, arcade and related entertainment uses.

The Hotel Sierra project is located entirely within Subarea 5 of PD-6. In addition to the 327,000 square feet of commercial uses listed above, hotel uses totaling up to 275 rooms are permitted, with restaurant lounge and retail facilities, primarily for hotel tenants, within the hotel properties.

Currently applicable development standards in PD-6, Subarea 5 are as follows:

> Site Location: Buildings shall be sited to provide staggered locations near Seaside Way, Shoreline Drive and Pine Avenue, minimizing view blockage from overlooks and buildings in Subareas 4 and 5 of PD-6. Building facades and rooftops which are visible from view corridors,

buildings in Subarea 4, the Convention Center and Promenade South shall be attractively treated to enhance these views.

Height: A maximum of 12 stories is permitted for one hotel located between the extended rights-of-way of Cedar and Pacific Avenues.

LOCAL COASTAL PROGRAM

The proposed hotel is located in the Downtown Shoreline Community Planning Area of the City's Local Coastal Program, which was adopted by the Long Beach City Council and certified by the California Coastal Commission in 1980. As shown on the Downtown Shoreline Policy Plan (pages III-DS-17 and 18), the Hotel Sierra project site is in Area #7 (Tidelands). The permitted land uses in this area are recreation, retail, restaurant, entertainment and educational uses, public access, hotel, coastally related offices, and parking. As set forth on page III-DS-27, the western portion of this Tidelands area (located between what is now Aquarium Way and Chestnut Place) was intended to accommodate a 12-story hotel and a parking structure. This area presently contains a seven level parking structure, the seven-story, 140-room Avia hotel and the vacant development pad for the currently proposed project, the Hotel Sierra.

In 1995, the Coastal Commission certified the Queensway Bay Master Plan as an amendment to the 1980 Local Coastal Program. In 1998, the Coastal Commission approved another Local Coastal Program amendment increasing the authorized Queensway Bay commercial floor space from 535,000 square feet to 627,000 square feet. The Coastal Commission approved a Coastal Permit (5-98-156) for the Queensway Bay project on February 3, 1999.

TIDELANDS TRUST

All of the land south of Seaside Way was created in the 1960s from fill materials and is considered public trust land (Tidelands). The fill activity was conducted by the City as part of a larger program for harbor improvement, flood control and shoreline configuration. A line that approximates the alignment of Seaside Way demarks the boundary between the tidelands and uplands areas, known as the "Chapter 138 Line" in reference to the California Statute section that formed the basis for the Tidelands Trust agreement between the City of Long Beach and the State of California. The Hotel Sierra project site is within the Tidelands Trust area and subject to the terms and provisions of this Trust.

The Tidelands Trust is administered by the City and subject to the oversight of the State Lands Commission. This Trust limits land uses in the Tidelands area to only those uses explicitly intended for the promotion and accommodation of the Port, commerce, navigation or fisheries related to the Port or tidelands, marine or aquatic recreational activities, or other activities related to the beach and the

tidelands. Hotels are considered a permitted land use that is necessary and incidental to accommodate visitors to public trust lands.

In 2002, the City and the State Lands Commission entered into a Queensway Bay Exchange Agreement which arose out of the issue of potential conflict between land uses proposed by the City for the Queensway Bay project properties located north of Shoreline Drive and land uses authorized by the State Lands Commission under the Public Trust Doctrine. Pursuant to this Agreement, the City relinquished its Trustee status for five designated Queensway Bay parcels located north of Shoreline Drive, which includes this proposed hotel development pad, and conveyed City-owned properties abutting the Los Angeles River to the State in exchange for the State conveying title of these Queensway Bay properties to the City. Initial land uses for each parcel were specified as a condition of approval for this Agreement. However, since then, the Exchange Agreement has been nullified by a 2005 Court of Appeals decision ordering the State Lands Commission to set aside this exchange by March 4, 2008 (Court of Appeal, State of California, Third Appellate District, Case No. C054313, an appeal of Sacramento Superior Court Case No. 01CS01556). Therefore, the project site has reverted to Tidelands Trust status with the City again as the Trustee and up to 275 hotel rooms would be permitted by right in accordance with the provisions in Subarea 5 of zoning district PD-6. Since the proposed Hotel Sierra would provide 125 rooms in addition to the 140-room Avia hotel presently under construction, this hotel proposal would be in conformance with PD-6.

