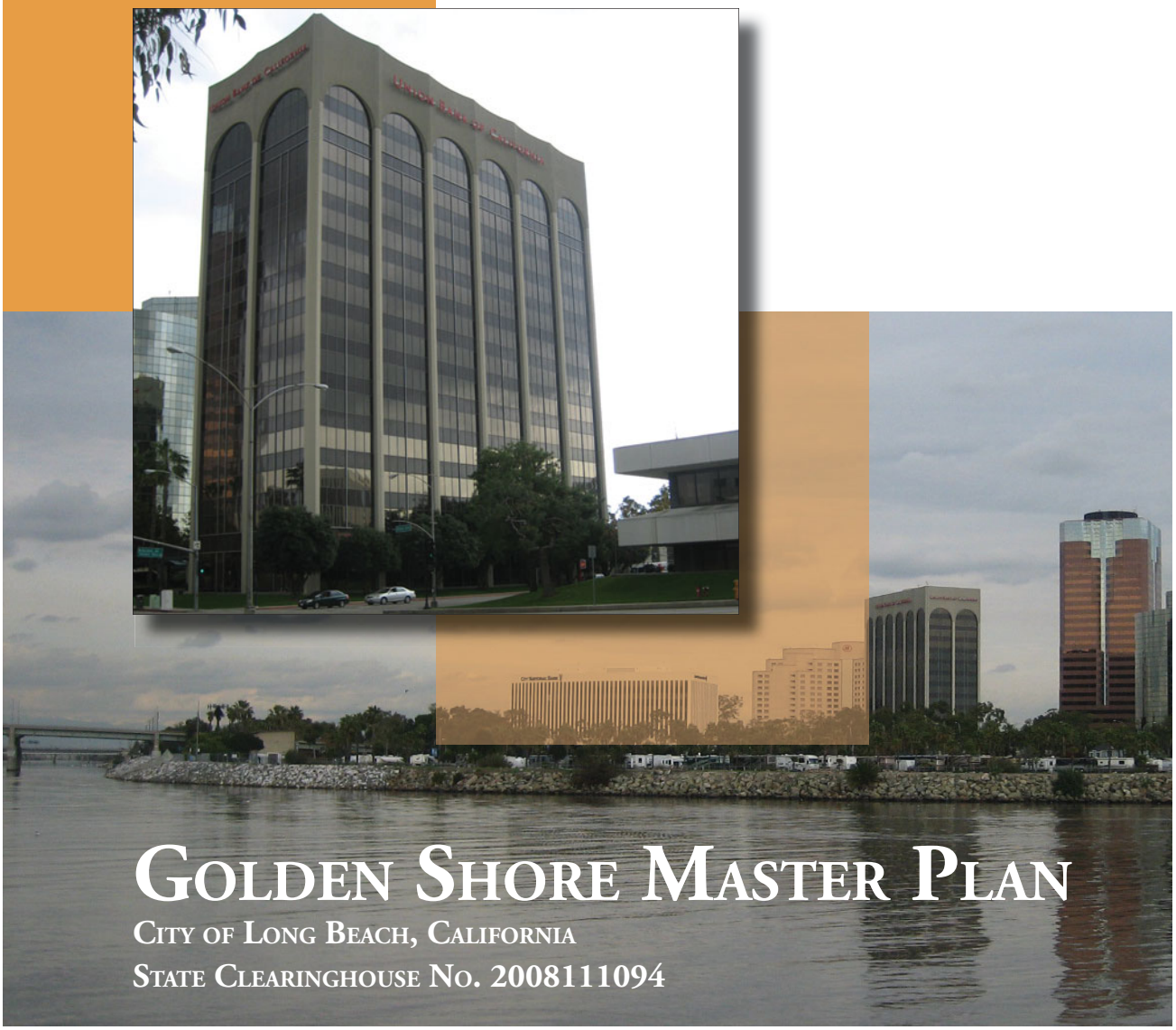
VOLUME III

FINAL ENVIRONMENTAL IMPACT REPORT



GOLDEN SHORE MASTER PLAN

CITY OF LONG BEACH, CALIFORNIA

STATE CLEARINGHOUSE NO. 2008111094

JANUARY 2010

P C R

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GOLDEN SHORE MASTER PLAN

CITY OF LONG BEACH, CALIFORNIA

STATE CLEARINGHOUSE NO. 2008111094

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I. Introduction

I. INTRODUCTION

This Final EIR has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) with respect to the proposed Golden Shore Master Plan project.

Section 15132 of the State CEQA Guidelines requires that a Final EIR contain the following:

(a) The Draft EIR or a revision of the draft;

(b) Comments and recommendations received on the Draft EIR either verbatim or in summary;

(c) A list of persons, organizations, and public agencies commenting on the Draft EIR;

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and

(e) Any other information added by the Lead Agency.

This document, Volume III of the Final EIR, in conjunction with the October 2009 Draft EIR, which is bound separately (refer to Volumes I and II), constitute the Final EIR for the Golden Shore Master Plan project. Pursuant to Section 15088 of the CEQA Guidelines, the City of Long Beach, as the Lead Agency, has reviewed all comments received during the 45-day review period for the Draft EIR, which began on October 19, 2009 and concluded on December 2, 2009. Comment letters with specific responses are presented in Section III, Response to Comments, of this Final EIR. Any revisions to the Draft EIR based on these comments are contained in Section IV, Corrections and Additions, of this Final EIR in revision mode text (i.e., deletions are shown with ~~strikethrough~~ and additions are shown with double underline).

In accordance with the above CEQA requirements, copies of the original comment letters are provided in Section III, Response to Comments, of this Final EIR. In addition, this Final EIR also includes an executive summary of the Draft EIR in Section II and a Mitigation Monitoring and Reporting Program (MMRP) in Section V. The MMRP, which provides the mitigation program that will be adopted by the City pursuant to Public Resources Code Section 21081.6, will ensure that if the project is developed, all mitigation measures are implemented thereby minimizing identified environmental effects.

II. Executive Summary

II. EXECUTIVE SUMMARY

A. INTRODUCTION

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

B. PROJECT LOCATION

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

C. PROPOSED PROJECT

1. Proposed Development

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

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

a. Residential Option

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

(1) Western Site Development and Access

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

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

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

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

(2) Eastern Site Development and Access

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

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

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

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

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

b. Hotel Option A

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

(1) Western Site Development and Access

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

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

Table II-1

Summary of Residential Option

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

Existing Uses To Be Removed

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

Source: IBI Group, February 2009.

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

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

(2) Eastern Site Development and Access

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

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

c. Hotel Option B

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

(1) Western Site Development and Access

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

Table II-2

Summary of Hotel Option A

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

Existing Uses To Be Removed

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

Source: IBI Group, February 2009.

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

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

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

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

(2) Eastern Site Development and Access

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

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

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

D. PROJECT BACKGROUND

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

E. SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

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

Air Quality: Short-term construction activities associated with the implementation of the proposed project's various development options would result in significant unavoidable impacts relative to local and regional construction pollutant emissions, even with the implementation of applicable mitigation measures. Accordingly, given the exceedance of PM_{10} emissions thresholds for localized impacts, the project would be inconsistent with the Air Quality Management Plan, which is also considered a significant unavoidable impact. Additionally, construction-related impacts to global climate change would be significant and unavoidable, and operational global climate change impacts would remain significant and unavoidable at the project and cumulative level despite implementation of applicable mitigation measures.

