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1 RESOLUTION NO. RES-10-0013

2  
3 A RESOLUTION OF THE CITY COUNCIL OF THE  
4 CITY OF LONG BEACH RECERTIFYING THAT THE FINAL  
5 ENVIRONMENTAL IMPACT REPORT FOR THE ALAMITOS  
6 BAY MARINA REHABILITATION PROJECT (STATE  
7 CLEARINGHOUSE NO. 2008041028) HAS BEEN  
8 COMPLETED IN ACCORDANCE WITH THE PROVISIONS  
9 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT  
10 AND STATE AND LOCAL GUIDELINES AND MAKING  
11 CERTAIN FINDINGS AND DETERMINATIONS RELATIVE  
12 THERETO; ADOPTING A STATEMENT OF OVERRIDING  
13 CONSIDERATIONS; AND A MITIGATION MONITORING  
14 AND REPORTING PROGRAM (MMRP)

15  
16 WHEREAS, the City of Long Beach ("City") has proposed a project  
17 ("Project") that would rehabilitate the Alamitos Bay Marina facilities for boaters, local  
18 residents, and tourists while maintaining the unique character of the Marina. The  
19 proposed Project consists of improvements including (1) dredging the Marina basins  
20 down to original design depths and/or original basin depths; (2) replacing and/or  
21 upgrading 13 restrooms along with their associated water and sewer laterals; (3)  
22 repairing the sea wall where necessary to reestablish the rock revetment along the slope  
23 to the basin floor; (4) completing dock and piling replacement; and (5) replacing the  
24 pavement in the Marina's parking lots. Said Project is more fully described in the Draft  
25 Environmental Impact Report (DEIR), a copy of which DEIR and the Project Description  
26 is incorporated herein by this reference as though set forth in full, word for word.

27 WHEREAS, Project implementation will require approval of a Coastal  
28 Development Permit by the California Coastal Commission and approvals, permits,

1 and/or agreement approvals from Responsible and Trustee Agencies, including but not  
2 limited to the California Coastal Commission, California Water Resources Control Board,  
3 Los Angeles Regional Water Quality Control Board (RWQCB), the United States  
4 Department of the Interior, the United States Fish and Wildlife Service (USFWS), the  
5 United States Army Corps of Engineers (ACOE), the California Department of Fish and  
6 Game (CDFG), National Marine Fisheries Service (NMFS), the Department of Boating  
7 and Waterways (DBAW), and the California State Lands Commission. A list of  
8 discretionary, Agreement, and permit approvals required for Project implementation is set  
9 forth in the DEIR.

10 WHEREAS, the City began an evaluation of the proposed project by issuing  
11 a Notice of Preparation (NOP) on May 7, 2009, followed by a thirty (30) day comment  
12 period from May 11, 2009 to June 10, 2009, together with a public scoping meeting held  
13 on May 28, 2009, Planning Commission study session held on October 1, 2009, and  
14 public meetings held by the Marine Advisory Commission on March 2, 2009 and October  
15 22, 2009, and circulation of the DEIR between October 8, 2009 and November 23, 2009;

16 WHEREAS, on December 17, 2009, the Planning Commission conducted a  
17 duly noticed public hearing on the DEIR and FEIR and the Project. At said time, the  
18 Planning Commission certified that the DEIR and FEIR were fully compliant with CEQA  
19 and the CEQA Guidelines and approved the Project. Subsequent to said certification and  
20 Project approval, the actions of the Planning Commission were appealed to the City  
21 Council for its full consideration and review;

22 WHEREAS, implementation and construction of the Project constitutes a  
23 "project" as defined by CEQA, Public Resources Code Sections 21000 et seq., and the  
24 City of Long Beach is the Lead Agency for the Project under CEQA;

25 WHEREAS, it was determined during the initial processing of the Project  
26 that it could have potentially significant effects on the environment, requiring the  
27 preparation of an EIR;

28 WHEREAS, the City prepared full and complete responses to the

1 comments received on the DEIR, and distributed the responses in accordance with  
2 Public Resources Code section 21092.5;

3 WHEREAS, the City Council has reviewed and considered the information  
4 in and the comments to the DEIR and the responses thereto, and the Final  
5 Environmental Impact Report ("FEIR") at a duly noticed City Council meeting held on  
6 February 2, 2010, at which time evidence, both written and oral, was presented to and  
7 considered by the City Council;

8 WHEREAS, the City Council has read and considered all environmental  
9 documentation comprising the FEIR, including the DEIR, comments and the responses to  
10 comments, and errata included in the FEIR, and has determined that the FEIR considers  
11 all potentially significant environmental impacts of the Project and is complete and  
12 adequate and fully complies with all requirements of CEQA;

13 WHEREAS, the City Council evaluated and considered all significant  
14 impacts, mitigation measures, and project alternatives identified in the FEIR;

15 WHEREAS, CEQA and the State CEQA Guidelines require that where the  
16 decision of a public agency allows the occurrence of significant environmental effects that  
17 are identified in the EIR, but are not mitigated to a level of insignificance, that the public  
18 agency state in writing the reasons to support its action based on the EIR and/or other  
19 information in the record; and

20 WHEREAS, it is the policy of the City, in accordance with the provisions of  
21 CEQA and the State CEQA Guidelines, not to approve a project unless (i) all significant  
22 environmental impacts have been avoided or substantially lessened to the extent  
23 feasible, and (ii) any remaining unavoidable significant impacts are outweighed by  
24 specific economic, legal, social, technological, or other benefits of the project, and  
25 therefore considered "acceptable" under State CEQA Guidelines section 15093.

26 NOW, THEREFORE, the City Council of the City of Long Beach does  
27 hereby find, determine and resolve that:

28 //

1           Section 1. All of the above recitals are true and correct and are  
2 incorporated herein as though fully set forth.

3           Section 2. The City Council finds that the FEIR is adequate and has  
4 been completed in compliance with CEQA and the State CEQA Guidelines.

5           Section 3. The City Council finds that the FEIR, which reflects the City  
6 Council's independent judgment and analysis, is hereby adopted, approved, and certified  
7 as complete and adequate under CEQA.

8           Section 4. Pursuant to Public Resources Code Section 21081 and State  
9 CEQA Guidelines section 15091, the City Council has reviewed and hereby adopts the  
10 CEQA Findings and Facts in Support of Findings for the Alamitos Bay Marina  
11 Rehabilitation Project as shown on the attached Exhibit "A", which document is  
12 incorporated herein by reference as though set forth in full, word for word.

13           Section 5. The City Council finds that on balance, there are specific  
14 considerations associated with the proposed Project that serve to override and outweigh  
15 those Project impacts that cannot be mitigated to a level of insignificance, and the City  
16 Council hereby adopts that certain document, and the contents thereof, entitled  
17 "Statement of Overriding Considerations" for the Alamitos Bay Marina Rehabilitation  
18 Project, a copy of which document is attached hereto as Exhibit "B" and incorporated  
19 herein by this reference as though set forth in full, word for word.

20           Section 6. Although the FEIR identifies certain significant environmental  
21 effects that would result if the Project is approved, most environmental effects can  
22 feasibly be avoided or mitigated and will be avoided or mitigated by the imposition of  
23 mitigation measures included with the FEIR. Pursuant to Public Resources Code Section  
24 21081.6, the City Council has reviewed and hereby adopts the Mitigation Monitoring and  
25 Reporting Program ("MMRP") as shown on Exhibit C, which document is incorporated  
26 herein by reference as though set forth in full, word for word, together with any adopted  
27 corrections or modifications thereto, and further finds that the mitigation measures  
28 identified in the FEIR are feasible, and specifically makes each mitigation measure a



# EXHIBIT "A"

**FINDINGS AND FACTS IN SUPPORT OF FINDINGS  
FOR THE  
ALAMITOS BAY MARINA REHABILITATION PROJECT  
FINAL ENVIRONMENTAL IMPACT REPORT**

**CITY OF LONG BEACH**

**(STATE CLEARINGHOUSE NO. 2008041028)**

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## **SECTION 1: INTRODUCTION**

### **1.1 Statutory Requirements for Findings**

The California Environmental Quality Act (CEQA), Public Resources Code Section 21081, and the State CEQA Guidelines (14 Cal. Code of Regs. Section 15091) require that a public agency consider the environmental impacts of a project before a project is approved, and make specific findings. State CEQA Guidelines Section 15091 and Public Resources Code, Section 21081, provide that:

- (a) No public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
  - (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environment effect as identified in the Final Environmental Impact Report (EIR).
  - (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
  - (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final environmental impact report.
- (b) The findings required by subsection (a) shall be supported by substantial evidence in the record.
- (c) The finding in subsection (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subsection (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

- (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

## **1.2 Record of Proceedings**

For purposes of CEQA and the findings set forth herein, the record of proceedings for the City of Long Beach City Council's decision on the proposed project consists of: (1) matters of common knowledge to the City Council, including but not limited to federal, State, and local laws and regulations; and (2) the following documents that are in the custody of the City of Long Beach (City):

- Notice of Preparation, Notice of Availability, and Notice of Completion, which were issued by the City in conjunction with the proposed project (see the Final EIR for the Notice of Preparation, Notice of Availability, and Notice of Completion)
- The Final EIR, dated December 2009, which includes the Draft EIR, all written comments submitted by agencies or members of the public during the public comment period on the Draft EIR and responses to those comments and all of the documents referenced therein
- The Mitigation Monitoring and Reporting Program
- All findings, statements of overriding consideration, and resolutions adopted by the City in connection with the proposed project, and all documents cited or referred to therein
- All final reports, studies, memorandums, maps, correspondence, and all planning documents prepared by the City, or the consultants or responsible or trustee agencies, with respect to: (1) the City's compliance with CEQA; (2) development of the project site; or (3) the City's action on the proposed project
- All documents submitted to the City by agencies or members of the public in connection with development of the proposed project
- All documents compiled by the City in connection with the study of the proposed project and the alternatives
- The testimony and evidence presented at the public scoping meeting on May 28, 2009, the Long Marine Advisory Commission Special Meeting on March 2, 2009, and the Public Meeting on the Alamitos Bay Marina Rebuild on October 22, 2009.

### **1.3 Organization/Format of Findings**

Section 2 of these findings contains a summary description of the proposed project, sets forth the objectives of the proposed project, and provides related background facts. Section 3 identifies the potentially significant effects of the proposed project that will be mitigated to a less than significant level. All mitigation measures referenced in this document can be found in the Final EIR. Section 4 identifies the significant impacts that cannot be mitigated to a less than significant level. Section 5 identifies the proposed project's potential environmental effects that were determined to be less than significant and therefore did not require mitigation measures. Section 6 discusses the feasibility of proposed project alternatives. Section 7 includes general findings.

## **SECTION 2: ALAMITOS BAY MARINA REHABILITATION PROJECT (PROPOSED PROJECT)**

### **2.1 Project Objectives**

The proposed project is intended to renovate the existing Marina facilities and enhance the existing recreational boating facilities within the Marina. The project encourages boating use by providing upgraded ADA-compliant facilities, upgraded restrooms, and dredged basins to ensure safe navigation. The proposed project consists of a number of improvements to the existing Marina and includes the following: (1) dredging the Marina basins down to original design depths and/or original basin depths; (2) replacing and/or upgrading 13 restrooms along with their associated water and sewer laterals; (3) repairing the sea wall where necessary to reestablish the rock revetment along the slope to the basin floor; (4) completing dock and piling replacement; and (5) replacing the pavement in the Marina's parking lots. The project includes two construction staging areas: one located in a parking lot on Marina Drive near Basin 2; and the second staging area would be located in a parking lot on Marina Drive near Basin 3, adjacent to the Marina Shipyard.

The primary goals of the Alamitos Bay Marina Rehabilitation Project are to rehabilitate the Marina facilities for boaters, local residents, and tourists while maintaining the unique character of the Marina. Project objectives include:

- Renovate and replace the deteriorating Marina facilities to expand recreational boating opportunities in keeping with the current and future demands of the boating public for larger slips
- Restore the Marina's original and/or design depths by dredging the basins to ensure safe navigation and adequate access for the boating public
- Provide overdue and necessary Marina repairs and maintenance through surface repaving of parking areas, repairs to basin seawalls where required, and complete renovations to the 13 restroom buildings
- Maintain the Marina's existing character

- Satisfy Americans with Disabilities Act (ADA) requirements for access to the Marina facilities and docks
- Enhance the level of safety for boaters
- Extend the useful life of the Marina
- Upgrade utility facilities
- Provide slips/layout designs in accordance with Department of Boating and Waterways (DBAW) standards
- Rebuild the Marina consistent with the goals of the Alamitos Bay Master Plan and the Department of Parks, Recreation, and Marine Departmental Strategic Plan

The project objectives listed above are intended to implement the following goals, objectives, and policies of the City's Open Space and Recreation and Conservation Elements of the General Plan, and the Long Beach Department of Parks, Recreation, and Marine Strategic Plan:

- Provide the recreational resources the public wants. (Goals/Objectives 4.4)
- Make all recreation resources environmentally friendly and socially and economically sustainable. (Goals/Objectives 4.5)
- Create additional recreation open space and pursue all appropriate available funding to enhance recreation opportunities. (Open Space and Recreation Element, Policy 4.1)
- Fully maintain public recreation resources. (Goals/Objectives 4.7)
- Provide access to recreation resources for all individuals in the community. (Goals/Objectives 4.10)
- With the help of the community, plan and maintain park facilities at a level acceptable to the constituencies they serve. (Open Space and Recreation Element, Policy 4.6)
- Give special consideration to handicapped and disadvantaged residents in accessing public recreation resources. (Open Space and Recreation Element, Policy 4.13)
- To assure that the waters of San Pedro and Alamitos Bays and Colorado Lagoon are maintained at the highest quality feasible in order to enhance their recreational, and commercial utilization.(Water Resource Management Goal)
- To preserve and enhance the open space opportunities offered by the inland waterways of the City through improved access and beautification (Water Resource Management Goal)
- Provide active, passive, and educational recreational opportunities by providing ADA access and improved navigational access to the Marina facilities (Strategy 9);
- Improve and modernize marina condition, infrastructure, and amenities through the replacement of deteriorated facilities with new docks, slips, restrooms, parking surfaces and seawall repairs (Strategy 8 and 18); and

- Improve the level of safety within City marinas by replacing older infrastructure and providing ADA compliant new docks and gangways (Strategy 20).

## **2.2 Summary of Project Description**

The proposed project would renovate the existing Marina facilities and enhance the existing recreational boating facilities within the Marina. The project encourages boating use by providing upgraded ADA-compliant facilities, upgraded restrooms, and dredged basins to ensure safe navigation.

The proposed project consists of a number of improvements to the existing Marina and includes the following: (1) dredging the Marina basins down to original design depths and/or original basin depths; (2) replacing and/or upgrading 13 restrooms along with their associated water and sewer laterals; (3) repairing the sea wall where necessary to reestablish the rock revetment along the slope to the basin floor; (4) completing dock and piling replacement; and (5) replacing the pavement in the Marina's parking lots. The project also includes replacement and extension of the long dock located adjacent to the Long Beach Yacht Club, at the southeast end of Basin 4. The proposed long dock will be extended by approximately 565 ft from where it currently ends. However, approximately 200 ft of this long dock is temporary and is intended to accommodate displaced boats during each phase of the rehabilitation process. The 200 ft temporary portion of the dock will be removed upon project completion.

The proposed project is anticipated to be implemented in 12 phases over approximately 6 years and includes two construction staging areas: one located in a parking lot on Marina Drive near Basin 2; and one located in a parking lot on Marina Drive near Basin 3, adjacent to the Marina shipyard.

The proposed rebuild of the Marina would result in approximately 1,646 slips. As of the date of the Draft EIR, there were 1,430 customers in the Marina, so there would be a slip for every customer once the renovations are complete. However, should the number of correctly sized slips not be available at project completion, those customers would be placed in alternate slips until the appropriately sized slips become available.

## **SECTION 3: EFFECTS DETERMINED TO BE MITIGATED TO LESS THAN SIGNIFICANT LEVELS**

The Final EIR identified certain potentially significant effects that could result from the proposed project. However, the City finds for each of the significant or potentially significant impacts identified in this section, Section 3, based upon substantial evidence in the record, that changes or alterations have been required or incorporated into the proposed project that

avoid or substantially lessen the significant effects as identified in the Final EIR.<sup>1</sup> As a result, adoption of the mitigation measures set forth below will reduce the identified significant effects to a less than significant level.