Existing Pike at Rainbow Harbor Development

The project development pad is a vacant lot in the northwestern portion of the Pike at Rainbow Harbor retail and entertainment complex. Properties adjacent to this project site are a multi-story parking garage to the west, an under-construction seven-story, 140-room hotel to the north across Bay St., a two story multi-tenant commercial building within the Pike complex to the east, and restaurant pads across Shoreline Drive to the south.

According to the property owner (Developers Diversified Realty), the Pike at Rainbow Harbor totals 418,221 square feet of gross floor area. This includes 318,172 square feet of floor area located north of Shoreline Drive (Retail Parcel, Buildings A through E) and 100,049 square feet of floor area south of Shoreline Drive (Esplanade Parcel, Buildings F through P). Included in this total is the previously approved 90,240 square foot, 140-room hotel presently under construction. See Table 3.1 in Section 3, page 3.0-3, of this EIR Addendum for a breakdown of all building pads by square feet in the entire Pike project.

The Pike at Rainbow Harbor project area will have no remaining vacant development pads if this project is carried out. This would be the second hotel development at the Pike.

4.2.2 Project Impacts

The Hotel Sierra project would be considered to have a significant impact on land use and planning if the project would exceed any of the following thresholds of significance:

a. The project would physically divide an established community;
b. The project would conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;
c. The project would conflict with any applicable habitat conservation plan or natural community conservation plan.

The Initial Study (Appendix A) determined that the Hotel Sierra project would have no impacts in regard to thresholds (a) and (c) above. However, the project as proposed would conflict with the current PD-6 ordinance and the approved Local Coastal Program, which incorporates PD-6 in its entirety.

Subarea 5 specifically allows only one hotel to exceed three stories and 40 feet in height. Since the hotel analyzed in the 2005 Supplemental EIR and currently under construction is a seven-story structure, this hotel proposal includes a request to amend PD-6 to allow a second hotel exceeding this height restriction. Also, the project will exceed the 65% site coverage limit set for Subarea 5, and therefore a request for an amendment of this standard is included as well. In addition, the Coastal Permit approved by the Coastal Commission in 1999 for the Pike project (Coastal Permit 5-98-156) and the Local Coastal Program would need to be amended to allow this second hotel structure.

Approval of the requested amendments to PD-6 and Coastal Permit 5-98-156 would allow construction of this hotel as proposed. If this request to amend PD-6 is not approved, the hotel would be required to comply with the applicable PD-6 development standards related to height and site coverage. However, if the request to amend this Coastal Permit and Local Coastal Program is not approved, this hotel could not be constructed. Therefore, consistency with the local zoning code development standards, the Coastal Permit and Local Coastal Program would be achieved if these amendment requests are approved. If not approved, the project would not be implemented and no resultant inconsistency would occur.

4.2.3 Mitigation Measures

All mitigation measures from the previous CEQA environmental review documents (EIR 13-94, ND 5-98 and EIR 14-04) are incorporated by reference to this EIR Addendum (EIR 01-09), although Mitigation Measure 4.4.1 from EIR 14-04 specifically applies only to the Avia hotel site. The proposed Hotel Sierra would not create any new significant impacts or increase the severity of any previously identified impacts. Therefore, no new mitigation measures are necessary.

SECTION 4.3
TRAFFIC, CIRCULATION AND PARKING

4.3.1 Existing Conditions

Project Background

An analysis of the Queensway Bay Master Plan was conducted by Linscott, Law and Greenspan for the 1994 EIR (EIR 13-94). Although the 1994 EIR determined that the Master Plan project as proposed would generate significant traffic and circulation impacts resulting in unacceptable levels of service at a number of intersections, implementation of the project specific mitigation measures and identified Citywide improvements would reduce these impacts.

The 1998 Negative Declaration (ND 5-98) determined that mitigation measures set forth in the 1994 EIR continued to be relevant to the revised project. This Negative Declaration concluded that the traffic generated by the proposal was not likely to be significant and would be less than traffic generated by the project analyzed in the 1994 EIR, since the Queensway Bay project had been scaled down from the original project proposal.