Table II-3

Summary of Hotel Option B

Building	Building Height	Residential Condos	Hotel Rooms	Open Space	Hotel Banquet/ Restaurant	Office Space	Retail Space	Parking Spaces
West Site (Parcels 1 & 2)								
Residential/ Hotel	36 stories	574 units	400	45,831sf	27,000 sf	-	6,500 sf	762
South Residential	24 stories		-	44,824 sf	-	-	6,500 sf	763
Office Tower	19 stories	-	-	65,158 sf	-	260,000 sf	6,000 sf	740
West Site Total		*574 units*	*400*	*155,813 sf*	*27,000 sf*	*260,000 sf*	*19,000 sf*	*2,265*
East Site (Parcel 3)								
Office/Residential	40 stories	536 units	-	77,138 sf	-	80,000 sf	8,000 sf	1,165
East Site Total		*536 units*	-	*77,138 sf*	-	*80,000 sf*	*8,000 sf*	*1,165*
Total Project		**1,110 units**	**400 rooms**	**232,951 sf**	**27,000 sf**	**340,000 sf**	**27,000 sf**	**3,430 spaces**

Existing Uses To Be Removed

Building	Building Height	Residential Condos	Hotel Rooms	Open Space	Hotel Banquet/ Restaurant	Office Space	Retail Space	Parking Spaces
Parcels 1 & 2	2 & 6 stories	-	-	36,840 sf	-	131,636 sf	4,705 sf	557
Parcel 3	14 stories	-	-	19,894 sf	-	150,507 sf	7,155 sf	363
Total Existing		**-**	**-**	**56,734 sf**	**-**	**282,143 sf**	**11,860 sf**	**920**
Project Net Change		**+ 1,110 units**	**+ 400 rooms**	**+176,217**	**+27,000 sf**	**+57,857**	**+15,140**	**+2,510 spaces**

Source: IBI Group, February 2009.

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

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

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

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

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

F. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

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

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

- Air quality impacts from construction and operation of proposed land uses on-site and recommendations for mitigation measures to address them (refer to Section IV.B, *Air Quality*, of this EIR);

- Project-related impacts related to erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance (refer to Section IV.C, *Cultural Resources*, Section IV.E, *Hydrology and Water Quality*, and Section VI, *Other Environmental Considerations*, of this EIR);

- Project-related and cumulative traffic impacts and mitigation measures related to State highways and associated facilities (refer to Section IV.J, *Traffic and Parking*, of this EIR);

- Conflicts with federal aviation safety regulations related to airport operations and aircraft safety in the project area resulting from the proposed development (refer to Section IV.F, *Land Use*, of this EIR); and

- Project-related impacts to local water supply and distribution, and sewer conveyance and treatment facilities (refer to Section IV.K-1, *Water Supply*, and Section VI, *Other Environmental Considerations*, in this EIR).

G. ALTERNATIVES

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

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

1. No Project/No Development Alternative

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

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

2. Reduced Intensity Alternative

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

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

3. West Site Only Alternative

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

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

4. Environmentally Superior Alternative

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

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

H. SUMMARY OF PROJECT FEATURES

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

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

I. SUMMARY OF ENVIRONMENTAL IMPACTS

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

Table II-4

Summary of Project Impacts and Mitigation Measures

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

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction. **Mitigation Measure B-3:** In addition to being covered (Rule 403 minimum), all trucks hauling dirt, sand, soil or other loose materials off-site shall be wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the material and the top of the truck). Wash (or shaker plate) mud-covered tires and under-carriages of trucks leaving construction sites. This mitigation measure would reduce PM10 and PM2.5 emissions during construction. **Mitigation Measure B-4:** Sweep adjacent streets, as needed, to remove dirt dropped by construction vehicles or mud that would otherwise be carried off by trucks departing the site. This mitigation measure would reduce PM10 and PM2.5 emissions during construction. **Mitigation Measure B-5:** Securely cover loads with a tight fitting tarp on any truck leaving the construction site. This mitigation measure would reduce PM10 and PM2.5 emissions during construction. **Mitigation Measure B-6:** Building walls shall be watered prior to use of demolition equipment. This mitigation measure would reduce PM10 and PM2.5 emissions during construction.	

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

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

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

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

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Phase 3 office/residential tower east of Golden Shore, as development of the east site tower would serve to reduce wind speeds at this location to within applicable comfort criteria. **Mitigation Measure B-13:** In order to address pedestrian-level wind effects along the west side of the row of townhouses within the eastern project site, permanent partitions between townhome balconies, as well as trellises above patios, shall be installed and maintained in order to improve conditions and reduce wind speeds to within applicable comfort criteria.	
Cultural Resources			
Paleontological Resources	Potentially Significant	**Mitigation Measure C-1:** A qualified paleontologist retained by the Project Applicant and approved by the City shall attend a pre-grade meeting and develop a paleontological monitoring program for excavations into the Fernando Formation. A qualified paleontologist is defined as a paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The need for and frequency of monitoring inspections shall be based on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered.	Less Than Significant

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Mitigation Measure C-2: If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. **Mitigation Measure C-3:** At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. **Mitigation Measure C-4:** Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. **Mitigation Measure C-5:** Any fossils collected shall be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository. **Mitigation Measure C-6:** If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report for review and approval by the City summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by	

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

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

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

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

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

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

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

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

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Soil Erosion/Loss of Topsoil	Less Than Significant	No mitigation measures are required.	Less Than Significant
Hydrology and Water Quality			
Hydrology and Drainage	Less Than Significant	No mitigation measures are required.	Less Than Significant
Construction Surface Water Quality	Less Than Significant	No mitigation measures are required.	Less Than Significant
Construction Groundwater Quality	Less Than Significant	No mitigation measures are required.	Less Than Significant
Operational Surface Water Quality	Less Than Significant	No mitigation measures are required.	Less Than Significant
Operational Groundwater Quality	Less Than Significant	No mitigation measures are required.	Less Than Significant
Land Use			
Land Use Consistency	Less Than Significant	No mitigation measures are required.	Less Than Significant
Consistency with Plans, Policies, and Regulations	Less Than Significant	No mitigation measures are required.	Less Than Significant
Noise			
Construction Noise	Potentially Significant	**Mitigation Measure G-1:** Effective temporary noise barriers, when they are feasible, shall be used to block the line-of-site between the construction equipment and the off-site noise-sensitive receptors during project construction, as follows: a) Provide a temporary noise barrier along the north boundary of the project site to reduce construction noise at the Hilton Hotel (R6). b) Provide a noise barrier along the southwestern boundary of the project site to block line-of-sight to the RV park use	Significant and Unavoidable

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		(R2). c) The exact height and extent of the sound barrier wall shall be defined during the project engineering design phases by a qualified acoustical engineer based on achieving 10 dBA minimum noise reduction. **Mitigation Measure G-2:** Engine idling from construction equipment such as bulldozers and haul trucks shall be limited. Idling of haul trucks shall be limited to five (5) minutes at any given location as established by the California Air Resources Board. **Mitigation Measure G-3:** Construction activities shall be scheduled so as to avoid operating several pieces of heavy equipment simultaneously, which causes high noise levels. **Mitigation Measure G-4:** Noise-generating construction equipment operated at the project site shall be equipped with effective noise control devices, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.	
Construction Vibration	Less Than Significant	No mitigation measures are required.	Less Than Significant
Operational Stationary Source Noise	Less Than Significant	No mitigation measures are required.	Less Than Significant

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

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

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

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

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

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

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

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

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

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

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

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

Table II-4 (Continued)

Summary of Project Impacts and Mitigation Measures

Environmental Issue	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		accordance with educational materials made available by the City of Long Beach Public Works Integrated Resources Bureau and the County of Los Angeles Department of Public Works.	

III. Response to Comments

III. RESPONSE TO COMMENTS

A. INTRODUCTION

Section 15132 of the CEQA Guidelines states that a Final EIR shall consist of: "(a) the Draft EIR or a revision of the draft; (b) comments and recommendations received on the Draft EIR either verbatim or in summary; (c) a list of persons, organizations, and public agencies commenting on the Draft EIR; and (d) the responses of the Lead Agency to significant environmental points raised in the review and consultation process."