## Air Quality

**Impact: Fugitive Dust.** Only the site preparation phase prior to paving the parking lots is anticipated to generate any measurable emissions of fugitive dust. The PM<sub>10</sub> and PM<sub>2.5</sub> construction emissions would not exceed the SCAQMD's thresholds. However, Mitigation Measure 4.2-5 will ensure that fugitive dust impacts during construction activities remain less than significant.

**4.2-5** During all phases of demolition, dredging, and construction, the Marine Bureau Manager shall ensure that the contract to construct complies with the following rules for construction and operation to minimize the air quality impacts from the proposed project. The following measures are required and will reduce or minimize air pollutants generated by construction vehicles and equipment and fugitive dust emissions associated with earthmoving or excavation operations, or other soil disturbances, as identified in South Coast Air Quality Management District (SCAQMD) Rules 402 and 403. The following measures shall be printed on all final plans and drawings associated with the project:

During earthmoving or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust-preventive measures using the following procedures:

- All material excavated shall be sufficiently watered to prevent excessive amounts of dust. Watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day.
- All earthmoving or excavation activities shall cease during periods of high winds (i.e., winds greater than 20 miles per hour [mph] averaged over 1 hour).
- All material transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by earthmoving or excavation operations shall be minimized at all times.

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<sup>1</sup> CEQA Guidelines, Section 15091.

After earthmoving or excavation operations, fugitive dust emissions shall be controlled using the following measures:

- Portions of the construction area to remain inactive longer than a period of 3 months shall be revegetated and watered until cover is grown.
- All active portions of the construction site shall be watered to prevent excessive amounts of dust.

At all times, fugitive dust emissions shall be controlled using the following procedures:

- On-site vehicle speed shall be limited to 15 mph.
- Road improvements shall be paved as soon as feasible, watered periodically, or chemically stabilized.

At all times during the construction phase, ozone precursor emissions from mobile equipment shall be controlled using the following procedures:

- Equipment engines shall be maintained in good condition and in proper tune according to manufacturer's specifications.
- On-site mobile equipment shall not be left idling for a period longer than 60 seconds.

Outdoor storage piles of construction materials shall be kept covered, watered, or otherwise chemically stabilized with a chemical wetting agent to minimize fugitive dust emissions and wind erosion.

**Finding:** The City hereby finds that project impacts to fugitive dust are less than significant level with implementation of Mitigation Measure 4.2-5.

**Impact: Odors.** Some objectionable odors may emanate from the operation of diesel-powered construction equipment during construction of the project. These odors, however, would be limited to the site only during the construction period and therefore would not be a significant impact.

During the dredging portion of Phases 2 and 3 of the proposed project, the contaminated dredged materials from Basin 1 will be spread out on site to dry before being hauled off site. It is anticipated that the dredged sediment will contain organic materials and that the decomposition of the organic matter when exposed to air may generate unpleasant odors. Therefore, the dredged material may result in odor impacts at the adjacent and nearby

sensitive land uses. Implementation of Mitigation Measure 4.6-3 in Section 4.6, Hazards and Hazardous Materials, requires the application of a mixture of Simple Green and water to the excavated sediment as part of an overall Soil Management Plan. Simple Green accelerates the decomposition process and will have the overall result of shortening the duration of odor emissions. Therefore, with implementation of Mitigation Measure 4.6-3, potential impacts related to odors would be reduced to a less than significant level.

See Mitigation Measure 4.6-3 under Hazards and Hazardous Materials.

**Finding:** The City hereby finds that project impacts to odors are less than significant level with implementation of Mitigation Measure 4.6-3.

**Impact: Localized Significance.** The calculated emissions rates for the proposed construction activities are below the localized significance thresholds for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Therefore, the proposed construction activities would not cause any short-term, localized, significant air quality impacts. However, the analysis was based on information indicating that no more than 1 ac of parking lot repaving would occur at any one time. Therefore, Mitigation Measure 4.2-4 has been including requiring that repaving areas do not exceed 1 ac at any one time. With implementation of Mitigation Measure 4.2-4, emission rates for each phase of project construction would remain below the thresholds, ensuring potential impacts are less than significant.

**4.2-4** Prior to issuance of building permits, the Marine Bureau Manager shall ensure that the final construction drawings and the construction contract indicate that no more than 1 acre (43,560 square feet) of parking lot pavement area shall be under construction for replacement at any one time during each phase of the project.

**Impact: Greenhouse Gas Emissions.** Short-term GHG emissions would occur from construction activities, consisting primarily of emissions from equipment exhaust. The peak daily CO<sub>2</sub> emissions associated with construction equipment exhaust for the proposed project would be highest during Phases 2 and 3, generating up to 33,328 lbs/day of CO<sub>2</sub>. Because construction activities are expected to generate an increase in CO<sub>2</sub> emissions, Mitigation Measure 4.2-2 and 4.2-3 have been proposed, requiring the Marine Bureau to incorporate CO<sub>2</sub> reduction measures in order to reduce CO<sub>2</sub> emissions associated with construction activities. Because GHG emissions during construction activities are relatively short term and would cease once construction activities end, construction-related GHG emissions are less than significant with incorporation of Mitigation Measure 4.2-2 and 4.2-3.

The project will comply with all Title 24 requirements, thereby increasing the energy efficiency of all on-site restrooms. Therefore, the proposed project is not expected to result in a long-term increase in GHG emissions. Further, Mitigation Measures 4.2-2 and 4.2-3 have been proposed and will require the Marine Bureau to incorporate CO<sub>2</sub> reduction measures in order to reduce CO<sub>2</sub> emissions associated with building design and building operation/maintenance to improve energy efficiency or reduce energy consumption. With implementation of Mitigation Measures 4.2-2 and 4.2-3, operation of the proposed project would not conflict with implementation of the GHG reduction goals under AB 32 or other State regulations. In addition, the proposed project is a less intense continuation of an existing land use. Therefore, with mitigation, operational GHG impacts are less than significant.

**4.2-2** Prior to issuance of building permits, the Marine Bureau Manager shall ensure that the final construction drawings include the following building design energy conservation measures:

- **Green Building Design for Restroom Buildings:** Incorporate measures from the Leadership in Energy and Environmental Design (LEED) certification program and other green building guidelines that reduce greenhouse gas (GHG) emissions through either development density/design and/or energy conservation. The LEED for Retail–New Construction and LEED for Commercial Interiors programs developed by the United States Green Building Council are good sources for identifying measures and examples of energy conservation measures, including the following:
  - Meet or exceed Title 24 requirements
  - Incorporate ENERGY STAR-rated windows
  - Incorporate ENERGY STAR-rated space heating and cooling equipment
  - Incorporate hot water systems that are energy efficient
  - Incorporate ENERGY STAR-rated light fixtures
  - Incorporate ENERGY STAR-rated appliances
  - Install/operate renewable electric generation systems, as appropriate and economically feasible

**4.2-3** Prior to issuance of building permits, the Marine Bureau Manager shall ensure that the final construction drawings of the building operations and

maintenance plan include, but are not limited to, the following energy conservation measures:

- **Compact Fluorescent Light Bulbs:** All interior building lighting shall use compact fluorescent light bulbs. Fluorescent light bulbs produce less waste heat and use substantially less electricity than incandescent light bulbs.
- **Energy Audits:** Conduct a third-party energy audit every 5 years and install innovative power-saving technology where feasible, such as power factor correction systems and lighting power regulators. Such systems help to maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use.

**Finding:** The City hereby finds that project impacts to greenhouse gas emissions are less than significant level with implementation of Mitigation Measure 4.2-2 and 4.2-3.

### **Biological Resources**

#### **Impact: Impact to Sensitive Species. California Brown Pelican (*Pelecanus occidentalis*).**

Construction activities may disturb the California brown pelican, if present during such activities. However, construction will be achieved in approximately 12 phases extending over 6 years and will disturb small areas of the Marina at any one time, leaving available other open water areas for this species. In addition, there are no nesting sites within the vicinity of the proposed project activities. Therefore, due to the lack of nesting sites, and because construction is temporary and will be phased over 6 years and not impact the entire Marina at any one time, potential impacts to California brown pelicans are considered less than significant. However, to ensure that any potential impacts remain less than significant, mitigation has been proposed requiring a qualified biologist to monitor special-status waterbirds prior to any significant construction activities. Implementation of Mitigation Measure 4.3-1 would ensure that impacts to these species remain less than significant.

Due to the reduction of dock area, project implementation will result in an additional 2,600 sf of open-water foraging habitat for the endangered California brown pelican. This is considered a beneficial effect of project implementation.

- 4.3-1** Prior to the start of any construction or dredging activities, the Marine Bureau Manager shall verify that a qualified biologist has been retained and shall be on site to assess the roosting (and foraging) behavior of waterbirds at the Marina immediately prior to any major construction disturbance. In the event of an imminent threat to a special-status species, the monitor shall

immediately contact the Construction Manager. In the event the Construction Manager is not available, the monitor shall have the authority to redirect or halt construction activities if determined to be necessary.

**Finding:** The City hereby finds that impacts related to the endangered California brown pelican will be reduced to a less than significant level with implementation of Mitigation Measure 4.3-1.

**Impact: Impact to Sensitive Species. California California Least Tern (*Sterna antillarum browni*).** Construction activities may disturb the California least tern, if present during such activities. However, construction will be achieved in approximately 12 phases extending over 6 years and will disturb small areas of the Marina at any one time, leaving available other open water areas for this species. The least tern may choose to avoid the immediate construction work area. Shallow water foraging areas for the least tern would be available in other areas of the Harbor, as construction will be phased at each of the eight basins at separate times. Further, the area affected by pile-driving noise would be a small portion of the Bay waters, and installation of the piles may or may not occur when the least terns are present. No individuals would be lost, and their populations would not be adversely affected by construction activities. Therefore, due to the phased construction plans and because of the temporary nature of construction activities, potential impacts to California least terns are considered less than significant due to the phased construction plans and the temporary nature of construction. However, to ensure that any potential impacts remain less than significant, mitigation has been proposed requiring a qualified biologist to monitor least terns and other special-status waterbirds prior to any significant construction activities. Implementation of Mitigation Measure 4.3-1 would ensure that impacts to these species remain less than significant.

Due to the reduction of dock area, project implementation will result in an additional 2,600 sf of open water foraging habitat for the endangered California least tern. This is considered a beneficial effect of project implementation.

See Mitigation Measure 4.3-1 above.

**Finding:** The City hereby finds that impacts related to the endangered California least tern will be reduced to a less than significant level with implementation of Mitigation Measure 4.3-1.

**Impact: Impact to Sensitive Species. Sea Turtles.** Construction activities associated with the Marina basins would occur in the mid-region of Alamitos Bay, where reports from the Marine Department indicate that sightings of green sea turtles occur. In addition, dredge disposal barge activity entering and leaving Alamitos Bay would be transiting the area in which green sea turtles also enter and leave Alamitos Bay. Therefore, there is a potential that green sea turtles may be in the general project area when Marina renovations are occurring, phased over a 6-year period.

Although an occasional green turtle may be in Alamitos Bay at the time of Marina renovations, the likely potential for adverse impacts to an individual is low. Dredging, dock reconstruction, vessel movements, and construction of the temporary dock near the Long Beach Yacht Club could potentially result in a behavioral modification to this species that would include a likely change in swimming behavior to avoid excessive noise, turbidity, or the vessel movements. Sea turtles forage in Alamitos Bay outside the Marina basins due to the availability of larger, higher-quality eelgrass beds as compared to those in Basins 2, 4, and 6. No mortality would be expected to occur as a result of the proposed project, and no operational impacts to green sea turtles would occur as a result of normal Marina operations.

However, due to the potential for sea turtles to be present in the project area during the Marina renovation, Mitigation Measure 4.3-2 has been proposed, requiring a biologist to monitor the site during construction and be empowered to stop construction to avoid negative effects on sea turtles. Implementation of Mitigation Measure 4.3-2 would reduce potential construction impacts to sea turtles to a less than significant level.

**4.3-2** Prior to the start of any construction or dredging activities, the Marine Bureau Manager shall verify that the following measures have been incorporated into the final project plans and construction contract in order to further reduce any potential impacts to green sea turtles:

- A qualified marine biologist shall be on site during the construction period to monitor the presence of endangered species. The on-site biological monitor shall have the authority to halt construction operations and shall determine when construction operations can proceed.
- Construction crews and work vessel crews shall be briefed on the potential for this species to be present and will be provided with identification characteristics of sea turtles, since they may occasionally be mistaken for seals or sea lions.
- In the event that a sea turtle is sighted within 100 meters of the construction zone, all construction activity shall be temporarily stopped until the sea turtle is safely outside the outer perimeter of construction.

The on-site biological monitor shall have the authority to halt construction operation and shall determine when construction operations can proceed.

- The biological monitor shall prepare an incident report of any green sea turtle activity in the project area and shall inform the construction manager to have his/crews be aware of the potential for additional sightings. The report shall be provided within 24 hours to the California Department of Fish and Game (CDFG) and the National Marine Fisheries Service (NMFS).
- In the event of a watercraft collision with a marine mammal or sea turtle the NMFS Stranding Coordinator shall immediately be contacted.

**Finding:** The City hereby finds that impacts related to the endangered sea turtles will be reduced to a less than significant level with implementation of Mitigation Measure 4.3-2.

**Impact: Impact to Marine Biological Resources and Eelgrass.** Project-related dredging to depths of -10 ft MLLW in Basins 2, 4, and 6 would result in removing eelgrass and deepening the basins to depths beyond the normal depth ranges for eelgrass survival. Removal of this eelgrass through dredging will result in a long-term but mitigatable impact on EFH.

Dredging will remove approximately 0.03 ac (1,373 sf) of eelgrass. Project plans have avoided and minimized impacts to eelgrass to the maximum extent practicable, but in order to return the Marina to its original design depth, and provide safe navigation, some impacts to existing eelgrass will occur during dredging. The loss of eelgrass is considered a localized, significant impact that can be mitigated to a less than significant level with the successful transplantation of eelgrass within Alamitos Bay at a mitigation ratio of 1.2 to 1. Anticipated impacts from current surveys show that 0.03 ac (1,373 sf) of eelgrass will be removed, resulting in a need for 1,648 sf to be successfully transplanted. A 5-year monitoring program will be completed to ensure the survival of at least the minimum amount of eelgrass to be mitigated. The total eelgrass mitigation amount will be determined from preconstruction, postconstruction and control site surveys, according to the Southern California Eelgrass Mitigation Policy (NMFS 1991, as amended).

Based upon site surveys of where eelgrass occurs and does not occur in Alamitos Bay and on historical eelgrass survey information for Alamitos Bay, the City has identified a site at the northeast end of Marine Stadium to create an open water habitat for eelgrass mitigation. The proposed eelgrass mitigation site involves abandoning a portion of a City-owned storage yard. An area of 218 x 105 ft would be excavated to a depth of -2 to -3 ft MLLW. The existing rock revetment along Marine Stadium would be relocated to the eastern boundary of the site to allow the area to fill with water from the adjacent channel (see Figure 3.14 in Section 3.0, Project Description). A wave attenuator (nonaccessible dock with pilings) would

be installed to protect the habitat area and to delineate the edge of Marine Stadium, while allowing for sufficient tidal flushing of the habitat site.

Mitigation Measure 4.3-3, requiring 1,648 sf of eelgrass vegetation to be successfully transplanted in accordance with the SCEMP, is proposed to reduce potential impacts to eelgrass marine resources to a less than significant level. Additionally, Mitigation Measures 4.3-4 and 4.3-5 have been proposed to avoid potential impacts to marine biological resources from construction activities. Implementation of Mitigation Measures 4.3-3 through 4.3-5 will reduce impacts related to eelgrass and biological resources during construction to a less than significant level.

The proposed project also includes components that will benefit EFH, including the reduction in overwater coverage by 2,600 sf and the reduction in the total number of piles by 188. Reducing overwater coverage will reduce shading in the project area and result in a net increase in productivity. A reduction in the number of piles will reduce the fill area and expand uncovered benthic habitat. These are considered beneficial impacts related to the proposed project.