The 2005 Supplemental EIR (EIR 14-04) included a March 2005 Traffic and Parking Impact Study was prepared by Meyer Mohaddes Associates. Based on the City's threshold of significance criteria, this Study concluded that the hotel proposed at that time would not result in any significant traffic impacts. This Study also concluded that the 2,211 space Pike parking garage located on the opposite side Cedar Avenue from that hotel site could adequately accommodate anticipated parking demands for that hotel proposal.

4.3.2 Project Impacts

The Hotel Sierra project would be considered to have a significant impact to transportation and traffic if the project would exceed any of the following thresholds of significance:

a. The project would cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., results in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
b. The project would exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;

c. The project would result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
d. The project would substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
e. The project would result in inadequate emergency access;
f. The project would result in inadequate parking capacity;
g. The project would conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The Initial Study (Appendix A) determined that all environmental thresholds listed above were determined at either a no impact or less than significant impact level. However, since this hotel proposal does not include an accompanying increase in the Pike on-site parking supply, a discussion of this proposed hotel's potential impact on project site parking capacity is provided in this Section.

Parking for the Pike is provided at three locations. The seven level, 2,211 space Pike parking garage located on the west side of Bay Street across from this hotel development site, the 124 space valet lot located south of Shoreline Drive, and a 370 space parking lot located west of the Queensway Bridge on the south side of Shoreline Drive.

The most recent average vehicle counts for the seven level, 2,211 space Pike parking garage, covering the period from October 1, 2008 to March 31, 2009 are provided in the following Table.

Table 4.3.1
Pike Garage Average Parking Counts
10/1/08 – 3/31/09

Sundays	1,140 vehicles
Mondays	500 vehicles
Tuesdays	400 vehicles
Wednesdays	395 vehicles
Thursdays	580 vehicles
Fridays	1,320 vehicles
Saturdays	1,930 vehicles

Source: Developers Diversified Realty (DDR), 2009

As shown in Table 4.3.1, the Pike garage has considerable unused parking capacity on Mondays through Thursdays. Demand is greatest on Saturdays, but still averages 281 unused parking spaces. It is anticipated that even at peak average weekend demand, this parking garage will have adequate excess capacity to accommodate this proposed hotel. Furthermore, all three Pike parking facilities (2,211 space Pike garage, 124 space valet lot, and a 370 space

parking lot on south side of Shoreline Drive) total 2,705 on-site parking spaces. Therefore, there will be adequate parking provided by existing Pike facilities to accommodate this proposed hotel as well as all other Pike land uses.

A Traffic and Parking Study was prepared for the 2005 hotel proposal and included in the 2005 Supplemental EIR (EIR 14-04), which is incorporated by reference as part of this EIR Addendum. Peak parking demand for the entire Pike project at full buildout was projected to be slightly less than 2,600 spaces (2,580), while the entire parking Pike supply is 2,705 spaces (2,211 space parking garage, 124 space valet lot, and 370 space employee parking lot).

This 125 room hotel proposal implements most of the remaining hotel component of the overall Pike at Rainbow Harbor development, bringing the hotel room count to 265 rooms when combined with the 140 room 2005 Avia hotel. The hotel component of the previously approved Queensway Bay/Pike at Rainbow Harbor project, as analyzed in the 1998 Mitigated Negative Declaration (ND 5-98), totals 275 hotel rooms. Therefore, this hotel proposal is still within the scope of the overall project and would not result in a development capacity beyond the project at full buildout as previously analyzed under CEQA for parking impacts.

4.3.3 Mitigation Measures

All mitigation measures from the previous project environmental documents (EIR 13-94, ND 5-98 and EIR 14-04) are incorporated by reference to this EIR Addendum (EIR 01-09). This hotel proposal would not result in any new significant impacts or significantly increased severity of any previously identified impacts. No new mitigation measures are therefore necessary.

SECTION 5.0
SIGNIFICANT UNAVOIDABLE IMPACTS

This Section identifies all potentially significant unavoidable adverse impacts associated with the Hotel Sierra proposal as required by CEQA Guidelines Section 15126.2(b).