The Draft EIR for the proposed project was submitted to the State Clearinghouse, Governor's Office of Planning and Research, and circulated for public review on October 19, 2009. The 45-day comment period for the Draft EIR required by CEQA Guidelines Section 15087 concluded on December 2, 2009. Three comment letters were received during the 45-day comment period, and two were received after the close of the review period. All five comment letters, however, are included in this Response to Comments.

This chapter of the Final EIR presents letters submitted during (and following) the public comment period for the Draft EIR from public agencies, as well as from organizations and/or private individuals. A list of commentors is provided in Table III-1 on page III-2. The letters are assigned an alpha identifier, as indicated in Table III-1. Each comment that requires a response within the letters has been assigned a number. For example, the first comment in Letter A would be Comment A-1, and the fourth comment in Letter B would be Comment B-4. The responses to each comment are then correspondingly numbered (i.e., Response A-1 and Response B-4).

Table III-1

Summary of Comment Letters and Commentors

Comment Letter Number	Commentor Name/Address
A	Ruth I. Frazen, Customer Service Specialist County Sanitation Districts of Los Angeles County 1955 Workman Mill Road Whittier, California 90601-4998
B	Jacob Lieb, Manager Southern California Association of Governments 818 West Seventh Street, 12th Floor Los Angeles, California 90017-3435
C	Kevin K. Dillard, Executive Vice President/CFO The Abbey Company 310 Golden Shore, Suite 300 Long Beach, California 90802
D	Scott Morgan, Acting Director California Governor's Office of Planning and Research State Clearinghouse and Planning Unit 1400 Tenth Street Sacramento, California 95812-3044
E	Thomas Clarke The Abbey Company 310 Golden Shore, Suite 300 Long Beach, California 90802

B. COMMENTS AND RESPONSES

1. Public and Agency Written Comments

The comment letters received on the Draft EIR are presented below, and each is followed by corresponding written responses. Comments received in written form are presented verbatim.

LETTER A

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

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

STEPHEN R. MAGUIN
Chief Engineer and General Manager

October 28, 2009

File No: 03-00.04-00

Mr. Jeff Winklepleck
Department of Development Services
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Dear Mr. Winklepleck:

Golden Shore Master Plan

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Availability and Draft Environmental Impact Report for the subject project on October 22, 2009. The proposed development is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:

- *Page VI-23, 14. Utilities and Service Systems, 1st paragraph:* A majority of the City of Long Beach and the Golden Shore Master Plan project area are located in Sanitation District No. 3 of the Los Angeles County Sanitation Districts (LACSD). The Joint Water Pollution Control Plant currently processes 286.2 million gallons per day and provides full secondary treatment to all wastewater received. The Residential Option and Hotel Option of the project would generate an estimated 344,250 and 343,225 gallons per day, respectively. A-1

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

Very truly yours,

Stephen R. Maguin

Ruth I. Frazen

Ruth I. Frazen
Customer Service Specialist
Facilities Planning Department

RIF:rf

Doc #: 1395332.1

Recycled Paper

LETTER A

Ruth I. Frazen, Customer Service Specialist
County Sanitation Districts of Los Angeles County
1955 Workman Mill Road
Whittier, California 90601-4998

RESPONSE A-1

The Commentor clarifies that the project site is within District No. 3 and provides projected project-related wastewater flow volumes based on LACSD's wastewater demand factors and calculations. As such, the affected language in Section VI of the Draft EIR has been modified to reflect the Commentor's input, as discussed in Section IV, Corrections and Additions, of this Final EIR.

LETTER B

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street
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Officers

President
Jon Edney, El Centro

First Vice President
Larry McCallon, Highland

Second Vice President
Pam O'Connor, Santa Monica

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Executive/Administration Committee Chair

Jon Edney, El Centro

Policy Committee Chairs

Community, Economic and Human Development
Carl Morehouse, Ventura

Energy & Environment
Keith Hanks, Azusa

Transportation
Mike Ten, South Pasadena

December 2, 2009

Mr. Jeff Winklepleck
Senior Planner
City of Long Beach
Department of Development Services
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802
Jeffrey.winklepleck@longbeach.gov

RE: SCAG Comments on the Draft Environmental Impact Report for the Golden Shore Master Plan Project [SCAG No. I20090635]

Dear Mr. Winklepleck,

Thank you for submitting the **Draft Environmental Impact Report for the Golden Shore Master Plan Project [SCAG No. I20090635]** to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies. B-1

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The proposed project would provide new residential, office, retail, and potential hotel uses, along with associated parking and open space on 5.9 acres in the Downtown Shoreline area of the City of Long Beach.

We have evaluated this project based on the policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Vision (CGV) that may be applicable to your project. The RTP and CGV can be found on the SCAG web site at: http://scag.ca.gov/igr. The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. Please provide a copy of the Final Environmental Impact Report (FEIR) for our review. If you have any questions regarding the attached comments, please contact Bernard Lee at (213) 236-1895. Thank you.

Sincerely,

Jacob Lieb, Manager
Assessment, Housing & EIR

DOCS# 154829

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE GOLDEN SHORE MASTER PLAN PROJECT [SCAG NO. I20090635]

PROJECT LOCATION

The 5.87-acre project site is located in the Downtown Shoreline area of the City of Long Beach and is bounded by Ocean Boulevard to the north, Shoreline Drive to the west and south, and parking lots associated with Arco Center to the east, with Golden Shore transecting the site from north to south.

PROJECT DESCRIPTION

The proposed project would provide new residential, office, retail, and potential hotel uses, along with associated parking and open space. The project includes three development options, a Residential Option and two Hotel Options, all of which would be entitled through the City of Long Beach. The option ultimately constructed would be selected based on market conditions prevailing at the time entitlement is complete. The Residential Option would include 1,370 condominiums, an estimated 340,000 square feet of office space, 28,000 square feet of retail uses, approximately 3,355 parking spaces, open space, and other amenities. Under both Hotel Options (Hotel Option A and Hotel Option B) development would include 1,110 condominiums, a 400-room hotel including 27,000 square feet of conference/banquet facilities, approximately 340,000 square feet of office space (similar to the amount of office space proposed under the Residential Option), 27,000 square feet of retail uses, approximately 3,430 parking spaces, open space, and other amenities. Existing development totaling approximately 294,003 square feet of office and retail floor area would be removed as part of the project.

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

B-2

Regional Growth Forecasts

The Draft Environmental Impact Report (DEIR) should reflect the most current SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion, and city are as follows:

Adopted SCAG Regionwide Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

Adopted GCCOG Subregion Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	2,143,979	2,190,471	2,236,253	2,280,588	2,323,438	2,364,199
Households	591,028	607,440	623,862	636,482	648,759	658,696
Employment	762,987	776,857	785,715	796,129	807,251	817,891

Adopted City of Long Beach Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	503,251	517,226	531,854	545,980	559,598	572,614
Households	169,739	175,415	181,397	186,067	190,576	194,287
Employment	185,938	189,987	192,573	195,614	198,860	201,967

1. The 2008 RTP growth forecast at the regional, subregional, and city level was adopted by the Regional Council in May 2008.

B-2 (Cont.)

SCAG Staff Comments:

Based on a review of Section IV.H. (Population and Housing), the DEIR utilizes 2008 RTP growth forecasts.

The **2008 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
RTP G3 *Preserve and ensure a sustainable regional transportation system.*
RTP G4 *Maximize the productivity of our transportation system.*
RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*
RTP G7 *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*

SCAG Staff Comments:

B-3

SCAG staff finds that the proposed project generally meets consistency with RTP G1, G4, and G6, and meets partial consistency with RTP G5. RTP G2, G3, and G7 are not applicable to this project since it is not a transportation project.