**4.3-3** Prior to the start of any construction or dredging activities, the Marine Bureau Manager shall ensure that an Eelgrass Mitigation Plan has been included in the contract for construction. The Plan shall require that any direct losses to eelgrass will be mitigated at a ratio of 1.2:1 according to the Southern California Eelgrass Mitigation Policy (SCEMP) requirement. According to current surveys, eelgrass to be impacted by the project is 1,373 square feet (sf), which would result in 1,648 sf to be mitigated at the 1.2:1 mitigation ratio. As detailed in the SCEMP, the actual amount of eelgrass to be mitigated shall depend on preconstruction surveys, postconstruction surveys, and surveys at a control site at the appropriate time prior to the beginning of project activities. The preferred mitigation area is located adjacent to the northeast end of Marine Stadium on a City of Long Beach-owned storage site. A qualified biologist shall monitor the successful establishment of the eelgrass mitigation site for a period of 5 years, in accordance with the Southern California Eelgrass Mitigation Policy.

**4.3-4** Prior to issuance of any demolition or construction permits, the Marine Bureau Manager shall provide verification that the following provision has been included in the contract for project construction: that a qualified biologist has been retained to implement the following measures, which shall be incorporated during all phases of construction in order to minimize impacts on eelgrass and other biological resources:

- Impacts to eelgrass beds shall be avoided where practical and feasible. A project marine biologist shall mark the positions of eelgrass beds with buoys prior to the initiation of any construction to minimize damage to eelgrass beds outside the construction zone. To assist the construction crew in avoiding unnecessary damage to eelgrass, the project marine biologist shall meet with the construction crews prior to dredging to review areas of eelgrass to avoid and to review proper construction techniques.
- Barges and work vessels shall avoid impacts to eelgrass beds in the immediate vicinity of Basin 6-South. Barges and work vessels shall be operated in a manner to ensure that eelgrass beds are not impacted through grounding, propeller damage, or other activities that may disturb the seafloor. Such measures shall include speed restrictions, establishment of off-limit areas, and use of shallow draft vessels.
- A qualified marine biologist shall monitor the construction process on a weekly basis to ensure that all water quality best management practices (BMPs) are implemented and to assist the project engineer in avoiding and minimizing environmental effects to benthic communities, including eelgrass. Within 30 days after the project is completed, a post-construction marine biological survey shall be conducted to determine the extent of any construction impacts on eelgrass habitat. The survey report will be completed within 30 days and shall be submitted to the California Coastal Commission and the United States Army Corps of Engineers.

#### 4.3-5

Prior to issuance of any demolition or construction permits, the Marine Bureau Manager shall verify that the following measures have been incorporated into the final project plans and construction contract. The construction contractor shall be responsible for ensuring that the following measures are implemented during all phases of construction in order to minimize impacts on biological resources:

- No construction materials, equipment, debris, or waste shall be placed or stored where it may be subject to tidal erosion and dispersion. Construction materials shall not be stored in contact with the soil. Any construction debris within the temporary cofferdam area shall be removed from the site at the end of each construction day.
- Reasonable and prudent measures shall be taken to prevent all discharge of fuel or oily waste from heavy machinery or construction equipment or power tools into Alamitos Bay. Such measures include deployed oil booms and a silt curtain around the proposed construction zone at all times to minimize the spread of any accidental fuel spills, turbid construction-related water discharge, and debris. Other measures include training

construction workers on emergency spill notification procedures, proper storage of fuels and lubricants, and provisions for on-site spill response kits.

- All trash shall be disposed of in the proper trash receptacles at the end of each construction day. Any construction debris shall be removed from the site.
- During construction, floating booms shall be used to assist in containing debris discharged. Any debris discharged shall be removed as soon as possible but no later than the end of each day.
- If turbid conditions are generated during construction, including dredging or pile driving, a silt curtain shall be utilized to control turbidity. The City of Long Beach shall limit, to the greatest extent possible, the suspension of benthic sediments into the water column.
- Construction methods shall be used that are the least damaging to benthic sediments and organisms.
- Reasonable and prudent measures shall be taken to prevent all discharge of fuel or oily waste from heavy machinery or construction equipment or power tools into Alamitos Bay. The City of Long Beach shall have adequate equipment available to contain such spills immediately.

**Finding:** The City hereby finds that impacts related to the eelgrass will be reduced to a less than significant level with implementation of Mitigation Measures 4.3-3, 4.3-4 and 4.3-5.

**Impact: Impacts To Wildlife Movement and Nursery Sites.** Areas that may be impacted by the proposed project are substantially disturbed and subject to frequent intense human activity under current conditions. Eelgrass beds provide nursery habitat for some species of invertebrates and fish. Impacts related to eelgrass habitat were previously addressed.

The project includes relocation of several trees to accommodate the restroom renovations. In addition, construction activities could cause the potential abandonment of nests by migratory birds. The great blue heron is considered a California Special Animal at colonial nesting sites such as Alamitos Bay. Construction activities associated with the proposed project may result in some temporary disruptions to the roosting activities of these species. In addition, the renovations to the restroom facilities and parking lot areas have the potential to cause a direct loss of nesting trees or the abandonment of nests in those trees. However, the great blue herons currently nesting within the Alamitos Bay Marina are considered a loose colony using multiple trees throughout the harbor for nesting and roosting. Although some of the great blue herons may be disturbed by construction activities, there are many trees within the

colony's existing area that could provide alternative nesting and roosting habitat. The great blue herons present in the project area are currently coexisting with Marina users and are accustomed to human intrusion and noise. However, to ensure that potential impacts to the great blue heron as well as other California species of concern listed above are reduced to a less than significant level, Mitigation Measure 4.3-6 has been proposed, restricting the removal of trees and vegetation during the nesting season and requiring surveys, as necessary, prior to construction. Implementation of Mitigation Measure 4.3-6 would ensure that potential impacts to migratory birds are reduced to a less than significant level.

**4.3-6** Prior to issuance of any demolition or construction permits, the Marine Bureau Manager shall ensure that the following provisions are incorporated into the final project plans and construction contract for the purpose of protecting nesting birds within the study area during construction:

- Tree and vegetation removal shall be restricted to outside the likely active nesting season (January 1–September 1) for those bird species present or potentially occurring within the project area. That time period is inclusive of most other birds' nesting periods, thus maximizing avoidance of impacts to any nesting birds. If construction must be completed during the breeding season listed above, surveys for nesting birds shall be conducted at least 15 days prior to construction. Should an occupied nest be detected, the City will consult with the California Department of Fish and Game (CDFG) to determine an appropriate means for reducing impacts to nesting birds prior to tree removal. If nesting birds are observed within the vicinity, a buffer from the nest shall be established. The size of the buffer is dependent on the species and shall be determined by a qualified biologist. The buffer shall be delineated by roping the boundaries of construction and shall remain in place until the nest is abandoned or the young have fledged.

**Finding:** The City hereby finds that impacts related to migratory birds will be reduced to a less than significant level with implementation of Mitigation Measure 4.3-6.

**Impact: Impacts Degrading the Quality of the Environment or Substantially Reducing the Habitat, Population, or Range of Fish, Wildlife, or Plant Species. Invasive Species.** The potential spread of the *Caulerpa taxifolia* invasive species during construction and/or operation of the facilities is not anticipated since no *Caulerpa taxifolia* was present within the project area at the time project-specific surveys were conducted. However, although this species was not observed, a *Caulerpa taxifolia* algae survey will be required according to the NMFS Caulerpa Control Protocol prior to construction to confirm that this species is not present, as

outlined in Mitigation Measure 4.3-7. If this species is found, then protocols for the eradication of *Caulerpa taxifolia* will be implemented to remove this species from the project area.

**4.3-7** The Marine Bureau Manager shall ensure that a field survey to investigate the presence of the invasive algae *Caulerpa taxifolia* is conducted 30 to 60 days prior to commencement of construction by qualified divers certified by the California Department of Fish and Game (CDFG) and National Marine Fisheries Service (NMFS) to conduct such surveys. The preconstruction *Caulerpa* surveys will be conducted according to the accepted criteria of the Southern California *Caulerpa* Action Team (SCCAT) for conducting surveys for the invasive algae and in accordance with the NMFS and CDFG *Caulerpa* survey protocols. In accordance with the recommendations of the SCCAT, and according to the NMFS *Caulerpa* Control Protocol (Version 3, adopted March 12, 2007 [NMFS 2007]), a survey must be conducted in harbor areas that may be disturbed. In areas that are expected to be free of *Caulerpa*, a 20 percent visual Surveillance Level survey is required prior to any dredging. The survey will also identify any other marine vegetation in the proposed construction area, including eelgrass. The Marine Bureau Manager, or his/her designee, will transmit the survey results via *Caulerpa* Survey Reporting Form to NMFS and the CDFG within 48 hours of completion of the survey. If *Caulerpa* is identified in the project area, the City, NMFS, and CDFG will be notified within 24 hours of completion of the survey. In the event that *Caulerpa* is detected, disturbance shall not be conducted until such time as the infestation has been isolated, treated, or the risk of spread from the proposed disturbing activity is eliminated in accordance with Section F of the *Caulerpa* Control Protocol.

**Finding:** The City hereby finds that impacts related to invasive species will be reduced to a less than significant level with implementation of Mitigation Measure 4.3-7.

**Impact: Cumulative Biological Resource Impacts.** The cumulative study area for this project would be the project area, the Greater Alamitos Bay area, and Southern California coastal marine environs. The proposed project has the potential to result in a cumulative impact due to the loss of eelgrass habitat. However, Mitigation Measure 4.3-2, requiring successful transplanting of eelgrass, will reduce potential impacts to eelgrass habitat to a less than significant level. The creation of a specific eelgrass mitigation site will be beneficial to natural habitats and the special-interest species they support within Alamitos Bay as well as adjoining marine environments. Therefore, overall adverse impacts to eelgrass communities will not be cumulatively significant.

Impacts to all species and habitats as a result of project construction and implementation will be temporary. No other project effects on marine, estuary, or avian habitats will occur, nor will there be any contribution to area or regional cumulative effects on habitat or sensitive species. Therefore, the proposed project would not contribute to cumulative losses of sensitive species or habitat, and no significant cumulative biological impacts would occur as a result of implementation of the proposed project.

See Mitigation Measure 4.3-2 above.

**Finding:** The City hereby finds that impacts related to cumulative biological resource impacts will be reduced to a less than significant level with implementation of Mitigation Measure 4.3-2.

### **Geology and Soils**

**Impact: Seismic Considerations.** The site is located approximately 0.6 mi northwest of the Newport-Inglewood Structural Zone, significant ground shaking or secondary seismic ground deformation effects could occur at the site should a major seismic event occur along the Newport-Inglewood Structural Zone or along other faults within the southern California region. However, due to the nature of the project being floating docks and slips, impacts to the dock facilities due to earthquakes are expected to be minimal. In addition, one of the project's primary objectives is to renovate the deteriorating Marina facilities in accordance with current codes and seismic requirements.

The project would incorporate current codes and seismic requirements in the replacement and/or renovation of the docks, dock bulkhead landings/platforms, pilings, Marina restrooms, parking lots, and sea wall repairs. Although compliance with these standard measures is anticipated to limit hazards from seismic ground shaking to less than significant levels, Mitigation Measure 4.5-1 has been included to ensure that potential seismic ground-shaking impacts are reduced to less than significant levels.

**4.5-1** Prior to issuance of building permits, the Marine Bureau Manager shall demonstrate to the satisfaction of the Director of Development Services, or designee, that recommendations contained in the Geotechnical Evaluation prepared for the proposed project (Ninyo and Moore, February 2007) have been incorporated into final construction drawings. Design and grading construction shall be performed in accordance with the most current California Building Code in use by the City of Long Beach, the most current local grading regulations, and recommendations of the project geotechnical consultant.

**Finding:** The City hereby finds that impacts related to seismic ground shaking will be reduced to a less than significant level with implementation of Mitigation Measure 4.5-1.

**Impact: Liquefaction.** The Geotechnical Evaluation for the proposed project determined that due to the variability of the on-site soils, the potential for liquefaction that would vary across the site. The proposed project would be designed and implemented in accordance with the City's design standards and all applicable building codes, including the seismic requirements of the CBC and the recommended engineering design measures. Since no habitable structures would be constructed (other than the restroom structures), applicable regulations would primarily involve soil compaction and piling design requirements. Although compliance with these standards is anticipated to limit hazards from seismic liquefaction to less than significant levels, implementation of Mitigation Measure 4.5-1, requiring incorporation of engineering recommendations into final design plans, will ensure that potential seismic ground failure, including liquefaction hazards, are less than significant.

See Mitigation Measure 4.5-1 above.

**Finding:** The City hereby finds that impacts related to liquefaction will be reduced to a less than significant level with implementation of Mitigation Measure 4.5-1.

**Impact: Lateral Spreading and Subsidence.** The Geotechnical Evaluation determined that a seismically induced lateral spread of approximately 1–11 ft could occur during an earthquake event and that with implementation of the engineering design recommendations and compliance with the CBC, the proposed project is feasible. Therefore, Mitigation Measure 4.5-1, requiring compliance with the recommendations contained in the Geotechnical Evaluation, will ensure that potential impacts related to unstable soils are less than significant.

See Mitigation Measure 4.5-1 above.

**Finding:** The City hereby finds that impacts related to lateral spreading and subsidence will be reduced to a less than significant level with implementation of Mitigation Measure 4.5-1.

**Impact: Expansive Soils.** The soils underlying the project site include sand, clay, and silt. The clay material, which is considered expansive, ranges from very soft to hard silty clay and sandy clay. However, because groundwater levels are historically 8 ft bgs at the project site,

the soils are anticipated to remain relatively wet, which would reduce the potential effects of the expansive soils on site. In addition, the project primarily involves waterside construction; land side improvements are limited to shallow excavation of paved areas and construction of the restroom buildings, which are the only structural components of the project. Mitigation Measure 4.5-1, requiring compliance with the recommendations contained in the Geotechnical Evaluation, requires the City to review final design plans for structural engineering compliance and to approve the plans prior to the development of the structural components of the proposed project. Therefore, with implementation of Mitigation Measure 4.5-1, potential impacts related to hazards from geologic and soil conditions will be less than significant.

See Mitigation Measure 4.5-1 above.

**Finding:** The City hereby finds that impacts related to expansive soils will be reduced to a less than significant level with implementation of Mitigation Measure 4.5-1.

**Impact: Cumulative Geology and Soils.** The cumulative study area for Geology and Soils is the project site and the immediately adjacent properties that physically abut the project site. The study area is essentially the area that could be affected by proposed project activities and the areas affected by other projects whose activities could directly or indirectly affect the geology and soils of the proposed project site. The project site encompasses several areas throughout the harbor; however, the majority of the project site is isolated from areas of potential development. In addition, there are no other known activities or projects with activities that would affect the geology and soils at the project site (e.g., projects requiring significant structural blasting or drilling, high vibration activities, deep excavation).

Implementation of Mitigation Measure 4.5-1 ensures that the proposed project complies with recommendations in the Geotechnical Evaluation and that the project would have a less than significant impact on Geology and Soils. Therefore, with implementation of the proposed mitigation, the project's geological impacts are less than cumulatively considerable.

See Mitigation Measure 4.5-1 above.

**Finding:** The City hereby finds that impacts related to expansive soils will be reduced to a less than significant level with implementation of Mitigation Measure 4.5-1.

## **Hazards and Hazardous Materials**

**Impact: Hazardous Materials during Waterside Construction.** The Alamitos Bay Marina construction program involves dredging Basins 2 through 7 to a target depth of -10 ft Mean Lower Low Water (MLLW). Basin 1 will be bisected and dredged to target depths ranging from -12 ft MLLW to -15 ft MLLW. The estimated total volume of dredged material to be removed from the seven basins is approximately 287,120 cy. The materials resulting from the proposed dredging activities in Basins 2–7 have been determined to be nonhazardous; as such, dredging activities in those basins will not pose a concern. In addition, all material proposed for dredging will be evaluated for ocean disposal suitability in accordance with federal and regional guidelines outlined in the Ocean Testing Manual (EPA/United States Army Corps of Engineers [Corps] 1991) and the Draft Regional Implementation Agreement for the Evaluation of Dredged Material for Ocean Dumping (Corps/EPA 1993). Dredging and disposal of dredged materials into waters of the United States are subject to the regulatory authority of the Corps under Section 404 of the federal Clean Water Act (CWA), Section 10 of the Rivers and Harbors Act, and Section 103 of the Marine Protection, Research, and Sanctuaries Act. Impacts related to dredging in the Marina and disposal of dredged material at the LA-2 site would be less than significant with implementation of Mitigation Measure 4.7-1, under Hydrology and Water Quality.