Based on the environmental analysis provided in Sections 4.0 through 4.3 of this EIR Addendum (EIR 01-09), this hotel proposal would result in no new significant unavoidable adverse impacts. All potentially significant impacts resulting from the construction or operation of this proposed land use can be mitigated to a less than significant level. The Hotel Sierra represents a small component of the overall Pike at Rainbow Harbor, which was subject to environmental review under EIR 13-94, ND 5-98 and EIR 14-04. Full build-out of the Pike at Rainbow Harbor will result in a smaller scale project than the original Queensway Bay Master Plan summarized in Tables 3.0-1 and 3.0-2 of EIR 13-94, and since the hotel land use would not create any new unavoidable adverse impacts, this proposal would not exceed any significance levels identified in the original EIR.

EIR 13-94 identifies all significant unavoidable adverse impacts associated with the entire original Queensway Bay project, specifically for Land Use (pages 6.2-27 and 28), Air Quality (page 6.6-26), Traffic (page 6.7-52), and Visual Resources (page 6.14-4).

No unavoidable adverse impacts were identified in EIR 13-94 for Population/Housing (page 6.3-8), Earth (page 6.4-18), Hydrology (page 6.5-21), Biological Resources (page 6.8-2), Hazards/Risk Management (page 6.9-1), Noise (page 6.10-7), Public Services, Pages 6.11-2, 4, 5, and 6), Utilities (page 6.12-4, 8, 10, 13, 15 and 20), Energy (6.13-4), Cultural Resources (page 6.15-7), and Recreational Resources (page 6.16-13).

No new significant unavoidable impacts were identified in ND 5-98 for the reduced project or in EIR 14-04 for the previous hotel proposal. The Hotel Sierra is a small component of this reduced Pike project and no new significant unavoidable adverse impacts were identified in this EIR Addendum. Therefore, no further CEQA review of unavoidable adverse impacts is necessary.

SECTION 6.0
SIGNIFICANT IRREVESIBLE CHANGES

This Section identifies the irretrievable commitments of nonrenewable resources through project implementation in accordance with CEQA Guidelines Section 15126.2(c). Construction of the proposed hotel would require the commitment of materials such as wood, concrete, asphalt and other building materials typically used in the construction of hotel land uses. There would be an irretrievable commitment of energy resources such as gasoline and diesel fuel for the operation of construction equipment during project construction activities. Since these types of resources are available in sufficient quantities in the Long Beach area and hotel construction will be for limited time duration, the commitment of these types of resources for project construction is not considered to be an adverse impact. As documented for the original Queensway Bay Master Plan project, EIR 13-94 also noted that impacts from the consumption of fossil fuels and construction materials would be adverse but not significant (page 9.0-1).

Project operations will result in the long-term consumption demands on water and public utility service systems. However, these demands are regionally small in nature and there are sufficient quantities of these resources to adequately accommodate demands from hotel operations and therefore is not anticipated to result in an adverse long-term impact related to the commitment of resources. In addition, EIR 13-94 acknowledged on page 9.0-1 that while the urban harbor will serve as a permanent feature, land uses and structures are not irreversible permanent commitments. Therefore, since no significant adverse impacts are anticipated by hotel construction or operational activities, no further CEQA analysis is required.

SECTION 7.0
GROWTH INDUCING AND CUMULATIVE IMPACTS

7.1 Growth-Inducing Impacts

The analysis of growth-inducing impacts is provided in accordance with CEQA Guidelines Section 15126.2(d), which requires a discussion of the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. A discussion is also required on project characteristics which could encourage or facilitate other activities that could significantly affect the environment, either individually or cumulative.

The Hotel Sierra proposal represents a small component of the overall Pike at Rainbow Harbor development, which is a scaled down version of the original Queensway Bay Master Plan project analyzed by EIR 13-94. As stated on page 7.0-3 of EIR 13-94, the proposed project is specifically geared to promote economic growth and will have the effect of accelerating growth of the retail, office and hotel uses and bookings of the convention center, and therefore under CEQA is considered growth-inducing.