The proposed project generally meets consistency with RTP G1. Mobility pertains to the speed at which one may travel and the delay, or difference between the actual travel time and travel time that would be experienced if a person traveled at the legal speed limit. Per Table IV.J-10 (Year 2020 Peak Hour Intersection Capacity Analysis), all of the 30 local intersections analyzed in the DEIR would experience no change or an increase in delay in 2020, after implementation of the project. Five of these intersections would have a significant delay (defined as Level of Service of E or F). Accessibility measures how well the transportation system provides people access to opportunities, such as jobs, education, shopping, recreation, and medical care. The proposed project is just south of the terminus of Interstate 710, approximately 4.5 miles south of Interstate 405, and approximately 0.5 mile west of the main Downtown Long Beach core, which offers numerous commercial, residential, and entertainment uses. In addition, office and hotel uses are located adjacent to the project site. While local traffic delay would increase as a result of this project, the project's accessibility would be expected to result in reduced traffic delay at a larger geographic scale.

With regard to RTP G4, the proposed project generally meets consistency. Productivity is a system efficiency measure that reflects the degree to which the transportation system performs during peak demand conditions. As indicated previously, the proposed project would have a significant impact on five out of 30 local intersections in 2020, but would be expected to result in increased productivity

elsewhere in the transportation network, as the project's mixed-use nature is expected to reduce auto trips and vehicle miles traveled.

The proposed project is partially consistent with RTP G5. Per Table IV.B-6 (Residential Option Regional Operational Emissions (Pounds per Day)), the project's operation would exceed SCAQMD thresholds for VOC, NO_x, and PM_{10}, largely due to mobile sources. Green building measures are being implemented to diminish air quality impacts from stationary sources.

B-3 (Cont.)

The proposed project generally meets consistency with RTP G6. The proposed project is located at the terminus of Interstate 710, which provides regional auto access. Large roadways adjacent to the project site, such as Ocean Boulevard and Golden Shore, provide local access. The project site is well served by public transit with bus service provided to the study area by the Los Angeles County Metropolitan Transit Authority, Long Beach Transit, Orange County Transportation Authority, and the Los Angeles Department of Transportation. In addition, the Metro Blue Line light rail line runs through the Long Beach Transit Mall, approximately 0.5 mile east of the project site.

GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents.

GV P1.1 *Encourage transportation investments and land use decisions that are mutually supportive.*
GV P1.2 *Locate new housing near existing jobs and new jobs near existing housing.*
GV P1.3 *Encourage transit-oriented development.*
GV P1.4 *Promote a variety of travel choices*

SCAG Staff Comments:

The proposed project meets consistency with Principle 1.

B-4

The proposed project meets consistency with GV P1.1. As mentioned previously, the project site is adjacent to the terminus of Interstate 710, well-served by local roadways, and is 0.5 mile west of the Long Beach Transit Mall, which is served by numerous bus routes and the Metro Blue Line light rail line.

With regard to GV P1.2, the proposed project meets consistency. The project is mixed-use in nature, offering both residential and employment-generating uses. In addition, office uses are located immediately adjacent to the project site and throughout Downtown Long Beach.

The proposed project meets consistency with GV P1.3. The project site would be served by a few bus routes and it would be a short distance from the Long Beach Transit Mall, which is served by numerous bus routes and the Metro Blue Line light rail line.

With regard to GV P1.4, the proposed project meets consistency. As mentioned previously, the project would be well-served by public transit. In addition, per page IV.B-42, the project would incorporate shared parking to promote alternative transportation modes and would include bicycle parking areas.

Principle 2: Foster livability in all communities.

GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
GV P2.2 *Promote developments, which provide a mix of uses.*
GV P2.3 *Promote "people scaled," walkable communities.*
GV P2.4 *Support the preservation of stable, single-family neighborhoods.*

SCAG Staff Comments:

B-5

Where applicable, the proposed project meets consistency with Principle 2. GV P2.4 is not applicable since the project site is currently occupied by office uses.

The proposed project meets consistency with GV P2.1 and GV P2.2, as it is a mixed-use redevelopment of a site that currently has office buildings.

With regard to GV P2.3, Chapter II (Project Description) explains the pedestrian-oriented nature of the project, featuring pedestrian plazas and pedestrian access to buildings from Ocean Boulevard.

Principle 3: Enable prosperity for all people.

GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
GV P3.2 *Support educational opportunities that promote balanced growth.*
GV P3.3 *Ensure environmental justice regardless of race, ethnicity or income class.*
GV P3.4 *Support local and state fiscal policies that encourage balanced growth*
GV P3.5 *Encourage civic engagement.*

B-6

SCAG Staff Comments:

Principle 3 cannot be assessed based on the information provided in the DEIR or is not applicable. Based on information provided in the DEIR, GV P3.1, GV P3.3, and GV P3.4 cannot be assessed. GV P3.2 and GV P3.5 are not applicable.

Principle 4: Promote sustainability for future generations.

GV P4.1 *Preserve rural, agricultural, recreational, and environmentally sensitive areas*
GV P4.2 *Focus development in urban centers and existing cities.*
GV P4.3 *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
GV P4.4 *Utilize "green" development techniques*

SCAG Staff Comments:

B-7

Where applicable, SCAG staff finds that the project is consistent with Principle 4. GV P4.1 is not applicable since the project is a redevelopment in an urban area.

The proposed project meets consistency with GV P4.2. The project is located in Downtown Long Beach, an existing urban center.

With regard to GV P4.3 and P4.4, the proposed project meets consistency. The project would be designed to meet the LEED Certified level and, per pages IV.B-42 and IV.B-43, would incorporate features that encourage reduce the use of water and energy.

CONCLUSION

Where applicable, the proposed project generally meets consistency with SCAG Regional Transportation Plan Goals and Compass Growth Visioning Principles.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. We recommend that you review the SCAG List of Mitigation Measures for additional guidance, and encourage you to follow them, where applicable to your project. The SCAG List of Mitigation Measures may be found here: http://www.scag.ca.gov/igr/documents/SCAG_IGRMMRP_2008.pdf B-8

When a project is of statewide, regional, or areawide significance, transportation information generated by a required monitoring or reporting program shall be submitted to SCAG as such information becomes reasonably available, in accordance with CEQA, Public Resource Code Section 21018.7, and CEQA Guidelines Section 15097 (g).

LETTER B

Jacob Lieb, Manager
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, California 90017-3435

RESPONSE B-1

Comment noted. The Commentor indicates that the proposed project is considered regionally significant per CEQA Guidelines Section 15125 and/or 15206. As discussed in Section IV.F, Land Use, of the Draft EIR, the proposed project is consistent with applicable SCAG plans, policies, and principles.

RESPONSE B-2

Comment noted. The Commentor provides a summary of the proposed project location, project characteristics, and most recent SCAG RTP growth forecasts (2008), and notes that the Draft EIR correctly utilizes the 2008 RTP projections in the analysis.

RESPONSE B-3

Comment noted. The Commentor provides a summary of the proposed project's consistency with the SCAG RTP Goals, and indicates that the proposed project is generally consistent with the applicable RTP Goals. As discussed in Section IV.F, Land Use, of the Draft EIR, the proposed project is considered to be consistent with the 2008 RTP.

RESPONSE B-4

Comment noted. The Commentor provides a summary of the proposed project's consistency with Principle 1 of the SCAG Compass Growth Vision, and indicates that the proposed project meets consistency with this Principle. As discussed in Section IV.F, Land Use, of the Draft EIR, the proposed project is considered to be consistent with the SCAG Compass Growth Vision Principles.

RESPONSE B-5

Comment noted. The Commentor provides a summary of the proposed project's consistency with Principle 2 of the SCAG Compass Growth Vision, and indicates that the proposed project meets consistency with this Principle, where applicable. As discussed in Section IV.F, Land Use, of the Draft EIR, the proposed project is considered to be consistent with the SCAG Compass Growth Vision Principles.