See Mitigation Measure 4.7-1, below under Hydrology and Water Quality.

Testing of sediments in Basin 1 in 2009 confirmed that mercury levels exceeded acceptable thresholds for disposal at LA-2. An evaluation of Basin 1 sediments indicates that a high concentration of mercury was found within all areas of Basin 1 with the exception of the southeast and northwest corners. Because of the high mercury levels in Basin 1, approximately 25,504 cy would be required to be tested and disposed of at an appropriate State-certified landfill.

During dredge operations, Basin 1 would be isolated by a silt curtain to help maintain water quality. Clamshell/bucket-type dredging equipment would be used. The dredged material would be temporarily stockpiled in the construction staging area until it was loaded onto trucks. Plastic tarps and containment structures would be placed under and around the stockpile areas to prevent runoff back into Alamitos Bay. Additionally, dust will be minimized on site during the sediment evaporation process through application of a nontoxic soil stabilizer or watering, as required in Mitigation Measure 4.2-1, Air Quality.

See Mitigation Measure 4.2-1, Air Quality

Prior to disposal, dredge materials from Basin 1 must be tested to determine whether concentrations of mercury are considered hazardous by state and federal (RCRA) levels.

Mitigation Measure 4.6-1 will require that dredge materials be tested prior to disposal at a land side facility. Per state standards, any soluble constituent concentration exceeding the Title 22 STLC is classified as hazardous material. If results from additional testing indicate that levels of mercury within Basin 1 exceed the STLC for mercury at 0.2 mg/L, the dredge materials from Basin 1 would be considered hazardous under California's Title 22 regulations. In order to determine whether the sediments within areas of Basin 1 would be considered hazardous by federal standards under the RCRA, leaching potential would be required to be evaluated using the TCLP testing method prior to disposal. If results of the TCLP extract indicate concentrations of mercury that exceed the federal threshold of 0.2 mg/L, the sediment would be considered hazardous under federal guidelines.

If testing (as required by Mitigation Measure 4.6-1) indicates that concentrations of mercury within Basin 1 exceed state and federal (RCRA) levels, the dredge materials would be disposed of at a Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) approved, Class I landfill. The closest Class I landfill facility is the Kettleman Hills Landfill located in Kings County on the Interstate 5 (I-5) corridor, north of the City of Bakersfield. In addition, a Human Health Risk Assessment, required by Mitigation Measure 4.6-2, will be conducted to evaluate the potential health risks for construction workers working on site from the exposure to potentially hazardous concentrations of mercury in dredge material.

In order to ensure that all materials being stored on site would not be accidentally released into the environment, soil stockpiles will be covered in accordance with the Soil Management Plan required in Mitigation Measure 4.6-3. After the loading, covering, and manifesting the trucks containing the impacted soils, the trucks destined for the Kettleman Hills Landfill will be routed. The implementation of Mitigation Measures 4.6-1, 4.6-2, and 4.6-3 would ensure that construction impacts related to the handling, routine transport, and disposal of potentially impacted sediments are less than significant.

**4.6-1** Prior to issuance of any permits allowing dredging in Basin 1, the City of Long Beach (City) shall conduct additional laboratory testing of the sediment materials from Basin 1. Additional testing shall be conducted prior to disposal of the contaminated soils to determine if concentrations of mercury exceed the Soluble Threshold Limit Concentration (STLC) for mercury at 0.2 milligrams per liter (mg/L) and are considered hazardous by State standards (California Code of Regulations [CCR], Title 22, Section 66261.1–66261.126), and/or are considered hazardous by federal standards (Resource Conservation Recovery Act [RCRA]), where mercury concentrations exceed the federal threshold of 0.2 mg/L, as determined from toxicity characteristic leaching procedure (TCLP) extract testing (TCLP method shall be determined by leaching potential).

- 4.6-2** Prior to issuance of any permits allowing dredging in Basin 1, the City of Long Beach shall conduct a Human Health Risk evaluation to determine the level of exposure to potentially hazardous levels of mercury during construction activities.
- 4.6-3** Soil Management Plan: The Office of Environmental Health Hazard Assessment (OEHHA) shall review the dredge materials removal workplan and shall list any additional requirements. Development of the dredge materials workplan shall also be coordinated with the Southern California Dredged Material Management Team and the Los Angeles Region Contaminated Sediments Task Force. Implementation of the workplan shall be overseen by the OEHHA for compliance with local, State, and federal regulations. Any additional sampling or contaminant material removal shall be subject to these same regulations. As part of the soil management plan, all disposal material will be characterized prior to disposal at a State landfill site. All hazardous waste will be disposed of in a Class I landfill. All other soils or solid waste will be disposed of at an unclassified landfill. In addition, during construction activities of the potentially impacted soils on site, monitoring will be required by the South Coast Air Quality Management District (SCAQMD).

After removal of the contaminated materials from Basin 1 and during the drying process of these sediments/soils, a mixture of Simple Green and water (10:1) shall be lightly applied to the excavated sediments/soils. Simple Green accelerates the decomposition process and will have the overall result of shortening the duration of odor emissions.

**Finding:** The City hereby finds that impacts related to hazardous materials during waterside construction will be reduced to a less than significant level with implementation of Mitigation Measures 4.6-1 through 4.6-3.

**Impact: Hazardous Materials during Landside Construction.** The FirstSearch Environmental Database search indicated that two LUST sites and three State spill sites are located within 0.25 mi of the project site. These sites are currently undergoing remediation and may contribute to groundwater quality impacts underneath the project site. Although groundwater impacts may be present at the project site during construction activities, the proposed project does not require excavations below a depth of approximately 2 ft bgs. Therefore, it is unlikely that impacted groundwater will be accidentally released into the environment during the excavation and replacement of the existing parking lots. However, in the event that contaminated groundwater is encountered during grading or excavation activities, Mitigation Measure 4.6-4, requiring all construction subcontractors to comply with

the appropriate health and safety measures, is proposed. Implementation of Mitigation Measure 4.6-4 will help minimize potential health and safety risks for the City's contractors in the event that accidental release of impacted soil or groundwater occurs during construction activities to a less than significant level.

**4.6-4** During all excavation activities, the Marine Bureau Manager shall ensure that all construction subcontractors comply with the appropriate health and safety measures required by the Occupational Safety and Health Administration (OSHA). In the event that groundwater is encountered during grading or excavation activities, all construction activities shall be terminated in the immediate area until the groundwater is investigated for potentially hazardous content. In the event that suspicious odors are observed in soil, construction shall also be terminated until the soil is properly characterized for hazardous waste content. Appropriate measures shall be taken in compliance with all applicable regulations for the characterization and disposal of hazardous materials.

**Finding:** The City hereby finds that impacts related to hazardous materials during landside construction will be reduced to a less than significant level with implementation of Mitigation Measure 4.6-4.

**Impact: Asbestos-Containing Materials and Lead-Based Paints.** Because the existing restroom structures that are proposed to undergo remodeling and/or demolition were constructed in the late 1950s and early 1960s, there is a potential for ACMs and/or LBPs to be present in existing building materials. Therefore, all building materials that will be remodeled or demolished during the proposed project shall be tested for ACMs and LBPs and appropriately removed prior to the start of such activities. The implementation of Mitigation Measures 4.6-5, 4.6-6, and 4.6-7 will help minimize potential health and safety risks associated with exposure to potential ACMs and LBPs and reduce potential impacts to less than significant levels.

**4.6-5** Prior to the issuance of any demolition permits and at least 10 days prior to any demolition work for proposed improvements, the Marine Bureau Manager shall notify and submit fees to the South Coast Air Quality Management District (SCAQMD) in compliance with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities. Contractors shall adhere to the requirements of SCAQMD Rule 1403 during all construction and demolition activities.

**4.6-6** Prior to the issuance of any demolition permits, the Marine Bureau Manager shall provide evidence that a certified asbestos consultant has conducted an asbestos survey of the existing concrete materials. If asbestos-containing material (ACM) is found, it shall be removed and disposed of by a licensed and certified asbestos abatement contractor in accordance with requirements outlined by the local county health department.

**4.6-7** Prior to the issuance of any demolition permits, the Marine Bureau Manager shall provide evidence that a certified lead-based paint (LBP) consultant has conducted LBP surveys in the areas where paint materials may be removed or disturbed on existing structures. If LBPs are found, they shall be removed and disposed of by a licensed and certified LBP contractor in accordance with requirements outlined by the local county health department.

**Finding:** The City hereby finds that impacts related to asbestos-containing materials and lead-based paint will be reduced to a less than significant level with implementation of Mitigation Measures 4.6-5 through 4.6-7.

**Impact: Polychlorinated Biphenyl.** Proposed replacement of the existing parking lot may include the disturbance or removal of existing transformer-mounted utility poles. Impacted soil or groundwater from leaking transformers containing PCBs, if present on site, may pose a concern to worker safety. In the event that these utility poles are disturbed or removed, implementation of Mitigation Measure 4.6-8 will help minimize potential health and safety issues from the accidental release of or exposure to PCBs in soil or groundwater and will reduce impacts to a less than significant level.

**4.6-8** Prior to the issuance of any demolition permits, the City of Long Beach shall conduct the inspection of utility pole-mounted transformers within the project area for leaks. Leaking transformers shall be considered a potential for polychlorinated biphenyl (PCB) hazard unless tested and shall be handled accordingly. If the removal of utility poles is anticipated, all treated wooden poles may have a potential for creosote. Areas immediately surrounding the utility pole shall be tested and handled accordingly.

**Finding:** The City hereby finds that impacts related to asbestos-containing materials and lead-based paint will be reduced to a less than significant level with implementation of Mitigation Measure 4.6-8.

**Impact: Hazardous Emissions within 0.25 Mile of an Existing or Proposed School.**

Basin 7 of the project site is located approximately 0.25 mi south of Naples Elementary School; the other six basins are located within 1 mi of Naples Elementary School. However, as stated above, the uses proposed are similar to existing land uses on site and are not expected to introduce significant amounts of hazardous materials or waste. Mitigation Measures 4.6-1 through 4.6-8 have been proposed to ensure that any hazardous emissions, materials, or substances would not pose a potentially significant impact on an existing or proposed school. Compliance with Mitigation Measures 4.6-1 through 4.6-8 would reduce any hazardous waste impacts to a less than significant level.

See Mitigation Measures 4.6-1 through 4.6-8 above.

**Finding:** The City hereby finds that implementation of Mitigation Measures 4.6-1 through 4.6-8 will reduce potentially significant impacts related to hazardous materials to a less than significant level.

**Impact: Cumulative Hazard Hazardous Waste Impacts.** The cumulative study area for hazardous materials consisted of: (1) the area that could be affected by proposed project activities, and (2) areas on the proposed project site affected by other projects whose activities could directly or indirectly affect the presence or impact of hazardous materials. In general, only projects occurring adjacent to or very close to the project site are considered due to the limited potential impact area associated with release of hazardous materials into the environment. None of the identified cumulative projects are in close enough proximity to the proposed project site that they could be affected by proposed on-site project activities or directly or indirectly affect the presence or fate of hazardous materials on site. Therefore, project compliance with the applicable existing local, State, and federal hazardous materials regulations and implementation of Mitigation Measures 4.6-1 through 4.6-8, the project's impacts related to hazards and hazardous materials are less than cumulative considerable.

See Mitigation Measures 4.6-1 through 4.6-8 above.

**Finding:** The City hereby finds that implementation of Mitigation Measures 4.6-1 through 4.6-8 will reduce potentially significant cumulative impacts related to hazards and hazardous materials to a less than significant level.

## **Water Quality and Hydrology**

**Impact: Landside Construction.** Construction activities associated with the land side improvements have the potential to impact water quality in Alamitos Bay. The potential impacts of construction activities on water quality focus primarily on sediments, turbidity, and pollutants that might be associated with sediments (e.g., phosphorus and legacy pesticides). The proposed land side improvements would be required to comply with all applicable federal, State, and regional regulations to protect water quality during construction as well as during the life of the project. Since the project site covers an area greater than one acre, a SWPPP is required. During construction, the City will adhere to the General Construction Permit and will utilize typical BMPs specifically identified in the SWPPP for the project in order to prevent construction pollutants from contacting storm water and to keep all products of erosion from moving off site into receiving waters. Mitigation Measures 4.7-1 through 4.7-3 have been included to ensure that potential waste discharge and water quality violations related to runoff during construction will be reduced to less than significant levels.

**4.7-1** Prior to issuance of a grading permit, the Marine Bureau Manager shall demonstrate to the satisfaction of the Director of Long Beach Development Services, or his/her designee, that construction plans for the project include features meeting the applicable construction activity Best Management Practices (BMPs) and erosion and sediment control BMPs published in the *California Storm Water BMP Handbook—Construction Activity* or equivalent. The construction contractor shall be required to submit a Storm Water Pollution Prevention Plan (SWPPP) to the City that includes the BMP types listed in the handbook or equivalent. The SWPPP shall be prepared by a civil or environmental engineer and will be reviewed and approved by the City Building Official prior to the issuance of any grading or building permits. The SWPPP shall reduce the discharge of pollutants to the maximum extent practicable using BMPs, control techniques and systems, design and engineering methods, and such other provisions as appropriate. A copy of the SWPPP shall be kept at the project site.

The SWPPP shall meet the requirements of the General Construction Permit and shall identify potential pollutant sources associated with construction activities; identify non-storm water discharges; develop a water quality monitoring and sampling plan; and identify, implement, and maintain BMPs to reduce or eliminate pollutants associated with the construction site. The BMPs identified in the SWPPP shall be implemented during project construction. The SWPPP Notice of Termination (NOT) shall be submitted to the State Water Resources Control Board (SWRCB) upon completion of construction and stabilization of the site.

- 4.7-2** Prior to issuance of demolition and grading permits, the Marine Bureau Manager shall demonstrate to the Director of Long Beach Development Services, or their designee, that compliance with the provisions of the *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Construction and Land Disturbance Activities*, and any subsequent permit as they relate to construction activities for the project has been obtained. This will include submission of the Permit Registration Documents, including a Notice of Intent (NOI), a risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and signed certification statement to the State Water Resources Control Board (SWRCB) at least 14 days prior to the start of construction.
- 4.7-3** Prior to issuance of demolition and grading permits, the Marine Bureau Manager shall provide evidence that a Standard Urban Storm Water Mitigation Plan (SUSMP) for the project has been prepared in accordance with the Los Angeles County SUSMP and the Municipal National Pollutant Discharge Elimination System (NPDES) Permit. The project SUSMP shall identify all of the Nonstructural and Structural Best Management Practices (BMPs) that will be implemented as part of the project in order to reduce impacts to water quality to the maximum extent practicable by addressing typical land use pollutants and pollutants that have impaired the Alamitos Bay. The SUSMP shall be reviewed and approved by the City of Long Beach Building Official prior to issuance of a grading permit.

**Finding:** The City hereby finds that implementation of Mitigation Measures 4.7-1 through 4.7-3 will reduce potentially significant impacts related to water quality during landside construction to a less than significant level.

**Impact: Waterside Construction.** Construction activities associated with the waterside improvements of the proposed project may impact water quality temporarily due to the impacts associated with the dredging activities, removal of the docks and piles, construction of the new docks and piles, and repair of the sea wall. As a result, the City would be required to obtain a Section 10 permit from the Corps for dredging and placement of piles and riprap in navigable waters, a Section 404 permit from the Corps for the discharge of dredged materials, and a Section 103 permit from the Corps for the transportation of dredged material for ocean disposal. In addition, the City would be required to obtain a RWQCB water quality certification for the federal permits listed above.

Further, a RWQCB water quality certification would specify methods for ensuring the protection of water quality during construction activities in Alamitos Bay. In addition, specific conditions would include the use of BMPs to minimize the discharge of construction

materials from on-land construction activities, control of floating debris, discharge of displaced water produced during construction of the concrete pilings to minimize discharge of pollutants to the Alamitos Bay, placement of fueling activities such that they would not affect water quality, and provision of spill containment and cleanup equipment to control potential accidental spills.