Full development of the Pike at Rainbow Harbor with this hotel will result in a smaller version of the original Queensway Bay project, with substantially less office and hotel uses than reviewed under EIR 13-94. This hotel will not create any new significant growth-inducing impacts and therefore no further CEQA analysis of potential growth-inducing impacts under this EIR Addendum (EIR 01-09) is necessary.

7.2 Cumulative Impacts

CEQA Guidelines Section 15130 requires a discussion of a proposed project's cumulative impacts where the project's incremental effect is cumulatively considerable. CEQA Guidelines Section 15065(a)(3) defines "cumulatively considerable" as incremental project effects that are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Since the Hotel Sierra proposal is a small component of a scaled down version of the original Queensway Bay Master Plan project, there would be no cumulative impacts resulting from this proposed hotel land use that have not already been fully analyzed in EIR 13-94. These cumulative impacts are found to be beneficial for Land Use (page 6.2-27), Biological Resources (page 6.8-2), and Visual Resources (page 6.14-4). Less than significant adverse cumulative impacts were

identified in EIR 13-94 for Population/Housing (page 6.3-7), Earth (page 6.4-18), Hydrology (page 6.5-21), Hazards/Risk Management (page 6.9-1), Noise (page 6.10-7), Public Services (pages 6.11-2, 4, and 6), Utilities (pages 6.12-4, 8, 9, 12, 13, 15 and 20), Energy (page 6.13-4), Cultural Resources (page 6.15-7), and Recreation Resources (page 6.16-13). While Air Quality was found to be an unavoidable significant adverse impact, EIR 13-94 notes that the SCAQMD does not address control requirements for cumulative and adjacent areas (page 6.6-26). Unavoidable adverse Traffic impacts are discussed on page 6.7-52.

Since this hotel proposal is a small component of a previously approved Pike at Rainbow Harbor project, which is a scaled-down version of the original Queensway Bay project, there would be no new cumulative impacts or increases in severity to any previously identified cumulative impacts. Therefore, no further environmental analysis is required.

SECTION 8.0
PROJECT ALTERNATIVES

Section 15126.6 of the CEQA Guidelines requires that an EIR describe a range of reasonable alternatives to the proposed project, or to the location of the project, and evaluate the comparative merits of such alternatives. The intent of this requirement is to consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR need not consider infeasible project alternatives. The range of potential project alternatives is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice and examine in detail only those alternatives that could feasibly accomplish most of the basic project objectives and could avoid or substantially lessen one or more of the significant effects of the project. The EIR should also identify any alternatives considered for analysis but rejected as infeasible and discuss the reasons underlying that determination.

The range of alternatives must pass a feasibility test pursuant to CEQA Guidelines Section 15126.6(f)(1), which states that among the factors to be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictions boundaries, and whether the project proponent can reasonably acquire, control or otherwise have access to an alternative project site location.

A “No-Project” Alternative shall be one of the alternatives evaluated under this requirement but is not to be the baseline for determining whether the proposed project’s potential environmental impacts may be significant. If the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

The factors used to determine feasible project alternatives involve the basic objectives established for this project, the identification of potential significant impacts from the project, and possible land uses for the project site.

The 1994 EIR (EIR 13-94) considered the following alternatives to the Queensway Bay Master Plan:

Alternative 1: No Project
Alternative 2: Original Plan
Alternative 3: Relocate Harbor to Downtown Marina
Alternative 4: Mother’s Beach in Lagoon
Alternative 5: Alternative Mitigation
Alternative 6: Alternative Marina Breakwater

All six alternative were thoroughly analyzed in Section 8.0 of the 1994 EIR, which concluded that besides the No-Project Alternative, the project as proposed at that time was the result of Alternative 2 and was designed to mitigate the impacts of that alternative (Alternative 2 was rejected because of significant impacts to the Queen Mary, the Marine Berth and Shoreline Park). The proposed project was therefore considered the environmentally superior alternative in addition to the No Project Alternative (page 8.0-40).

Since the Hotel Sierra proposal represents a land use change to a small component of the overall Pike at Rainbow Harbor commercial and entertainment complex, which is a reduced size project from the original Queensway Bay project analyzed on the 1994 EIR, no further Alternatives analysis for this EIR Addendum (EIR 01-09) is necessary.