RESPONSE B-6

Comment noted. The Commentor provides a summary of the proposed project's consistency with Principle 3 of the SCAG Compass Growth Vision, and indicates that the Principle is either not applicable to the proposed project or consistency cannot be assessed based on information available in the Draft EIR. However, as discussed in Section IV.F, Land Use, of the Draft EIR, the proposed project is considered to be consistent with the SCAG Compass Growth Vision Principles. Specifically, the proposed project is consistent with Principle GB P3.1, as the Residential Option would provide 1,370 residential units and both of the Hotel Options would provide 1,110 residential units. The proposed residential uses would add to the City's existing housing stock and increase housing options for the residents or future residents of Long Beach. Principle GV P3.2 is not applicable to the proposed project as this principle is aimed at activities beyond the scope of individual projects. Notwithstanding, it may be noted that the proposed project is cognizant of principles of balanced growth and has, thus, incorporated mixed-use into the project. The proposed project is considered consistent with Principle GV P3.3, as residency or other occupation or use of the project would not be prohibited due to race, ethnicity or income class. Impacts generated by the project, such as traffic or noise, would not have a disproportionate burden any less-advantaged community or remove any needed housing or services from any less-advantaged community or group. The proposed project is considered consistent with Principle GV P3.4, as it would support balanced growth by incorporating a mix of uses and by increasing housing in the city's jobs-rich downtown and port areas. And finally, although the project would not be able to directly encourage civic engagement, the project would be considered generally consistent with Principle GV P3.5, since it would provide a high-density residential use in close proximity to the City's civic center and respective services. The establishment of residents' associations to administer the operation of the condominiums within a high population center has the potential to encourage civic engagement beyond the development, itself.

RESPONSE B-7

Comment noted. The Commentor provides a summary of the proposed project's consistency with Principle 4 of the SCAG Compass Growth Vision, and indicates that the proposed project meets consistency with this Principle, where applicable. As discussed in Section IV.F, Land Use, of the Draft EIR, the proposed project is considered to be consistent with the SCAG Compass Growth Vision Principles.

RESPONSE B-8

Comment noted. The Commentor indicates that, overall, the proposed project generally meets consistency with SCAG RTP Goals and Compass Growth Vision Principles, where applicable. As discussed in Section IV.F, Land Use, of the Draft EIR, the proposed project is considered to be consistent with the SCAG RTP Goals and Compass Growth Vision Principles.

LETTER C

"Kevin Dillard" <kdillard@theabbeyco.com>

11/24/2009 11:02 AM

To <Jeffrey.winklepleck@longbeach.gov>
cc
Subject Golden Shore Master Plan EIR

Hi Jeffrey, We have reviewed the Golden Shore Master Plan EIR recently and would like to log our concerns of traffic circulation coming from our tenants and vendors from our location on Golden Shore. Do you have a formal document that we need to complete or other?
Thank you. Kevin.

C-1

Kevin K. Dillard
EVP/CFO
The Abbey Company
310 Golden Shore, Suite 300
Long Beach, CA 90802
562.435.2100 main
562.435.2109 fax

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Please consider the environment before printing this email

LETTER C

Kevin K. Dillard, Executive Vice President/CFO
The Abbey Company
310 Golden Shore, Suite 300
Long Beach, CA 90802

RESPONSE C-1

Comment noted. Traffic-related impacts associated with the proposed project are discussed in Section IV.J, Traffic and Parking, of the Draft EIR. The Commentor indicates that existing tenants and vendors at 310 Golden Shore have concerns regarding traffic circulation at that location resulting from the proposed project, but does not raise any specific issues or concerns. As such, no additional analysis or response to this comment is necessary.

LETTER D

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

December 3, 2009

Jeff Winklepleck
City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Subject: Golden Shore Master Plan
SCH#: 2008111094

Dear Jeff Winklepleck:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on December 2, 2009, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

D-1

Sincerely,

Scott Morgan
Acting Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

LETTER D

Scott Morgan, Acting Director
California Governor's Office of Planning and Research
State Clearinghouse and Planning Unit
1400 10th Street
Sacramento, California 95812-3044

RESPONSE D-1

Comment noted. The Commentor notes the closing of the 45-day public review period for the Draft EIR on December 2, 2009, and indicates that no state agencies submitted comments on the document by that date. The Commentor also acknowledges that the City of Long Beach has complied with the State Clearinghouse review requirements for draft documents.

LETTER E

"Thomas Clarke" <tclarke@theabbeyco.com>

12/16/2009 04:40 PM To <Jeffrey.Winklepleck@longbeach.gov>

cc

Subject FW: Golden Shore Master Plan EIR

Jeff

The Abbey Company is very concerned that the traffic flow to Catalina landing for our customers is going to be inhibited by the congestion created by additional traffic on Golden Shore. Especially in the warmer months with the tens of thousand of people who visit Catalina Island via Catalina Express at our project. E-1

LETTER E

Thomas Clarke
The Abbey Company
310 Golden Shore, Suite 300
Long Beach, CA 90802

RESPONSE E-1

Comment noted. Traffic-related impacts associated with the proposed project are discussed in Section IV.J, *Traffic and Parking*, of the Draft EIR. The Commentor expresses concerns that access to Catalina Landing could be restricted due to traffic on Golden Shore generated by the proposed project, particularly during periods of warm weather when vehicle trips associated with passenger service to Catalina Island are greatest. However, as shown in Table IV.J-10 on pages IV.J-28 through IV.J-33 in Section IV.J, *Traffic and Parking*, of the Draft EIR, although the proposed project would result in an overall increase in traffic levels in the project area, project-related traffic would not result in significant delays at any affected intersections on Golden Shore. The traffic analysis presented in the Draft EIR analyzes traffic impacts in the project area during morning and evening peak hour periods, which represent worst-case conditions in terms of traffic volumes and associated delays. As concluded in the Draft EIR, no significant traffic impacts are anticipated to occur along Golden Shore as a result of the implementation of the proposed project. As such, no additional analysis or response to this comment is necessary.

IV. Corrections and Additions to the Draft EIR

IV. CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

A. INTRODUCTION

Corrections and Additions to the Draft EIR are a function of the comments received on the Draft EIR. Comments were provided by both public agencies and the general public. Where comments resulted in modification of information contained in the Draft EIR this information is presented as a Correction and Addition to the Draft EIR. The Corrections and Additions section provides a means by which the corrections and changes in the Draft EIR are presented in one place.

B. CORRECTIONS AND ADDITIONS

The corrections and additions to the Draft EIR are presented below. A line through text indicates it has been deleted, while double underlined text is text that has been added.

Section IV.B, Air Quality, page IV.B-69, first paragraph. Modify Mitigation Measure B-10 with the following changes:

Mitigation Measure B-10: In order to address pedestrian-level wind effects along the southwest edge of the proposed Phase 1 office tower in the west project site, permanent physical barriers such as landscaping and/or trellises shall be ~~provided~~ installed and maintained to reduce wind speeds at this location.

Section IV.B, Air Quality, page IV.B-69, first paragraph. Modify Mitigation Measure B-11 with the following changes:

Mitigation Measure B-11: In order to address pedestrian-level wind effects at the entrance to the proposed northerly Phase 2 residential/hotel tower in the west project site, permanent canopies shall be ~~provided~~ installed and maintained at building entrances on podium level to reduce wind speeds at this location.

Section IV.B, Air Quality, page IV.B-69, first paragraph. Modify Mitigation Measure B-12 with the following changes:

Mitigation Measure B-12: In order to address pedestrian-level wind effects along the northern edge of the proposed southerly Phase 2 residential tower in the west project site, canopy trees shall be ~~provided~~ planted to reduce at-grade wind speeds at this location. This requirement shall only be necessary prior to construction of the Phase 3 office/residential tower east of Golden Shore, as development of the east site tower would serve to reduce wind speeds at this location to within applicable comfort criteria.

Section IV.B, Air Quality, page IV.B-69, first paragraph. Modify Mitigation Measure B-13 with the following changes:

Mitigation Measure B-13: In order to address pedestrian-level wind effects along the west side of the row of townhouses within the eastern project site, permanent partitions between townhome balconies, as well as trellises above patios, shall be ~~provided~~ installed and maintained in order to improve conditions and reduce wind speeds to within applicable comfort criteria.