Although temporary water quality impacts related to construction and dredging in the water would be expected, impacts would be reduced to a less than significant level with implementation of Mitigation Measures 4.7-4 through 4.7-7.

- 4.7-4** Prior to the issuance of any construction permits, the Marine Bureau Manager shall provide verification in the record that approval to initiate the City's contract with AES (to increase pumping rates) has been incorporated into project plans and will be implemented in the event that water quality standards are exceeded during construction activities associated with Basins 6-North and 6-South (Basins 6-N and 6-S). The construction contractor shall be responsible for notifying the Marine Bureau Manager in the event that increased flushing in the Bay is needed, should water quality remain impaired (i.e., water quality standards are exceeded) beyond 2 days after dredging in Basins 6-N or 6-S.
- 4.7-5** Prior to the issuance of any construction permits, the Marine Bureau Manager shall provide verification that authorization has been obtained from: (1) the United States Army Corps of Engineers (Corps) under the Section 404 Permit program for the discharge of fill material into jurisdictional waters; (2) the Corps, under Section 10 of the Rivers and Harbors Act for the disposal of dredged material and placement of piles and riprap; and (3) the Corps, under Section 103 of the Marine Protection Research and Sanctuaries Act for the transportation of dredged material for ocean disposal. In addition, standard conditions of the Corps permits require Section 401 water quality certification by the Regional Water Quality Control Board (RWQCB). In order to obtain these authorizations, the City shall develop a mitigation plan subject to review and approval by the appropriate resource agencies (Corps, United States Fish and Wildlife Service [USFWS], National Marine Fisheries Service [NMFS], California Department of Fish and Game [CDFG], and RWQCB).
- 4.7-6** Prior to the issuance of any construction permits, the Marine Bureau Manager shall demonstrate in the record that Best Management Practices (BMPs) for all dredging activities, as listed in Appendix F of this document, have been incorporated into project plans in order to reduce impacts to water quality to the maximum extent practicable. The construction contractor shall be

responsible for performing and documenting the application of BMPs identified in this document.

- 4.7-7** Prior to the issuance of any construction permits, the Marine Bureau Manager shall provide verification in the record that a trash and debris containment boom has been incorporated into project plans and will be implemented during all dock removal and replacement activities in order to reduce impacts to water quality to the maximum extent practicable. The construction contractor shall be responsible for performing and documenting the application of the trash and debris containment boom.

**Finding:** The City hereby finds that implementation of Mitigation Measures 4.7-4 through 4.7-7 will reduce potential construction related water quality impacts to less than significant levels.

**Impact: Cumulative Water Quality.** The cumulative study area for hydrology and water quality impacts consists of: (1) affected areas where drainage or dredging disposal from proposed project activities could have an impact; and (2) areas in Alamitos Bay or the immediate area of the ocean near the mouth of Alamitos Bay that could be affected by drainage or tidal fluctuation, thereby affecting water quality conditions combined with other nearby project activities or operations.

Cumulative development in the Alamitos Bay Watershed is a continuation of the existing urban pattern of development that has already resulted in extensive modifications to watercourses in the watershed. Many of the watershed's watercourses have been channelized, and drainage systems have been engineered to respond to the urbanization that has occurred in the Long Beach area. Therefore, the cumulative analysis related to hydrology and water quality includes the project's combined effect with all potential projected development discharging to Alamitos Bay. Because cumulative hydrology and water quality impacts are caused by build out of properties that increase impervious area and pollutant loads, cumulative development is considered to be the build out of the Alamitos Bay Watershed over an extended time period.

The project is the rehabilitation of existing Marina dock and slip facilities and the continuation of existing Marina land uses consistent with the City's General Plan and the RWQCB Basin Plan. Implementation of the proposed project would not alter the on-site drainage pattern and would not increase on- or off-site erosion, or significantly contribute to impaired water quality in the region. Therefore, storm water flows will not be increased with project implementation and will be contained within an existing drainage system. In addition, as outlined in Mitigation Measures 4.7-1, 4.7-2, 4.7-3, and 4.7-5, the project is required to obtain appropriate permits, including a Section 404 Permit; incorporate Construction BMPs

as identified in a SWPPP; obtain an NPDES permit; and comply with the SUSMP requirements, as are other new construction projects in the cumulative study area. Compliance with these regional programs and the General Construction Permit constitutes compliance with programs intended to address cumulative hydrological and water quality impacts. Therefore, the project would not contribute to long-term cumulative impacts and may in fact have a positive impact on water quality due to the increased tidal prism (water volume) resulting from the proposed dredging activities.

Short-term water quality impacts would be limited to the immediate project area, since construction activities would generally be confined to the proposed construction corridor and individual basins within the Marina. Mitigation Measures 4.7-4 through 4.7-7 will further reduce potential impacts to water quality to less than significant levels. Therefore, with implementation of the proposed mitigation, the project's water quality impacts are less than cumulatively considerable.

See Mitigation Measures 4.7-1 through 4.7-7 above.

**Finding:** The City hereby finds that implementation of Mitigation Measures 4.7-1 through 4.7-7 will reduce potentially significant cumulative impacts related to water quality to a less than significant level.

### **Public Services and Utilities**

**Impact: Water Service – Long-Term Operational Impacts.** The proposed project would implement improvements to the existing Marina facility, resulting in a reduction of approximately 321 boat slips and thereby reducing the number of boats requiring water service/supply. No additional facilities or capacities are being created by the proposed project, and demand for water from recreational users is not anticipated to increase.

The proposed project also includes replacing and/or renovating the 13 restrooms buildings within the Marina. The existing water and sewer lines will also be replaced due to age. Three restroom buildings would be remodeled and renovated in place, and 10 will be demolished and replaced in nearby locations with similar structures containing toilet, shower, and laundry facilities. The changes to the restroom facilities will add additional restroom fixtures such as showers and toilets to several restroom structures in the Marina. All of the restrooms will be equipped with low-flow faucets, showers, toilets, and laundry facilities (pursuant to Title 24 of the California Administrative Code) that would reduce the amount of water consumed by the fixtures. Mitigation Measure 4.10-1 has been included to ensure that water conservation measures such as low-flow and low-flush restroom fixtures are incorporated into the project design.

As a result of the reduction of total boat slips, the proposed project is not anticipated to increase Marina attendance and/or patterns of use. In addition, due to the use of low-flow restroom facilities (Mitigation Measure 4.10-1), the restroom component of the project would not result in a significant increase in water use. The project will not necessitate new or expanded water entitlements or infrastructure as significant increases in water demands would not result from the proposed project. Therefore, project impacts associated with an increase in water demand or an extension of supply infrastructure are less than significant.

**4.10-1** Prior to the issuance of building permits, the Marine Bureau Manager shall demonstrate on the final construction plans that applicable interior and exterior water conservation measures have been incorporated into all aspects of this project. At a minimum, measures shall include low-flush toilets, low-flow faucets and shower heads, and the installation of efficient irrigation systems to minimize runoff and evaporation.

**Finding:** The City hereby finds that implementation of Mitigation Measure 4.10-1 will reduce potentially significant impacts related to water services to a less than significant level.

**Impact: Sewer Services.** The project would result in an overall loss of slips and would not result in an increase in capacity or the addition of new uses or additional facilities in the Marina. The proposed project would not change or intensify the existing recreation uses of the project site or increase Marina attendance and/or patterns of use.

As described previously, the proposed project includes replacing and/or renovating the restrooms in the Marina. The existing water and sewer lines will also be replaced due to age and capacity. The new 6 in diameter sewer laterals will connect from the restrooms to the existing City sewer mains. The new sewer lines will have the capacity to accommodate the anticipated maximum wastewater demand. The changes to the restroom facilities will add additional restroom fixtures such as showers and toilets to several restroom structures in the Marina. All of the restrooms will be equipped with low-flow faucets and toilets (pursuant to Title 24 of the California Administrative Code) that would reduce the amount of water consumed by the fixtures, thereby also reducing the amount of wastewater generated per fixture. Mitigation Measure 4.10-1 has been included to ensure that water conservation measures such as low-flow and low-flush restroom fixtures are incorporated into the project design. In summary, project-generated wastewater will not exceed the existing capacity of the sewer delivery system and will not require the construction of new sewer delivery facilities other than those to be constructed on site for the new restroom facilities. The proposed project would not exceed wastewater treatment requirements of the Los Angeles RWQCB or require the construction or expansion of the JWPCP facilities. Likewise, the

proposed project is not anticipated to result in a determination by the LACSD that inadequate capacity exists to serve the project in addition to existing commitments.

See Mitigation Measure 4.10-1 above.

**Finding:** The City hereby finds that implementation of Mitigation Measure 4.10-1 will reduce potentially significant impacts related to sewer services to a less than significant level.

**Impact: Solid Waste Services – Short-Term Construction Impacts.** The amount of the project's construction-related solid waste would be spread out over the anticipated 6 years of construction and is not anticipated to result in a significant impact to the capacity of LA-2 or the land side solid waste facilities. Prior to disposal of the contaminated dredge soils from Basin 1, Mitigation Measures 4.6-1 and 4.6-3 (as outlined in Section 4.6, Hazards and Hazardous Materials) require sediment testing and review and approval of a Soils Management Workplan (including requirements for disposal of all hazardous in a Class I landfill).

The proposed project will be required to incorporate the collection of recyclable materials into project design and to require contractors to reuse construction supplies where practicable or applicable to the extent feasible. Mitigation Measure 4.10-2 will assist the City in its effort to meet its waste reduction goals by facilitating recycling on site during construction and operation of the proposed project. Therefore, solid waste generated during construction of the proposed project would not result in significant impacts related to landfill capacity or prevent compliance with federal, State, and local statutes and regulations related to solid waste.

See Mitigation Measures 4.6-1 and 4.6-3 under Hazards and Hazardous Materials

**4.10-2** Prior to the issuance of any demolition permit, a solid waste management plan for the proposed project shall be developed by the Marine Bureau, and submitted to the Environmental Services Bureau for review and approval. The plan shall identify methods to promote recycling and reuse of construction materials as well as safe disposal consistent with the policies and programs outlined by the City of Long Beach. The plan shall identify methods of incorporating source reduction and recycling techniques into project construction and operation in compliance with State and local requirements such as those described in Chapter 14 of the California Code of Regulations and Assembly Bill (AB) 939.

**Finding:** The City hereby finds that Mitigation Measure 4.10-2 will assist the City in its effort to meet its waste reduction goals. Project impacts related to compliance with federal, State, and local statutes and regulations for solid waste and impacts related to landfill capacity are less than significant.

**Impact: Cumulative Water Impacts.** The geographic area for the cumulative analysis for the supply of potable and reclaimed water is defined as the LBWD service territory. Because the proposed project would improve an existing facility, which includes installation of low-flow facilities, the project would not increase long-term demand for potable water or impact water supplies. In addition, implementation of Mitigation Measure 4.10-1, requiring water conservation measures to be incorporated into project plans, will reduce potential impacts related to water service to a less than significant level. Therefore, impacts on water services are less than cumulatively significant.

See Mitigation Measure 4.10-1 above.

**Finding:** The City hereby finds that cumulative project impacts related to water services are less than significant with implementation of Mitigation Measure 4.10-1.

### **Traffic and Circulation**

**Impact: Construction Related Traffic Impacts.** The construction operation for the Marina rehabilitation project is anticipated to last for a period of 72 months over 12 phases (approximately 6 months per phase). Based on the estimated trip generation, the total daily construction-related trips is expected to be insignificant to traffic flows along the roadways. In addition, most truck trips would occur during the off-peak hours of the day, when ambient traffic is less. Therefore, construction of the proposed project would not cause an increase in traffic that is substantial in relation to the existing traffic load of the street system. In addition, construction traffic effects are temporary during the period of construction, and the number of construction workers and truck trips would vary depending on the specific construction activities. Although no adverse traffic impacts are anticipated, and no mitigation is required, several construction traffic recommendations are included as mitigation in order to minimize the effects of construction traffic on the local roadway system. Implementation of Mitigation Measure 4.12-1, requiring a Construction Traffic Management Plan, would minimize potential delays and conflicts related to construction traffic within the Marina. In addition, Mitigation Measure 4.12-2 will ensure that potential construction traffic impacts remain at a less than significant level.

**4.12-1** Prior to the issuance of demolition or building permits, the Marine Manager shall develop a Construction Traffic Management Plan for review and approval by the City of Long Beach Traffic Engineer. The plan shall be designed by a registered Traffic Engineer and shall address traffic control for any street closure, detour, or other disruption to traffic circulation and public transit routes. The plan shall identify the routes that construction vehicles will use to access the site, the hours of construction traffic, traffic controls and detours, and off-site vehicle staging areas. The plan shall also restrict construction trucks to no more than 19 during the a.m. peak hour for any one phase of the project, prohibit truck trips after 3:30 p.m., and require that a minimum of one travel lane in each direction on Marina Drive and 2nd Street be kept open during construction activities. The plan shall also require the City to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt.

**4.12-2** Prior to the issuance of demolition or building permits, the Marine Bureau Manager shall, under the direction of the City of Long Beach Traffic Engineer, address the truck route and circulation effects of the Home Depot and/or the Second+PCH Project construction, should either of these projects be under construction in the vicinity of the project site during construction of the Alamitos Bay Marina Rehabilitation project. The coordination shall identify the construction routes, the hours of construction traffic, traffic controls and detours, and off-site vehicle staging areas, and address traffic control for any street closure, detour, or other disruption to traffic circulation and public transit routes.

**Finding:** The City hereby finds that Mitigation Measure 4.12-1 and 4.12-2 ensure that potential project impacts related to construction traffic are less than significant.

**Impact: Cumulative Construction Related Traffic Impacts.** Cumulative construction impacts could occur if the Second+PCH Project or the Home Depot Project are under construction at the same time as the proposed Marina Rehabilitation Project. Implementation of a construction traffic control measure requiring the City of Long Beach Traffic Engineer to address the truck route and circulation effects of the Home Depot Project and/or the Second+PCH Project construction traffic is warranted to ensure that potential cumulative construction traffic is addressed. This control measure is outlined as Mitigation Measure 4.12-2. Implementation of Mitigation Measure 4.12-2 will ensure that potential cumulative construction traffic is reduced to a less than significant level.

The proposed project would retain the existing marina recreation uses of the project site, and no intensification of uses would occur. Implementation of the Marina Rehabilitation Project would result in approximately 321 fewer slips, and no long-term operational traffic impacts are expected. Therefore, the traffic levels resulting from operation of the proposed project are not anticipated to change as a result of the proposed project, and no cumulative operational traffic impacts would occur.

See Mitigation Measure 4.12-2 above.

**Finding:** The City hereby finds that Mitigation Measure 4.12-2 reduced potential project impacts related to cumulative construction traffic to a less than significant level.

#### **SECTION 4: SIGNIFICANT EFFECTS THAT CANNOT BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL**

As previously stated, the Final EIR identified certain potentially significant effects that could result from the proposed project. The City finds for each of the significant or potentially significant impacts identified in this section, Section 4, based upon substantial evidence in the record, that changes or alterations have been required or incorporated into the proposed project that substantially lessen the significant effects as identified in the Final EIR,<sup>2</sup> however, even with adoption of the mitigation measures set forth below, project impacts are not reduced below a level of significant.

#### **Air Quality**

##### **Impact: Construction Equipment Exhaust and Related Construction Activities.**

Construction within the Marina has been split into 12 separate phases, each requiring up to 6 months to complete. Each of these phases has been further divided into multiple subphases, such as the removal of the existing gangways, dredging and pile removal, sea wall and riprap repair, and parking lot paving. The construction equipment/vehicle emissions would exceed the NO<sub>x</sub> threshold during Phases 2 and 3, primarily due to the transport of contaminated dredge materials to an off-site landfill. Implementation of Mitigation Measure 4.2-1 would reduce the vehicle exhaust emissions during construction. However, the impact would remain significant and unavoidable for the duration of construction activities in Phases 2 and 3.

Mitigation Measure 4.2-1 would reduce the vehicle exhaust emissions during construction.

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<sup>2</sup> CEQA Guidelines, Section 15091.