SECTION 9.0
CONTACTS, PREPARERS AND REFERENCES

City of Long Beach

Jill Griffiths, Advance Planning Officer
Derek Burnham, Current Planning Officer
Michael Mais, Assistant City Attorney
Craig Chalfant, Planner
Scott Kinsey, Planner

Jeff Krehbiel Associates

Jeff Krehbiel, Project Architect

REFERENCES

Environmental Impact Report, Queensway Bay Master Plan, EIR No. 13-94, State Clearinghouse No. 94081033, certified December 19, 1994

Mitigated Negative Declaration, Queensway Bay, ND 5-98, certified April 2, 1998

Supplemental EIR, EIR No. 14-04, State Clearinghouse No. 2004111127, certified December 13, 2005

Long Beach Zoning Ordinance, PD-6 (Downtown Shoreline Planned Development District)

Long Beach Local Coastal Program, 1980

Sierra Hotel and Suites, Traffic and Parking Impact Study, Meyer, Mohaddes Associates, January 2005

APPENDIX A

INITIAL STUDY

INITIAL STUDY
HOTEL SIERRA
ENVIRONMENTAL IMPACT REPORT ADDENDUM

1. Project title:

Hotel Sierra

2. Lead agency name and address:

City of Long Beach Planning Commission
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

3. CEQA contact person and phone number:

Craig Chalfant, Planner
Department of Development Services
(562) 570-6368

4. Project location:

Southeast corner of Bay Street and Cedar Avenue

5. Project sponsor's name and address:

Chris Gebert for Lodgeworks, L.P.
229 W. Sycamore Avenue
El Segundo, CA 90245

6. General plan designation:

LUD No. 7 – Mixed Use District

7. Zoning:

PD-6 (Downtown Shoreline Planned Development District), Subarea 5

8. Description of project:

Construction and operation of a 125-room, five-story hotel structure with 14,725 square feet of ground floor retail space and approximately 3,100 square feet of ground floor cocktail lounge and restaurant space. This hotel is part of the previously approved Pike at Rainbow Harbor commercial complex and hotel parking will be provided by the existing Pike parking garage located on the opposite side of Bay Street from this hotel development pad.

9. Surrounding land uses and setting:

Surrounding the project site are the commercial retail and restaurant buildings of the Pike at Rainbow Harbor. The Pike is generally surrounded by the commercial and residential structures that make up downtown Long Beach.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement): City Council on Appeal

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

☒ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required and an ADDENDUM TO THE PREVIOUS ENVIRONMENTAL IMPACT REPORT will be prepared.

Signature _____ Date 5/28/09

Craig Chalfant
Planner

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant.

2) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration per CEQA Guidelines Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where the earlier analysis is available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the score of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated", describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

3) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

4) The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and

   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				X
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?				X
b) Violate any air quality standard or contribute to an existing or projected air quality violation?				X

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				X
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?				X
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?			X	
g) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have an adverse impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (sections 17.11 or 17.12)?				X
b) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
d) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
f) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?				X
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource?				X
b) Cause a substantial adverse change in the significance of a unique archaeological resources (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42)?				X
2) Strong seismic ground shaking?			X	
3) Seismic-related ground failure, including liquefaction?				X

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
4) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code, creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?			X	
VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
VIII. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?				X
f) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
h) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
i) Inundation by seiche, tsunami, or mudflow?				X
IX. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?				X

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?				X
X. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM – Would the project:				
a) Result in a significant loss of pervious surface?			X	
b) Create a significant discharge of pollutants into the storm drain or water way?				X
c) Violate any best management practices of the National Pollution Discharge Elimination System permit?				X
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b) Exposure of persons to or generation of excessive ground borne vibration or ground levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
XIV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?				X
b) Police protection?				X
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X
XV. RECREATION – Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume or capacity ratio on roads, or congestion at intersections)?				X
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?			X	
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
XVII UTILITIES AND SERVICE SYSTEMS				
a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Are sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?				X
e) Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the projects projected demand in addition to the provider's existing commitments?				X

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X