Section IV.C, Cultural Resources, page IV.C-31, first paragraph. Modify Mitigation Measure C-12 with the following changes:

Mitigation Measure C-12: Treatment plans developed for any unearthed cultural resources shall consider preservation of the resource or resources in place as a preferred option. Feasibility and means of preservation in place shall be determined through consultation between the Archaeologist, the Native American monitor or other appropriate representative, the Project Applicant, and the City. The Project Applicant, in coordination with the Archaeologist, Native American monitor and the City, shall also designate repositories in the event that resources are recovered.

Section IV.G, Noise, page IV.G-37, second paragraph. Modify Mitigation Measure G-5 with the following changes:

Mitigation Measure G-5: The Project Applicant shall retain the services of a qualified acoustical engineer with expertise in design of building sound isolations, who shall submit a signed report to the City during plan check for review and approval, indicating that the proposed building design for the residential towers and the hotel building achieves an interior sound environment of 45 dBA (CNEL), as required by City's building code.

Section IV.G, Noise, page IV.G-37, second paragraph. Modify Mitigation Measure G-6 with the following changes:

Mitigation Measure G-6: The Project Applicant shall retain services of a qualified acoustical consulting engineer experienced in mechanical noise analysis to provide an acoustical

report to the City during plan check for review and approval indicating that the project mechanical design meets the City's noise ordinance. All mitigation measures and estimated performance developed by the applicant retained acoustical engineer shall be identified in the acoustic report.

Section IV.I.1, Public Services – Fire Protection, page IV.I-15, second paragraph. Modify Mitigation Measure H.1-1 with the following changes:

Mitigation Measure ~~H~~I.1-1: Prior to the issuance of a building permit, the Project Applicant shall consult with the Long Beach Fire Department and incorporate fire prevention and suppression features and other life-saving equipment (e.g., defibrillators) appropriate to the design of the project.

Section IV.I.1, Public Services – Fire Protection, page IV.I-15, second paragraph. Modify Mitigation Measure H.1-2 with the following changes:

Mitigation Measure ~~H~~I.1-2: The project shall comply with all applicable State and local codes and ordinances, unless otherwise approved.

Section IV.I.1, Public Services – Fire Protection, page IV.I-15, second paragraph. Modify Mitigation Measure H.1-3 with the following changes:

Mitigation Measure ~~H~~I.1-3: Prior to the issuance of building permits, project building plans including a plot plan and floor plan of the buildings shall be submitted for approval by the Long Beach Fire Department. The plot plan shall include the following minimum design features: location and grade of access roads and fire lanes, roadway widths, distance of buildings from an edge of a roadway of an improved street, access road, or designated fire lane, turning areas, and fire hydrants.

Section IV.K.2, Utilities – Solid Waste, page IV.K-46, first paragraph. Modify Mitigation Measure K.2-1 with the following changes:

Mitigation Measure K.2-1: Prior to the issuance of any demolition or construction permit, the Project Applicant shall provide a copy of the receipt or contract indicating that the construction contractor shall only contract for waste disposal services with a company that recycles demolition and construction related wastes. The contract specifying recycled waste service shall be presented to the Department of ~~Building and Safety~~ Development Services prior to approval of certificate of occupancy.

Section IV.K.2, Utilities – Solid Waste, page IV.K-46, second paragraph. Modify Mitigation Measure K.2-4 with the following changes:

Mitigation Measure K.2-4: New homeowners/ tenants shall be provided with educational materials on the proper management and disposal of household hazardous waste, in accordance with educational materials made available by the City of Long Beach Public Works Integrated Resources Bureau and the County of Los Angeles Department of Public Works.

Section VI, Other Environmental Considerations, page VI-23, first paragraph. Modify the paragraph with the following changes:

The majority of the City of Long Beach, including the project site, is located within Sanitation District No. 3~~29~~ of the Los Angeles County Sanitation Districts (LACSD). Wastewater treatment for the City is provided by the Joint Water Pollution Control Plant (JWPCP), located in the City of Carson. The JWPCP currently processes 286.2 million gallons per day and provides full secondary treatment to all wastewater received. ~~provides primary and partial secondary treatment for 350 million gallons of wastewater per day~~. The Residential Option of the project would generate an estimated 344,250~~324,158~~ gallons per day (gpd) of wastewater. In addition, the Hotel Options of the project would generate an estimated 343,225~~332,658~~ gpd of wastewater. The project's demand for wastewater treatment would not be expected to exceed existing treatment capacity or the wastewater requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB) for the JWPCP.

V. Mitigation Monitoring and Reporting Program

V. MITIGATION MONITORING AND REPORTING PROGRAM

A. INTRODUCTION

The California Environmental Quality Act (CEQA) requires the adoption of feasible mitigation measures to reduce the severity and magnitude of potentially significant environmental impacts associated with project development. The Final Environmental Impact Report (Final EIR) for the proposed Golden Shore Master Plan (State Clearinghouse No. 2008111094) includes specific mitigation measures to reduce the potential environmental effects of the proposed project.

Monitoring of the implementation of adopted mitigation measures is required by Public Resources Code Section 21081.6. The Final EIR for the proposed project provides a list of project-specific mitigation measures, and describes the process whereby the mitigation measures would be monitored. Following certification of the Final EIR and approval of this Mitigation Monitoring and Reporting Program (MMRP) by the City, the project-specific mitigation measures included in the Final EIR would be monitored as described in this Mitigation Monitoring and Reporting Program.

a. Purpose

The purpose of the proposed Golden Shore Master Plan MMRP is to ensure compliance with all mitigation measures to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project that were identified in the Draft EIR. Implementation of this MMRP shall be accomplished by the City. Mitigation measures will be implemented as part of project implementation.

b. Responsibilities and Duties

In general, monitoring will consist of demonstrating that mitigation measures were implemented, and that the responsible unit monitored the implementation of the measures. The responsible unit for determining compliance with all mitigation measures will be the City Department of Development Services or other affected City departments or public agencies, as applicable. Monitoring will consist of determining whether activities identified in the mitigation measures have been, or are being, implemented.

B. LIST OF MITIGATION MEASURES

Table V-1, below, identifies the mitigation measures by resource area. Table V-1 also provides the specific mitigation monitoring requirements along with implementation and monitoring phases and the responsible monitoring party. Verification of compliance with each measure is to be indicated by signature of the mitigation monitor, together with date of verification.

The City shall be responsible for implementation of all mitigation measures, unless otherwise noted in the table.