4.2-1

Prior to commencement of construction, the Marine Bureau Manager shall ensure that the final project plans and the construction contract include, but are not limited to, the following energy conservation and emission reduction measures:

**Fugitive Dust Controls.** The project construction contractor shall develop and implement dust-control methods that shall achieve this control level in a South Coast Air Quality Management District (SCAQMD) Rule 403 dust control plan, designate personnel to monitor the dust control program, and order increased watering, as necessary, to ensure a 90 percent control level. Their duties shall include holiday and weekend periods when work may not be in progress. Additional control measures to reduce fugitive dust shall include, but are not limited to, the following:

- Provide temporary wind fencing around sites being graded or cleared
- Cover truck loads that haul dirt, sand, or gravel or maintain at least 2 feet (ft) of freeboard in accordance with Section 23114 of the California Vehicle Code (CVC)
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off tires of vehicles and any equipment leaving the construction site
- Suspend all soil disturbance activities when winds exceed 25 miles per hour (mph) as instantaneous gusts or when visible dust plumes emanate from the site and stabilize all disturbed areas
- Appoint a construction relations office to act as a community liaison concerning on-site construction activity, including resolution of issues related to particulate matter less than 10 microns in diameter (PM<sub>10</sub>) generation
- Sweep all streets at least once a day using SCAQMD Rule 1186, 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water)
- Apply water three times daily, or nontoxic soil stabilizers according to manufacturers' specifications, to all unpaved parking or staging areas or unpaved road surfaces or as needed to areas where soil is disturbed

**Emission Controls for Nonroad Construction Equipment.** Construction equipment shall meet the United States Environmental Protection Agency (EPA) Tier 4 nonroad engine standards, where feasible. The Tier 4 standards become available starting in 2012.

**Best Management Practices (BMPs) for Construction Equipment.** The construction contractor shall implement the following BMPs on construction equipment, where feasible, to further reduce emissions from these sources.

- Use of diesel oxidation catalysts and/or catalyzed diesel particulate traps, as feasible
- Maintain equipment according to manufacturer specifications
- Restrict idling of equipment and trucks to a maximum of 5 minutes (per California Air Resources Board [ARB] regulation)
- Use of high-pressure fuel injectors on diesel-powered equipment
- Use of electricity from power poles rather than temporary diesel- or gasoline-powered generators

**Construction Traffic Emission Reductions.** The construction contractor shall implement the following measures to further reduce emissions from construction.

- Trucks used for construction (a) prior to 2015 shall use engines certified to no less than 2007 nitrogen oxide (NO<sub>x</sub>) emissions standards and (b) in 2015 and beyond shall meet EPA 2010 emission standards.
- Provide temporary traffic control such as a flag person during all phases of construction to maintain smooth traffic flow
- Schedule construction activities that affect traffic flow on arterial systems to off-peak hours where possible
- Reroute construction trucks away from congested streets or sensitive receptor areas
- Provide dedicated turn lanes for movement of construction trucks and equipment on and off site
- Configure construction parking to minimize traffic interference
- Improve traffic flow by signal synchronization
- All vehicles and equipment will be properly tuned and maintained according to manufacturer specifications.
- Reduce traffic speeds on all unpaved roads to 15 mph or less

**Emission Controls for Construction Tugboats.** All tugboats used in construction shall meet the EPA Tier 2 marina engine standards, and if feasible, use construction tugs that meet the EPA Tier 3 marine engine standards. The Tier 3 standards become available starting in 2009.

**Construction Tugboat Home Fleeting.** The construction contractor shall require all construction tugboats that home fleet in the San Pedro Bay Ports (SPBP) to (a) shut down their main engines, and (b) refrain from using auxiliary engines at dock or to use electrical shore power, if need be.

**Finding:** The City hereby finds that the proposed project would have significant unavoidable short-term construction air quality impacts after implementation of all feasible mitigation measures. Mitigation Measure 4.2-1 would reduce the vehicle exhaust emissions during construction; however, even with implementation of the mitigation measures, construction equipment/vehicle emissions during construction would exceed the SCAQMD established daily thresholds for NO<sub>x</sub> during Phases 2 and 3. Therefore, short-term construction impacts related to NO<sub>x</sub> emissions will be a significant unavoidable adverse impact. The City finds that this impact is acceptable based on the inclusion of mitigation, the overall inability to mitigate the cumulative impacts despite inclusion of mitigation, the construction requirements of the proposed project, benefits of the improvements associated with the proposed project, the objectives established for the proposed project, and specific overriding considerations described in the Statement of Overriding Considerations.

**Impact: Cumulative Air Quality Impacts.** Construction emissions associated with the project would exceed the SCAQMD threshold for NO<sub>x</sub>. Construction of the project would contribute cumulatively to the local and regional air pollutants, together with other projects under construction. The project would result in significant construction-related air quality impacts. Thus, it is anticipated that these additional emissions would result in significant cumulative air quality impacts.

**Finding:** The City hereby find that potential cumulative air quality impacts resulting from construction-related NO<sub>x</sub> emissions remain significant unavoidable adverse. It is not feasible to reduce the cumulative effects from construction emissions below the significance thresholds. All reasonable and feasible measures have been included in the EIR. The City finds that this impact is acceptable based on the inclusion of mitigation, the overall inability to mitigate the short term impacts despite inclusion of mitigation, benefits associated with the proposed project, the objectives established for the proposed project, and specific overriding considerations described in the Statement of Overriding Considerations.

## Noise

**Impact: Construction Noise Impacts.** Construction of the proposed project improvements would result in a temporary periodic increase in existing ambient noise levels in the project area. Due to the proximity between construction activities and the existing sensitive

receptors, project-related construction activities would result in a significant noise impact that would be intermittent and temporary over the term of the project construction phases. Adherence to the City's noise regulations and implementation of Mitigation Measures 4.9-1 through 4.9-5 will reduce construction noise impacts to sensitive receptors; however, the construction noise impacts would remain significant and unavoidable due to intermittent high levels of noise and the disturbance that noise will have on nearby residents and the public using outdoor recreation open space.

- 4.9-1** Prior to the issuance of any permit, the Marine Bureau Manager shall demonstrate that the following requirements are printed on all final project plans: Consistent with the City of Long Beach (City) Noise Ordinance, construction activity that produces loud or unusual noise that could impact a reasonable person of normal sensitivity shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and federal holidays, and between 9:00 a.m. and 6:00 p.m. on Saturdays. No construction activities shall occur on Sundays.
- 4.9-2** Prior to the issuance of any permit, the Marine Bureau Manager shall demonstrate that the following requirement is printed on all final project plans: during construction and demolition, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- 4.9-3** Prior to the issuance of any permit, the Marine Bureau Manager shall demonstrate that the following requirement is printed on all final project plans: the project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- 4.9-4** Prior to the issuance of any permit, the Marine Bureau Manager shall demonstrate that the following requirement is printed on all final project plans: the construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- 4.9-5** Prior to issuance of a grading permit, the Director of Parks, Recreation, and Marine shall hold a community preconstruction meeting in concert with the Construction Contractor to provide information regarding the construction schedule. The construction schedule information shall include the duration of each construction activity and the specific location, days, frequency, and duration of the pile driving that will occur during each phase of the project

construction. Public notification of this meeting shall be undertaken in the same manner as the Notice of Availability mailings for this Draft Environmental Impact Report (EIR).

**Finding:** Implementation of Mitigation Measures 4.9-1 through 4.9-5 will reduce construction related noise impacts; however, it is infeasible to completely avoid this significant effect because short-term construction noise is inherent in the construction of the project, and the location of the near-by sensitive receptors is fixed. Due to the location of existing sensitive receptors, significant unavoidable adverse impacts will remain.

The City finds that the construction related noise impacts that will result from implementation of the proposed project are acceptable based on the City's inclusion of mitigation for project impacts, the overall inability to mitigate the impacts despite inclusion of mitigation, benefits of the improvements associated with the project, the objectives established for the proposed project, and specific overriding considerations described in the Statement of Overriding Considerations.

## **SECTION 5: EFFECTS DETERMINED TO BE NOT SIGNIFICANT OR LESS THAN SIGNIFICANT**

The analysis in the Final EIR determined that the following effects of the proposed project are not significant and changes or alterations to the proposed project are not required. The following facts indicate that these potential impacts are not significant and no mitigation is required.

### **Aesthetics**

**Impact: Substantial Adverse Effect on a Scenic Vista or Substantial Degradation of Existing Visual Character or Quality of the Site and its Surroundings.** During construction of the proposed project, views of the restroom renovations, pilings, and dock replacement would be visible from areas within and adjacent to the project site. However, any visual impact resulting from construction of the proposed project would be temporary. Post-construction views of the Marina Basins from the adjacent land uses would be similar to the existing views and consist of newly renovated docks, restroom buildings and parking areas that would be considered a visual improvement from the existing setting.

Postconstruction views of the proposed open space/habitat mitigation site would consist of a reduced amount of fenced storage area, an increased amount of marine waters, the wave attenuator, and a shift in the riprap to the northeast. Because of the distance from the proposed site, impacts to views from across (on the west side of) Marine Stadium of the site would be less than significant. In addition, the proposed open space/habitat mitigation site

would not substantially degrade the existing visual character or quality of the site and its surroundings. The proposed open space/habitat mitigation site would not result in a change in the visual character of the area surrounding the north end of Marine Stadium. Therefore, any impact to visual resources resulting from construction or operation of the proposed project is less than significant.

**Impact: Substantial Damage to Scenic Resources, Including, but not Limited to, Trees, Rock Outcroppings, and Historic Buildings within a State Scenic Highway.** According to Caltrans, portions of SR-1 (or PCH) are designated as an Eligible State Scenic Highway. Views of the project site from PCH consist of intermittent and obstructed distant views of the vessels docked at the Marina. No other State scenic highways are located in the vicinity of the proposed project. Any impact to views of the project site from PCH would be temporary construction impacts, and the visual character of the project site seen from PCH would remain the same as the existing views.

The closest historical resource to the project site is Marine Stadium, which is located to the north of the Marina, outside of the project boundaries, and not within view of the portion of PCH designated as an Eligible State Scenic Highway. The project also will not impact any other scenic resources such as trees or rock outcroppings. Therefore, visual impacts resulting from the proposed project to any State Scenic Highway would be less than significant.

The City's General Plan, Scenic Routes Element, designates Ocean Boulevard, located on the southwestern side of the project site on the Alamitos Bay Peninsula, a City-designated Scenic Route. General views from Ocean Boulevard consist of views of the Marina, marine facilities, marine recreation facilities, beach side residential along Ocean Boulevard, sandy beaches on both sides of Ocean Boulevard, and views of the Long Beach Harbor to the south.

During construction of the proposed project, views of the restroom renovation in place, pilings, and dock replacement would be visible from Ocean Boulevard. However, any visual impact resulting from construction of the proposed project would be temporary. Postproject construction views of Basin 7 from Ocean Boulevard would be similar to the existing views and consist of newly renovated restroom facilities, docks, and marine pilings, and would be considered a visual improvement from the existing setting. The proposed project would not result in a change in visual character to the scenic route of Ocean Boulevard. Therefore, any impact to visual resources resulting from construction or operation of the proposed project is less than significant.

**Impact: Creation of a New Source of Substantial Light or Glare.** The proposed project site is currently illuminated with nighttime lighting on the existing docks and adjacent Marina facilities for safety purposes. Low-level lights line each of the docks and illuminate the restroom facilities in each of the basins. The proposed project would include replacement

of the existing lighting on the docks and inside and outside of the restroom facilities. The replacement lighting would be similar to the existing lighting and would consist of low-intensity lighting meeting current City security and Municipal Code standards, with minimal spillover to the surrounding uses. The replacement of lighting associated with the proposed project would not create a substantial new source of light or glare affecting day or nighttime views in the area or illuminate areas outside the project boundary. In addition, the replacement lighting would not increase the intensity of light to sensitive viewers such as residents in the surrounding area due to the distance and intervening uses between residences and the Marina.

Although the project may result in a greater number of larger boats being berthed in the Marina, there is no quantifiable method to determine whether more nighttime boating activities would occur or lead to additional light in the Marina. However, lighting associated with recreational boats is generally low level safety lighting and is not expected to significantly increase with project implementation. Therefore, visual impacts relating to light or glare are less than significant.

**Impact: Cumulative Aesthetic Impacts.** The cumulative study area for aesthetic impacts is limited to the immediately adjacent area within view of the project site. As discussed above, the proposed project will not significantly alter the visual character of the immediate area or vicinity, as the land use will continue to be a Marina. In addition, the proposed improvements, including the habitat mitigation site, are compatible in character with the surrounding area. There are no known visual incompatibilities between the proposed project and planned future projects located in the surrounding area.

Project lighting will be similar to the existing lighting and would consist of low-intensity lighting meeting current City security standards, with minimal spillover to the surrounding uses and not contribute to a significant cumulative impact. Therefore, the contribution of the proposed project to potential cumulative visual/aesthetic impacts in the study area is less than significant.

### **Air Quality**

**Impact: Long-Term Project-Related Emissions Impacts.** The proposed project would not result in any significant increase in emissions from long-term on-site stationary sources and would have minimal change in the off-site vehicle trips. Rehabilitation of the Alamitos Bay Marina would reduce the number of boat slips from 1,967 to 1,646. Because the proposed project would result in fewer slips and would have minimal additional off-site vehicle trips, if any, no significant CO contributions would occur in the project vicinity. Therefore, no CO "hot spots" are expected, and modeling of CO emissions is not necessary. The project's air quality impacts are less than significant because there would be no increase in stationary or mobile source emissions.

**Impact: Air Quality Management Plan Consistency.** The AQMP uses the assumptions and projections of local planning agencies to determine control strategies for regional compliance status. Since the AQMP is based on local General Plans, projects that are deemed consistent with the General Plan are found to be consistent with the AQMP. The proposed project would not result in any population growth and is consistent with the City's General Plan. In addition, the proposed project is not expected to result in any increase in long-term regional air quality emissions. Therefore, the project will not conflict with the AQMP, and no significant impact will result with respect to implementation of the AQMP.

**Impact: Cumulative Air Quality Impacts.** The cumulative study area for air quality is the SCAB. Projected emissions of criteria pollutants as a result of the proposed project are expected to be below the emissions thresholds established for the region. Cumulative emissions are part of the emission inventory included in the AQMP for the project area. Therefore, there would be no cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the Basin.

The project would not result in increases in long-term operational emissions because capacity of the Marina would not be increased with the proposed project, and no additional boats would be added to the Marina. Therefore, the project would not contribute cumulatively to long-term local and regional air quality degradation.

GHG emissions are considered for their potential to contribute to GCC. There will be no ongoing increase in contribution to global warming because there are no on-site stationary sources, and there is essentially no increase in the number of vehicular trips coming to and from the project site. Therefore, the proposed project's contribution to GCC in the form of GHG emissions is limited to construction equipment/vehicle emissions. The project will not result in a new, ongoing source of GHG emissions; therefore, the project's contribution to cumulative GHG emissions and GCC is less than significant.

## **Biological Resources**

**Impact: Sensitive Species.** Work vessels transiting to and from Alamitos Bay Marina could collide with marine mammals (and sea turtles), or could expose these species to contaminants and interfere with foraging. However, marine mammals are mobile and are generally capable of avoiding boat traffic, especially at the slow speeds the vessels will likely be moving. Also, marine mammals in the local waters have likely habituated to vessel traffic since vessels commonly transit in and out of the harbor. Vessel operators are also trained to recognize the presence of marine mammals and avoid collisions, which reduces the potential for adverse impacts.

A total of 620 concrete production piles averaging 15 inches in diameter will be driven into the sediments. Pile extraction and pile driving will still result in the production of some underwater noise and vibrations within Alamitos Bay that marine mammals may be capable of sensing. The initiation of pile driving could potentially result in a minor startle response from nearby marine mammals, and they would be expected to either move away from or avoid the immediate vicinity. Over time, marine mammals would acclimate to the noise.

If pinnipeds or cetaceans were present in Alamitos Bay, they would likely be located nearer to the entrance of the Alamitos Bay entrance channel (nearer to Basin 5) than within the other Alamitos Bay Marina basins. Although they would likely be able to “sense” pile-driving noise, the magnitude and intensity of the source sounds are unlikely to result in any significant changes in behavior. Such types of sounds and their intensity levels are common throughout the range in which these marine mammals live.

Noise from dredging activities would occur for an average of 50 days out of each 6-month construction phase and would be spread out over a 6-year period. Similar to pile driving, the dredging work would be conducted in different locations and at different times. The measured sound exposure levels of a clamshell dredge are estimated to range between 75–88 A-weighted decibels (dBA) at 50 ft. Animals have been observed flushing from dredging sites at a sound exposure level of less than 100 dBA, and it is possible that marine mammals may modify their behavior as a result of the noise produced by the pile-driving and dredging operations (NMFS 2009). However, similar to pile-driving noise, marine mammals are not expected to occur within the immediate areas of construction, and dredging operations are not expected to result in significant noise effects on marine mammals.

Juvenile California halibut are found in many areas of Alamitos Bay, and they will potentially be present within the Marina basins. During pile installation, any juveniles in the immediate area of pile-driving activity will swim to areas outside the immediate impacted zone. No mortality is anticipated as a result of construction activities.

**Impact: Project Operation on Riparian Habitat or Other Sensitive Natural Community.** The land side portion of the project site is currently developed with parking lots and restroom facilities and is sparsely landscaped with nonnative landscape and ornamental vegetation. Because the proposed project does not increase capacity, long-term operations at the renovated Marina would result in conditions similar to the existing setting and would not have impacts on wildlife or habitat from ongoing Marina operations.

**Impact: Local Policies and Ordinances.** The proposed project would be constructed within an existing Marina that contains ornamental landscaping and nonnative vegetation. The City’s Department of Parks, Recreation, and Marine has an adopted Tidelands Area Tree Trimming policy that provides guidelines and procedures for trimming trees within the

Tidelands area. The guidelines contained in the policy restrict tree trimming within 100 ft of any tree containing an active nest or nesting activity during the period from January 15 to September 1. Although the project site is located within the Tidelands area identified in the pending policy, the procedures are intended for tree trimming activities. The proposed project does not include tree trimming; however, the renovations to the restroom facilities as currently planned would result in the removal of some ornamental trees. In accordance with the City's Municipal Code, Chapter 14.28, a ministerial permit from the Director of Public Works would be required before the removal of any trees on City-owned property. The tree removal permit would be obtained prior to any demolition or construction activities. Landscape ornamental trees require replacement on a 1:1 basis, per the City's Tree Removal Ordinance. Therefore, impacts related to this issue are less than significant.

**Impact: Adopted Habitat Conservation Plans.** The proposed project is located within the Coastal Pelagics Species and the Pacific Coast Groundfish Fishery FMPs. Three Pacific Groundfish FMP species, the leopard shark, California sculpin, and *Sebastes* spp. have been reported within Alamitos Bay, each with very low occurrences; all three are expected to be rare within Marina habitat due to a lack of suitable habitat. Because the potential for Pacific Groundfish species to be present within the Alamitos Bay Marina project area is low, impacts to these species are less than significant.

Northern anchovy is the only Coastal Pelagics FMP species known to occur within Alamitos Bay. Project activities that could affect the northern anchovy include increased water turbidity caused by the demolition and replacement of docks and bulkheads and dredging activities proposed for the project. These impacts could result in the northern anchovy temporarily avoiding the project areas and a minimal potential for mortality of larval anchovy. An increase in the suspended sediment load would temporarily increase the exposure of these species to potentially harmful levels of contaminants and clog their gills, resulting in a reduced ability to feed.

The numbers of northern anchovy within individual Marina basins of Alamitos Bay are not expected to be a major part of the northern anchovy population. The majority of the anchovy population is expected to occur both in the main water body of Alamitos Bay and outside of Alamitos Bay, in San Pedro Bay, at depths greater than 12 ft. Based upon these determinations, the proposed Marina Rehabilitation Project is unlikely to have adverse effects on populations of the northern anchovy species. Therefore, impacts to identified FMP species are less than significant.

**Impact: Marina Construction Activities—Dredging Operations on the Benthic Community.** Dredging will result in the temporary loss (mortality) of all benthic infauna and epibenthic species within the dredge footprint. The affected species are typical of bay and estuarine environments in Southern California and are dominated by species adapted to

constant environmental stresses. Following the completion of dredging, benthic invertebrates will begin the recolonization process. Within 1–3 years, the benthic community in the dredge zone would be expected to recover to preimpact levels of species diversity and abundance, assuming successful recruitment and recolonization and assuming water quality and adequate flushing are maintained. Therefore, no long-term reductions in the amount of benthic soft-bottom habitat or populations of benthic invertebrates would occur as a consequence of dredging, and project impacts are considered less than significant.

**Impact: Marina Construction Activities–Dredging Operations on Water Column Biota–Plankton.** Living in bays and harbors, with constant sources of turbidity from runoff and other sources, this community of marine organisms has acclimated, to some degree, to turbid conditions that might arise from pile removal and replacement. Increased turbidity will temporarily reduce the amount of submarine light levels, resulting in a short-term reduction of plankton productivity. Because plankton drift with the currents and turbidity is expected to be localized, there will be only short-term, less than significant impacts to the plankton community.

The reduction in dock surface area by 2,600 sf will have a beneficial impact on open water areas within the Marina basins by reducing the amount of shading and allowing a greater amount of light to reach and penetrate the water's surface. Consequently, there will be a greater surface area of unshaded open water that will locally increase plankton production within each Marina basin. No long-term impacts to the plankton due to construction activities are expected.

**Impact: Marina Construction Activities–Dredging Operations on Fishes.** There may be limited direct mortality of open water (schooling) fishes due to dredging. Water column fishes will avoid the immediate work area due to an increase in underwater pressure and noise levels from work equipment, but may be attracted to biofouling debris that is removed from piles that settles on the harbor floor. No mortality of bottom-dwelling species such as gobies is anticipated due to the mobile nature of fishes.

Secondary impacts of increased water turbidity due to dredging on fishes will be less than significant. A greater than ambient suspended sediment load related to higher turbidity may temporarily reduce the ability of both visual foraging fishes (i.e., surfperch and halibut) and planktivores (i.e., topsmelt, anchovy, juvenile surfperch, and juvenile sciaenid). Phasing of the dock and pile replacement over 6 years will allow fish to find sources of food on nearby hard substrata not affected by turbidity. Due to the mobile nature of fishes, they will avoid areas of turbidity and find other sources of food.

Turbidity and water column-dissolved oxygen concentrations would temporarily be affected due to the resuspension of organically enriched sediments. These impacts would

physiologically stress the fish in the area and result in their movement out of the area to feed. Because fish will likely move out of the immediate zone of turbidity, their exposure to elevated levels of contaminants is expected to be minimal. Turbidity will return to ambient levels upon cessation of construction activities. Overall, potential impacts arising from dredging will result in less than significant impacts to the fish community.

**Impact: Potential Eelgrass Habitat.** Potential eelgrass habitat as defined by the Southern California Eelgrass Mitigation Policy (SCEMP, as amended 1991) defines potential eelgrass habitat as “areas where eelgrass would normally be expected to occur but where no vegetation currently exists. Factors to be considered in delineating potential habitat areas include appropriate circulation, light, sediment, slope, salinity, temperature, dissolved oxygen, depth, proximity to eelgrass, history of eelgrass coverage, etc.” It should be noted that there is no conclusive scientific basis for why eelgrass grows in some locations and not in others. It can be attributed to a combination of any of the environmental conditions listed above.

For the purpose of the EIR analysis, “potential eelgrass habitat” is defined as unshaded, unvegetated soft-bottom sediments within the depth range known to support eelgrass in Alamitos Bay Marina, meeting associated abiotic factors (i.e., water temperature, light, salinity) within basins where eelgrass may be expected (based on the historic or current presence of vegetation).

Because no dredging has occurred in the Marina, the depth levels in the basins are a result of shoaling over the past 50 years. Therefore, historically there was no eelgrass present within the Marina. However, because shoaling over the years has resulted in depths 8 ft and less, depth-suitable habitat areas have been created. Eelgrass surveys conducted in 2007 and 2008 by CRM are the only known eelgrass surveys conducted within the Marina Basins, and those surveys indicated that eelgrass was present only Basins 2, 4, and 6.

Therefore, it can be presumed that eelgrass can be expected to occur only within Marina Basins 2, 4, and 6 due to the defined environmental conditions considered conducive to supporting eelgrass. Further, because eelgrass vegetation only exists in seven fairways within these basins, those seven fairways are considered to be the only areas where depth suitable habitat exists.

During preparation of an Initial Study/Mitigated Negative Declaration for the proposed project, comments were received from the CDFG and NMFS indicating that “potential eelgrass habitat” should be included in the project impacts. During coordination conducted with the CDFG, and based on surveys in the Bay indicating that depth limit for eelgrass was approximately -8 MLLW, the City was directed to survey all soft-bottom habitat within the affected basins that was less than 8 ft deep.

The amount of soft-bottom habitat was subsequently calculated (CRM 2008) for areas meeting the following conditions in the Alamitos Bay Marina: within the project's dredging footprint; water depths less than -8 ft MLLW; where no shading occurs; and fairways where eelgrass already exists but is currently unvegetated (Basins 2, 4, and 6). The area mapped under these parameters was calculated to be 1.47 ac. However, CRM's remote video surveys in October 2008 concluded that each of the areas mapped in 2007 was still vegetated with eelgrass, but that there was no observable increase in areal cover, and eelgrass had not colonized in any other areas in the Marina.

Therefore, based on these two (and only available) surveys indicating that eelgrass has not increased in cover or colonized in any other areas, and because eelgrass would not historically have been expected to occur in the Marina due to the depths required to maintain navigation, no potential eelgrass habitat is considered to be present within the areas impacted by proposed dredging. Therefore, impacts to potential eelgrass habitat are less than significant.

**Impact: Marina Construction Activities on Intertidal and Subtidal Hardscape Plants and Invertebrates.** The removal of docks and dock pilings will result in an initial loss of biofouling (pile dwelling) associated flora and fauna on each of the 808 piles and the 476,839 sf of dock space. Because the Marina redevelopment will occur over several phases, losses will be site-specific and will not occur throughout the harbor at the same time, limiting the overall impact to a particular area within each phase over a 6-year period. Some of the biofouling cover will be dislodged during the pile removal process, creating a zone of organic debris on the harbor bottom in the immediate vicinity of the docks. However, most of the biofouling organisms will be removed and transported off site to a proper disposal area, eliminating a significant localized impact related to an accumulation of decaying organic material on the harbor seafloor. Removal of the pilings is unlikely to result in the release of a significant amount of contaminants; most contaminants present on the pilings would be bound up within the tissues of the organisms being removed.

Once the new piles and docks are reinstalled, they will be recolonized by similar types of organisms that were initially removed. The conceptual project plans include removal of 808 piles to be replaced by 620 concrete piles, averaging 15 inches in diameter. The process of recolonization will begin immediately upon placement; however, reestablishment of mature communities on the 620 new piles will be phased over a period of 1–6 years. Therefore, removal and replacement of pilings and docks will have a temporary but less than significant impact on the biofouling community. There are no sensitive species associated with the piling community that would be impacted by Marina renovations. Furthermore, the reduction in dock surface area by 2,600 sf will have a beneficial impact on open water areas within the Marina basins by reducing the amount of shading and allowing a greater amount of light to reach and penetrate the water's surface.

Repairs made to the 8,250 linear feet of seawall and riprap will result in short-term reductions of hard-bottom associated species such as mussels, barnacles, limpets, sea squirts, and algae. Marine organisms will begin to repopulate the seawall and riprap upon completion of seawall repairs, with no expected long-term impacts to hard-bottom benthic algae, invertebrate, or fish populations. Consequently, seawall repairs will have a temporary but less than significant impact on these resource groups. All repairs will be made within the existing footprint of the hardscape of the riprap and will not impact soft-bottom ESH habitat.

### **Cultural Resources**

**Impact: Impacts to Historic Resources.** Marine Stadium is a historic resource and located adjacent to the project boundaries. Marine Stadium is listed on the California Register of Historical Resources (California Register), the California Historical Landmarks (CHL; No. 1014), and the California Points of Historical Interests (PHI; No. 19-186115). The basis for these designations is the stadium's history as the official rowing site of the 1932 Olympic Games. It was also the location of several other Olympic trials in the years following the 1932 event, and is the only water body constructed specifically for rowing events.

Subsequent to the 1932 Olympic Games, Marine Stadium underwent a series of changes. The most significant of these was construction of the Second Street Bridge in 1955. Construction of the bridge changed the dimensions of the stadium, effectively eliminating it from consideration as a rowing venue for the 1984 Olympic Games. The northern end of the stadium has also been reconfigured since the 1932 Olympic Games, when it was filled for the formation of Marina Vista Park. The area surrounding Marine Stadium no longer retains integrity of setting; extensive alterations have been made to the environment that existed at the time of the 1932 Olympic Games for which the resource is significant. Due to this lack of integrity, Marine Stadium was determined to be ineligible for the National Register by the United States Army Corps of Engineers during its evaluation of the property in 1990.

Also as a result of the series of changes, and lack of integrity, the boundaries for Marine Stadium have changed. As it is defined in the City's Municipal Code (16.08.150 Marine Stadium East; 16.08.160 Marine Stadium West), Marine Stadium proper extends from 50 feet (ft) northwest of the centerline of the Second Street Bridge. This area is not within the project improvement area, and therefore will not be affected by the project's proposed Marina improvements. Improvements are included for the boat slips in Basins 1-7; it should be specifically noted that Basins 3 and 4 are located southeast of the bridge and are not within the boundaries of Marine Stadium. Although the eelgrass mitigation area will affect the current configuration of Marine Stadium, it is located outside of the boundaries of Marine Stadium as it existed during the 1932 Olympic Games and does not contribute to the eligibility of Marine Stadium. Therefore, direct impacts to Marine Stadium are less than significant.

**Impact: Impacts to Archeological Resources.** The cultural resources record search concluded that there are no recorded archaeological resources located within the project boundaries. Further, the presence of prehistoric cultural material is unlikely because the improvements would be located in areas that were previously disturbed or dredged. Dredging that would occur along with the proposed project would not be deeper than the original Marina design depths and/or original basin depths. Similarly, the land side improvements include revitalizing the restroom facilities and parking lots, are located within existing developed and previously graded areas. Ground disturbance in the parking lot areas is anticipated to be less than 2 ft deep and will also be conducted within areas that have been previously disturbed and graded. Therefore, no native soil will be disturbed and as such, the project is not anticipated to impact any archaeological resources, and impacts are less than significant.

**Impact: Impacts to Paleontological Resources.** The proposed project components are within previous dredge and/or fill areas and depths. Therefore, implementation of the proposed project would not disturb sensitive paleontological soils. Hence, the proposed project would not directly or indirectly destroy a unique paleontological resource, site or unique geologic feature.

**Impact: Impacts to Human Remains.** Human remains are unlikely to be located in the project area due to previous disturbance of project area soils and waters. However, in the unlikely event that human remains are encountered during construction activities, State Health and Safety Code Section 7050 requires ground disturbance to stop and the County Coroner be notified immediately. Adherence to existing standard construction regulations, including State Health and Safety Code Section 7050.5, would reduce potential impacts to less than significant levels.

**Impact: Cumulative Impacts to Cultural Resources.** The proposed project would not adversely affect any cultural resources. Likewise, the cumulative effects of the proposed project are less than significant as no resources exist on the project site, and the proposed project will not contribute to the cumulative effects of other past, present, or reasonably foreseeable future projects related to undiscovered archaeological and paleontological resources.

## Geology and Soils

**Impact: Septic Tanks or Alternative Wastewater Disposal Systems.** The proposed project would utilize the existing sewer system. The project does not include the use of septic tanks or alternative methods for disposal of wastewater into the subsurface soils.

**Impact: Landslides.** The project area is surrounded by flat developed areas, and site topography is relatively level; therefore, the possibility of a seismically induced landslide is not possible. Additionally, the site is not located near any known historical landslides. According to the California Department of Conservation's Seismic Hazard Zones Map for the *Long Beach, Seal Beach, and Los Alamitos, California* quadrangles, the project area does not fall within any earthquake-induced landslide zones. Therefore, impacts from slope instability and/or landslides are not expected and are less than significant.