Table V-1

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
Aesthetics and Views						
Mitigation Measure A-1: Temporary fencing with screening material shall be used to buffer views of construction equipment and materials, when feasible.	Construction	Construction	City of Long Beach Department of Development Services			
Mitigation Measure A-2: All new street and pedestrian lighting shall be shielded and directed away from any light-sensitive off-site uses.	Project Design	Prior to approval of final lighting plans	City of Long Beach Department of Development Services/Department of Public Works			
Mitigation Measure A-3: Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.	Construction	Prior to Occupancy	City of Long Beach Department of Development Services			
Air Quality						
Mitigation Measure B-1: Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.	Construction	Construction	City of Long Beach Department of Development Services			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
Mitigation Measure B-2: Water exposed surfaces at least three times a day under calm conditions. Water as often as needed on windy days when winds are less than 25 miles per hour or during very dry weather in order to maintain a surface crust and prevent the release of visible emissions from the construction site. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.	Construction	Construction	SCAQMD, City of Long Beach Department of Development Services			
Mitigation Measure B-3: In addition to being covered (Rule 403 minimum), all trucks hauling dirt, sand, soil or other loose materials off-site shall be wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the material and the top of the truck). Wash (or shaker plate) mud-covered tires and under-carriages of trucks leaving construction sites. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.	Construction	Construction	SCAQMD, City of Long Beach Department of Development Services			
Mitigation Measure B-4: Sweep adjacent streets, as needed, to remove dirt dropped by construction vehicles or mud that would otherwise be carried off by trucks departing the site. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.	Construction	Construction	SCAQMD, City of Long Beach Department of Development Services			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
Mitigation Measure B-5: Securely cover loads with a tight fitting tarp on any truck leaving the construction site. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.	Construction	Construction	SCAQMD, City of Long Beach Department of Development Services			
Mitigation Measure B-6: Building walls shall be watered prior to use of demolition equipment. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.	Demolition	Demolition	SCAQMD, City of Long Beach Department of Development Services			
Mitigation Measure B-7: The Project Applicant shall, as feasible, schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods. This mitigation measure would reduce all criteria pollutant emissions during operation.	Construction	Construction	City of Long Beach Department of Development Services			
Mitigation Measure B-8: The Project Applicant shall, to the extent reasonably feasible, install energy-efficient appliances (e.g., ENERGY STAR) to reduce energy consumption. This mitigation measure would reduce all criteria pollutant emissions during operation.	Construction	Construction	City of Long Beach Department of Development Services			
Mitigation Measure B-9: The project shall include air filtration systems for residential dwelling units designed to have a minimum efficiency reporting value (MERV) of 17 as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2,	Construction	Construction	SCAQMD, City of Long Beach Department of Development Services			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
which is designed to remove approximately 99.97% of PM10. The air handling systems shall be maintained on a regular basis per manufacturer's recommendations by a qualified technician employed or contracted by the project proponent or successor. Operation and maintenance of the system shall ensure that it performs at or above the minimum reporting value.						
Mitigation Measure B-10: In order to address pedestrian-level wind effects along the southwest edge of the proposed Phase 1 office tower in the west project site, permanent physical barriers such as landscaping and/or trellises shall be installed and maintained to reduce wind speeds at this location.	Pre-Construction/ Construction	Plan Check/ Construction	City of Long Beach Department of Development Services			
Mitigation Measure B-11: In order to address pedestrian-level wind effects at the entrance to the proposed northerly Phase 2 residential/hotel tower in the west project site, permanent canopies shall be installed and maintained at building entrances on podium level to reduce wind speeds at this location.	Pre-Construction/ Construction	Plan Check/ Construction	City of Long Beach Department of Development Services			
Mitigation Measure B-12: In order to address pedestrian-level wind effects along the northern edge of the proposed southerly Phase 2 residential tower in the west project site, canopy trees shall be planted to reduce at-grade wind speeds at this location. This requirement shall only be necessary prior to construction of the Phase 3 office/residential tower east of Golden Shore, as development of the east site tower would serve to	Pre-Construction/ Construction	Plan Check/ Construction	City of Long Beach Department of Development Services			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
reduce wind speeds at this location to within applicable comfort criteria.						
Mitigation Measure B-13: In order to address pedestrian-level wind effects along the west side of the row of townhouses within the eastern project site, permanent partitions between townhome balconies, as well as trellises above patios, shall be installed and maintained in order to improve conditions and reduce wind speeds to within applicable comfort criteria.	Pre-Construction/ Construction	Plan Check/ Construction	City of Long Beach Building Department of Development Services			
Cultural Resources						
Mitigation Measure C-1: A qualified paleontologist retained by the Project Applicant and approved by the City shall attend a pre-grade meeting and develop a paleontological monitoring program for excavations into the Fernando Formation. A qualified paleontologist is defined as a paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The need for and frequency of monitoring inspections shall be based on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered.	Pre-Construction	Pre-Construction	City of Long Beach Department of Development Services			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
Mitigation Measure C-2: If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage.	Construction	Construction	City of Long Beach Department of Development Services			
Mitigation Measure C-3: At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.	Construction	Construction	City of Long Beach Department of Development Services			
Mitigation Measure C-4: Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository.	Construction	Construction	City of Long Beach Department of Development Services			
Mitigation Measure C-5: Any fossils collected shall be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository.	Construction	Construction	City of Long Beach Department of Development Services			
Mitigation Measure C-6: If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report for review and approval by the City summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the	Construction	Construction	City of Long Beach Department of Development Services			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
fossils collected and their significance. The report shall be submitted by the Project Applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.						
Mitigation Measure C-7: An archaeologist meeting the Secretary of the Interior's Professional Qualification Standards (the "Archaeologist") shall be retained by the Project Applicant and approved by the City to oversee and carryout the archaeological mitigation measures stipulated in this EIR.	Pre-Construction	Pre-Construction	City of Long Beach Department of Development Services			
Mitigation Measure C-8: A qualified archaeological monitor shall be selected by the Archaeologist, retained by the Project Applicant, and approved by the City to monitor ground-disturbing activities within the project area. Ground-disturbing activities are here defined as activities that include digging, grubbing, or excavation into sediments (fill or native sediments) that have not been previously disturbed for this project. Ground-disturbing activities do not include movement, redistribution, or compaction of sediments excavated during the project. The Archaeologist shall attend a pre-grade meeting and develop an appropriate monitoring program and schedule. The frequency of monitoring shall be	Construction	Construction	City of Long Beach Department of Development Services			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
based on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of resources encountered.						
Mitigation Measure C-9: Due to the sensitivity of the project area for Native American resources, a Native American monitor shall also monitor ground-disturbing activities in the project area. Selection of the monitor shall be made by the City and take into account guidance provided by the Native American Heritage Commission with respect to Native American groups identified as having affiliation with the project area.	Construction	Construction	City of Long Beach Department of Development Services			
Mitigation Measure C-10: In the event that cultural resources are unearthed during ground-disturbing activities, the Archaeological or Native American monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of the find so that the find can be evaluated. Work shall be allowed to continue outside of the vicinity of the find.	Construction	Construction	City of Long Beach Department of Development Services			
Mitigation Measure C-11: All cultural resources unearthed by project construction activities shall be evaluated by the Archaeologist. If the Archaeologist determines that the resources may be significant, the Archaeologist will notify the Project Applicant and the City and will develop an appropriate treatment plan for the resources. The Archaeologist shall consult with the Native	Construction	Construction	City of Long Beach Department of Development Services			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
American monitor or other appropriate Native American representatives in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Native American in nature.						
Mitigation Measure C-12: Treatment plans developed for any unearthed cultural resources shall consider preservation of the resource or resources in place as a preferred option. Feasibility and means of preservation in place shall be determined through consultation between the Archaeologist, the Native American monitor or other appropriate representative, the Project Applicant, and the City. The Project Applicant, in coordination with the Archaeologist, Native American monitor and the City, shall also designate repositories in the event that resources are recovered.	Construction	Construction	City of Long Beach Department of Development Services			
Mitigation Measure C-13: The Archaeologist shall prepare a final report to be reviewed and accepted by the City. The report shall be filed with the Project Applicant, the City, and the California Historic Resources Information System South Central Coastal Information Center. The report shall include a description of resources unearthed, if any, treatment of the resources, and evaluation of the resources with respect to the California Register of Historic Resources and the National Register of Historic Places. The report shall also include all specialists' reports as appendices, if any. If the	Construction	Construction	City of Long Beach Department of Development Services			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
resources are found to be significant, a separate report including the results of the recovery and evaluation process shall be required. The City shall designate repositories in the event cultural resources are uncovered.						
Mitigation Measure C-14: If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains. Preservation of the remains in place or project design alternatives shall be considered as possible courses of action by the Project Applicant, the City, and the Most Likely Descendent.	Construction	Construction	City of Long Beach Department of Development Services			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
Noise						
Mitigation Measure G-1: Effective temporary noise barriers, when they are feasible, shall be used to block the line-of-site between the construction equipment and the off-site noise-sensitive receptors during project construction, as follows: a) Provide a temporary noise barrier along the north boundary of the project site to reduce construction noise at the Hilton Hotel (R6). b) Provide a noise barrier along the southwestern boundary of the project site to block line-of-sight to the RV park use (R2). c) The exact height and extent of the sound barrier wall shall be defined during the project engineering design phases by a qualified acoustical engineer based on achieving 10 dBA minimum noise reduction.	Construction	Construction	City of Long Beach Department of Development Services			
Mitigation Measure G-2: Engine idling from construction equipment such as bulldozers and haul trucks shall be limited. Idling of haul trucks shall be limited to five (5) minutes at any given location as established by the California Air Resources Board.	Construction	Construction	City of Long Beach Department of Development Services			
Mitigation Measure G-3: Construction activities shall be scheduled so as to avoid operating several pieces of heavy equipment simultaneously, which causes high noise levels.	Construction	Construction	City of Long Beach Department of Development Services			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
Mitigation Measure G-4: Noise-generating construction equipment operated at the project site shall be equipped with effective noise control devices, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.	Construction	Construction	City of Long Beach Department of Development Services			
Mitigation Measure G-5: The Project Applicant shall retain the services of a qualified acoustical engineer with expertise in design of building sound isolations, who shall submit a signed report to the City during plan check for review and approval, indicating that the proposed building design for the residential towers and the hotel building achieves an interior sound environment of 45 dBA (CNEL), as required by City's building code.	Project Design	Plan Check	City of Long Beach Department of Development Services			
Mitigation Measure G-6: The Project Applicant shall retain services of a qualified acoustical consulting engineer experienced in mechanical noise analysis to provide an acoustical report to the City during plan check for review and approval indicating that the project mechanical design meets the City's noise ordinance. All mitigation measures and estimated performance developed by the applicant retained acoustical engineer shall be identified in the acoustic report.	Project Design	Plan Check	City of Long Beach Department of Development Services			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
Public Services - Fire Protection						
Mitigation Measure I.1-1: Prior to the issuance of a building permit, the Project Applicant shall consult with the Long Beach Fire Department and incorporate fire prevention and suppression features and other life-saving equipment (e.g., defibrillators) appropriate to the design of the project.	Project Design	Plan Check	City of Long Beach Fire Department and Department of Development Services			
Mitigation Measure I.1-2: The project shall comply with all applicable State and local codes and ordinances, unless otherwise approved.	Plan Check	Prior to Occupancy	City of Long Beach Department of Development Services			
Mitigation Measure I.1-3: Prior to the issuance of building permits, project building plans including a plot plan and floor plan of the buildings shall be submitted for approval by the Long Beach Fire Department. The plot plan shall include the following minimum design features: location and grade of access roads and fire lanes, roadway widths, distance of buildings from an edge of a roadway of an improved street, access road, or designated fire lane, turning areas, and fire hydrants.	Project Design	Plan Check	City of Long Beach Fire Department and Department of Development Services			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
Traffic and Parking						
Mitigation Measure J-1: Intersection No. 7 - Alamitos Avenue at 7th Street – Restripe 7th Street to provide a third westbound through lane on 7th Street, through the intersection of Martin Luther King, Jr. and 7th Street. The implementation of this improvement would require the removal of curbside parking on both sides of 7th Street, east and west of Alamitos Avenue. Given the demand for curbside parking in the area, the loss of parking may not be considered acceptable. Further, the intersection of Alamitos Avenue and 7th Street is physically constrained with existing development located along the street making the expansion of the roadway to add additional lanes difficult. As an alternative, the proposed project's impact at this key intersection could be mitigated by reducing the project's trip generation potential by approximately ten percent (10%).	Construction	Prior to Occupancy	City of Long Beach Public Works Department and Department of Development Services			
Mitigation Measure J-2: Intersection No. 10 - Alamitos Avenue at 4th Street -- No physical mitigation measure is feasible at this location; any additional turn lanes will require widening and additional right-of-way. The intersection of Alamitos Avenue and 4th Street is physically constrained with existing development located along the street making the expansion of the roadway to add additional lanes difficult. As an	Construction	Prior to Occupancy	City of Long Beach Public Works Department and Department of Development Services			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
alternative, the proposed project's impact at this key intersection could be mitigated by reducing the project's trip generation potential by approximately ten percent (10%).						
Mitigation Measure J-3: Intersection No. 15 - Alamitos Avenue at Broadway -- Restripe Alamitos Avenue to provide a second southbound through lane. The implementation of this improvement may require the removal of curbside parking on both sides of Alamitos Avenue, north and south of Broadway. Given the demand for curbside parking in the area, the loss of parking may not be considered acceptable. Further, the intersection of Alamitos Avenue and Broadway is physically constrained with existing development located along the street making the expansion of the roadway to add additional lanes difficult. It should be noted that the provision of two southbound lanes on Alamitos Avenue is generally consistent with the City's future improvement plans for this key roadway segment. As an alternative, the proposed project's impact at this key intersection could be mitigated by reducing the project's trip generation potential by approximately fifteen percent (15%).	Construction	Prior to Occupancy	City of Long Beach Public Works Department and Department of Development Services			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
Mitigation Measure J-4: Intersection No. 17 - Magnolia Avenue at Ocean Boulevard -- Modify existing signal to provide protect left-turn phasing for the eastbound and westbound directions on Ocean Boulevard and install a southbound right-turn overlap phase.	Construction	Prior to Occupancy	City of Long Beach Public Works Department and Department of Development Services			
Mitigation Measure J-5: Intersection No. 20 - Pine Avenue at Ocean Boulevard -- Restripe Pine Avenue to provide a separate southbound left-turn lane and a shared through-right lane on Pine Avenue. Implementation of this improvement may require the removal of the passenger loading/unloading zone on the east side of Pine Avenue, north of Ocean Boulevard, and potentially impact the flow of traffic given existing bus stops are located along this section of Pine Avenue, both of which may not be considered acceptable. As an alternative, the proposed project's impact at this key intersection could be mitigated by reducing the project's trip generation potential by approximately fifteen percent (15%).	Construction	Prior to Occupancy	City of Long Beach Public Works Department and Department of Development Services			
	Construction	Construction	City of Long Beach Public Works Department			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
Mitigation Measure J-6: Project Driveway A at Golden Shore -- Install traffic signal, and associated signing and striping modifications, inclusive of crosswalks. The installation of a traffic signal at Rose Avenue and Pacific Coast Highway, and associated signing and striping modifications, is subject to the approval of the City of Long Beach.	Construction	Prior to Occupancy	City of Long Beach Public Works Department and Department of Development Services			
Utilities and Service Systems – Solid Waste						
Mitigation Measure K.2-1: Prior to the issuance of any demolition or construction permit, the Project Applicant shall provide a copy of the receipt or contract indicating that the construction contractor shall only contract for waste disposal services with a company that recycles demolition and construction related wastes. The contract specifying recycled waste service shall be presented to the Department of Development Services prior to approval of certificate of occupancy.	Pre-Construction	Pre-Construction	City of Long Beach Department of Development Services			
Mitigation Measure K.2-2: In order to facilitate on-site separation and recycling of construction related wastes, the construction contractor shall provide temporary waste separation bins on-site during demolition and construction.	Construction	Construction	City of Long Beach Department of Development Services			

Table V-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Verification		
				Compliance Verification	Date of Implementation	Remarks
Mitigation Measure K.2-3: The proposed project shall include recycling bins at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. The bins shall be picked up and appropriately recycled as a part of the proposed project's regular trash disposal program.	Project Design/ Operation	Prior to Occupancy/ Operation	City of Long Beach Department of Development Services			
Mitigation Measure K.2-4: New homeowners/ tenants shall be provided with educational materials on the proper management and disposal of household hazardous waste, in accordance with educational materials made available by the City of Long Beach Public Works Integrated Resources Bureau and the County of Los Angeles Department of Public Works.	Operation	Operation	City of Long Beach Department of Development Services			

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