**Impact: Erosion Potential.** Construction of the proposed project includes excavation of land side soils to develop the open space/habitat mitigation site, minor grading of land side soils associated with repaving of parking areas, trenching for utilities, and reconstruction of the restrooms.

The project would be subject to the Storm Water Pollution Prevention Plan (SWPPP) requirements for erosion and sedimentation control during construction. Best management practices (BMPs) would be undertaken to control runoff and erosion from any earthmoving activities such as excavation and compaction. With implementation of these standard control measures, soil erosion potential related to construction activities will be reduced to less than significant levels.

Operation of the Marina facilities would not create a potential for soil erosion because the primary use of the project is for waterside recreation in the harbor waters. The repaving of the parking lot areas and reconstruction/remodeling of the restrooms would not result in any increase in or new impervious areas; the existing landscaped islands within the parking lot areas would not be removed or altered in size. Therefore, long-term operations on site would not result in any soil erosion impacts.

### **Hazards and Hazardous Materials**

**Impact: Hazardous Materials during Operation.** The uses on site postproject would remain the same as under current conditions, substantial changes to the operational characteristics and types of potentially hazardous materials present on site are not anticipated. Likewise, the regulations and BMPs related to water quality and boat maintenance activities will not change. The Long Beach Marina Environmental Policies, as well as the requirements to retain the Clean Marina Certification, prohibit certain activities that could contribute to poor water quality. This includes prohibiting boat and engine rebuilding, hull painting, and other major repairs, as well as restrictions for sanding, painting, and the use of chemicals on a boat while the boat is moored at the Marina. Owners and contractors are required to follow policies that specify proper methods of in-water boat maintenance and require contractors to be registered and carry identification for any in-water

repairs or maintenance services. Therefore, impacts related to the use of hazardous materials under operational conditions are less than significant.

### **Hydrology and Water Quality**

**Impact: Waste Discharge into Marina Waters.** Marina operations and boater activities have the potential to significantly impair water quality in the long term if BMPs that are listed in the Long Beach Marina Environmental Policies are not implemented by boaters and Marina employees. The proposed project will ultimately result in the loss of approximately 321 slips. This loss of slips has the potential to result in an improvement over existing water quality since fewer boats will be berthed in the Marina. The Marina's live-aboard policy is that no more than 10 percent of the Marina (slips) can be issued live-aboard permits, and boats must be 30 ft or longer. The existing number of live-aboards is approximately 88 and is currently restricted by the limited utilities. Although the overall number of permits would be reduced with fewer slips, the Marina anticipates that approximately 75 additional live-aboard permits may be issued once the Marina upgrades are completed. Although there could potentially be more live-aboards, there is no reason to expect that this would cause improper use of the Marina that could lead to degraded water quality. In addition, because the City is a participant in the Clean Marina Program, each Marina patron is educated by the City on proper disposal/containment of hazardous materials/practices that may impair water quality. Therefore, long-term impacts to water quality from Marina activities are less than significant.

**Impact: Alteration to Flushing Rate within Alamitos Bay.** Dredging the basins to original design depths and/or original basin depths (generally to -10 Mean Lower Low Water [MLLW]) will result in an increase in the volume of water (tidal prism) within the Marina. This increase in the Marina's tidal prism could potentially provide for greater flushing of Marina waters, thereby potentially increasing the water quality in the Marina. Likewise, the increased tidal prism is important for maintaining access for boats utilizing the Marina. Long-term effects of dredging activities would be beneficial and would potentially result in an improvement of existing water quality due to increased tidal flushing.

### **Land Use**

**Impact: Physically Divide an Established Community.** The proposed project would renovate the existing Marina facilities and enhance the existing recreational boating facilities within Alamitos Bay. In addition, the proposed project would develop an eelgrass habitat area on the northeast shore of Marine Stadium. The Marina is an existing recreational/open space use that would continue with implementation of the proposed project. The new habitat area would convert a portion of City-owned storage area to a habitat area adjacent to Marine Stadium. This change is limited to a small portion of the project site. Therefore, the

proposed project would not divide an established community or disrupt the existing physical arrangement of the surrounding area. Hence, impacts related to this issue would not occur.

**Impact: Conflict with Existing Land Uses at Alamitos Bay Marina.** Existing on-site facilities include 13 restrooms, parking, boat slips, and associated Marina facilities. The proposed project involves improvements to the existing amenities within the Marina, and would not involve changes to, or conflicts with, the existing land uses within the project area. The project is specifically intended to upgrade and extend the useful life of the existing Marina uses; herefore, project implementation would not result in land use conflicts within the project area.

**Impact: Conflict with Existing Adjacent Land Uses.** The land uses and intensity of uses on the project site will remain generally the same after implementation of the Marina improvements. The only change in use involves development of the open space/habitat mitigation site, which would convert a City-owned storage area (located adjacent to Marine Stadium's northeast shore) to an eelgrass habitat mitigation area. The development of the open space/eelgrass habitat area would be consistent with the existing low-intensity uses and would complement the marine environment of Marine Stadium and the open space/recreational uses to the adjacent north, which contain walking trails.

Because there are no new uses being proposed other than the eelgrass mitigation site, and because the proposed project would not alter the Marina's physical recreational environment, the proposed project would not result in any adverse impacts to adjacent properties. Conversely, the proposed project is anticipated to benefit the surrounding area as the recreation and open space environment of the Marina would be improved and enhanced in the numerous ways detailed above. Therefore, significant land use impacts to adjacent properties would not occur with implementation of the project.

**Impact: Compatibility with Land Use Plans.** The project site is under the land use planning and regulatory jurisdiction of the City and the CCC. The Marina is owned and operated by the City, which has the primary authority for development, maintenance, and operation of uses within the Marina. The City's Marine Bureau is responsible for the daily operations within the Marina. The proposed renovations to the existing Marina facilities are intended to enhance the public's access and recreational opportunities provided within the Marina and are a continuation of existing land uses, consistent with existing land use plans, policies, and regulations. The proposed project is consistent with all applicable land use plans and policies, and impacts are therefore less than significant.

**Impact: Conflict with Any Applicable Habitat Conservation Plan or Natural Community Conservation Plan.** There are no adopted HCPs or NCCPs applicable to the project site; therefore, the proposed project would not result in impacts or be in conflict to an adopted HCP or NCCP.

**Impact: Cumulative Land Use Impacts.** The land use patterns around the project site have been long-established with recreational, open space, residential, and small areas of commercial development. The proposed project involves improvements to an existing Marina, and the immediate area surrounding the project is largely built out. The proposed project would not increase boater activity, vehicle trips to the Marina, or additional recreational use of the project area amenities. Because the Marina activities would not increase and the land uses within the Marina would remain the same, the contribution of the proposed project to potential cumulative land use compatibility effects with other projects in the study area is less than significant.

## Noise

**Impact: Long-Term Operational Noise Impacts.** Rehabilitation of the Alamitos Bay Marina would reduce the number of boat slips. Therefore, it is not expected that the proposed project would increase the number of vehicle trips on local roadways or boats using the docks. The proposed project would not result in any long-term noise impacts.

**Impact: Airport Noise Impacts.** The project site is located approximately 6 miles south of Long Beach Airport. The project will not create any new noise-sensitive land use or add any sensitive users. Therefore, no impacts related to aircraft noise would occur as a result of the project.

**Impact: Short-Term Construction-Related Vibration Impacts.** The primary source of vibration during construction would be generated by the proposed pile driving. The closest pile-driving activities to a sensitive receptor would occur during Phase 12 at a distance of 100 ft from the nearest residence. Using Equation 9 and Table 17 from the Caltrans *Transportation and Construction-Induced Vibration Guidance Manual* (Jones & Stokes, June 2004), it was estimated that the vibration level at these residences would be 0.08 inches per second (in/sec). This construction vibration level would exceed the 0.02 in/sec threshold of perception. However, this level would be below the 0.1 in/sec annoyance threshold, below which there is virtually no risk of resulting in architectural damage to normal buildings. Therefore, the proposed project would not result in any significant vibration impacts.

**Impact: Exposure of Sensitive Land Uses along the Haul Truck Routes.** Land uses involving sensitive receptors located along the proposed haul truck routes such as residences, parks, and schools would be exposed to noise levels of up to 86 dBA  $L_{max}$  at a distance of 50 ft. Project construction during Phases 2 and 3 is expected to require 1,435 truck trips to remove dredge material from Basin 1 over a 12-month period, or an average of approximately three truck trips per hour. The trucks would depart from the staging areas on Marina Drive and be routed north on Marina Drive, east on 2nd Street, and north on Studebaker Road. This route traverses primarily commercial areas and does not affect any sensitive receptors. Furthermore, the addition of three truck trips per hour to the local roadways would not result in a perceptible change in traffic noise.

Removal of excavated soils from the open space/habitat mitigation during Phase 1A is estimated to require 585 truck loads over 33 days, or an average of approximately 9 trucks trips per hour. Trucks from the open space/habitat mitigation site will be routed west on Eliot Street, west on Colorado Street, north on Park Avenue, and east on Seventh Street. There are residential uses along this haul route, and there will be short-term intermittent high noise levels associated with trucks passing by from the project site. However, the addition of nine truck trips per hour to the local roadways would not result in a perceptible change in traffic noise. Additionally, because the length of construction for each of these phases is limited, construction truck noise is a short-term impact and will cease once construction of each phase is completed. Therefore, the noise from haul trucks traveling along local roadways is less than significant.

**Impact: Cumulative Noise Impact.** Noise from construction of the proposed project and the cumulative projects would be localized to each project site and would not combine to create a cumulative noise impact. In addition, pile driving, which will be the noisiest activity on site, does not occur with any cumulative projects. Although there will be short-term intermittent high noise levels associated with trucks passing by from the project site, the increase in traffic flow on the surrounding roads due to construction traffic is expected to be small.

The proposed project would not increase the Marina or open space uses of the project site and is not anticipated to lead to an increase in the number of visitors or vehicles to the project area. Therefore, the long-term ambient noise levels associated with increased traffic are not anticipated to change as a result of the proposed project, and the proposed project would not contribute to off-site cumulative noise impacts from other planned and future projects. Therefore, impacts related to operational noise would be less than cumulatively significant.

## Public Services

**Impact: Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Governmental Facilities or the Need for New or Physically Altered Governmental Facilities.**

- **Police Protection.** The proposed project is not anticipated to result in an increase in calls for police services or require additional personnel to maintain acceptable service ratios, response times, or other performance objectives. Similarly, the project will not require new or expanded police facilities.
- **Fire Services.** The project does not include residential units, public facility buildings, or other structures that would increase the existing fire hazards on site. Therefore, the project is not anticipated to result in an increase in calls for emergency fire services.
- **Schools.** The proposed project will not increase demand or negatively impact capacity in the LBUSD. Specifically, the available capacity of the schools in the vicinity of the proposed project will not be affected by the project. Therefore, the proposed project would not create a need to expand or construct new school facilities to maintain acceptable service levels.
- **Libraries.** The proposed project will not result in an increase of population in the project area that would result in increased demands on the existing library facilities.

**Impact: Water Supplies– Short-Term Construction Impacts.** The project’s demolition and construction activities are not expected to have any adverse impacts on the existing water system or availability of water supplies. In addition, water required during land side construction activities would be limited to the construction phase associated with these improvements. Therefore, impacts associated with short-term construction activities are less than significant.

**Impact: Solid Waste – Long-Term Operational Impacts.** The proposed project would implement facility improvements to the existing Marina and would not result in an increase in capacity or provide a new use that would generate additional solid waste. Conversely, the proposed project would result in the loss of approximately 321 boat slips, which may result in less solid waste generated on site. Therefore, because the existing land use will not change, and because implementation of the proposed project is not anticipated to increase the amount of solid waste generated, solid waste impacts due to operation of the proposed project are less than significant.

**Impact: Storm Water Drainage.** Storm water runoff on the docks will continue to discharge directly into the Marina, similar to existing conditions. There is no significant change in the impervious area within the project site since the proposed project involves repaving of existing surfaces and no increase in the landscaped areas. Because the surface areas of the parking lots are not increasing, no increase in storm water runoff is expected. The proposed project includes the replacement of existing storm drain catch basins within the parking areas, but does not create additional demands for storm water drainage. Therefore, impacts related to new or expanded storm water facilities are less than significant.

### **Cumulative Public Service Impacts.**

- **Police and Fire Protection.** The proposed project would retain the existing open space and recreation uses on the project site. The project would not result in additional calls for police or fire services. The planned future land use projects, as listed in the DEIR, are generally improvements to existing facilities, infill residential projects, or new commercial developments. These future projects will likely include specific features designed to reduce impacts on police and fire protection services and may be assessed additional mitigation measures specific to the given project's impacts. The need for additional services associated with cumulative growth will be addressed by the City through the annual budgeting process when budget adjustments may be made to meet changes in service demand. Therefore, the combined cumulative impact associated with the project's incremental effect and the effects of other projects in the area is less than significant.
- **Schools.** The proposed project would retain the existing recreation and open space uses of the project site. The proposed project does not involve the construction of residential units or include components that would create additional jobs in the project area. As such, the proposed project will not increase demand or negatively impact capacity in the LBUSD. Likewise, the project will not contribute to an adverse direct or cumulative impact to schools.
- **Libraries.** The proposed project will not result in population or jobs growth in the City, and therefore is not expected to have a significant impact on the provision of library services in the City of Long Beach or the area surrounding the project site. Any increase that does result from implementation of the proposed project would be incidental and not cumulatively considerable because library services would not be adversely impacted by the improvements that would be provided by the proposed project.
- **Sewer.** The geographic area for the cumulative analysis for sewer treatment is defined as the LACSD service territory. The LACSD projects that its existing and programmed wastewater treatment capacity will be sufficient to accommodate the growth forecasted by SCAG within its service area. The proposed project does not increase capacity and is consistent with SCAG projections for the City of Long Beach and the County of Los Angeles. Therefore, impacts on wastewater/sewer services are less than cumulatively significant.
- **Solid Waste.** The project's impacts related to solid waste, when coupled with solid waste generated by planned and future projects, is less than cumulatively significant.

### **Recreation**

**Impact: Increased Demand on Existing On-Site Facilities.** These project components would improve the physical condition of the existing recreational facility and increase the Marina's value as a recreational resource by making the facility better suited to meet existing needs and future boating trends. The proposed project would result in a decrease in capacity and would not increase demand on existing facilities within the Marina. Therefore, because the proposed project would not increase capacity and is not anticipated to increase use of the existing on-site facilities, impacts related to the increased demand on, or capacity of, those existing facilities are less than significant.

**Impact: Increased Demand for Parks and Recreation Facilities and Services.** The proposed project does not include residential development or other factors that will increase demand on City Department of Parks, Recreation, and Marine services and facilities beyond its capacity. In addition, the proposed project will not preclude the use of any existing recreation facilities in the project vicinity. The project will provide additions/enhancements to the existing recreational facilities on the project site. Therefore, there are no adverse impacts related to increased demand on existing parks and recreation facilities.

**Impact: Operational (Long-Term) Impacts on Recreation Facilities.** The proposed project would result in improvements to the existing recreation facilities on site. The primary goal of the proposed project is to renovate the docks and slips, seawall, utilities, parking areas, and restroom facilities that are in a physical state of decline, thereby extending the Marina's useful life and improving safety for recreational users. The Marina has not been completely dredged since its original opening; the proposed dredging of the Basins will greatly increase navigation and safety, as well as contribute to better water quality conditions due to the increased depths and tidal flushing. Planned improvements, including filters installed in the storm water basins, will also contribute to better water quality conditions. Additionally, the project encourages recreation and boating use by providing upgraded ADA-compliant facilities, increasing accessible coastal recreation opportunities.

Although the number of slips would decrease, the proposed project would not adversely impact other recreational opportunities in the project area. The proposed project would eliminate the historic and present vacancy trends in the 20 ft and under slip category and meet the demand for larger slips. By designing the Marina for long-term trends in the boating industry, recreational boating will be encouraged. In addition, all current customers in the Marina will continue to have a slip once the proposed project is implemented. Therefore, no long-term impacts related to operation of the Marina will occur.

**Impact: California Coastal Act Policies.** The proposed project is consistent with the intent of the California Coastal Act policies. The project consists of the improvement of the existing water-oriented recreational and visitor serving facilities within the Marina. In

addition, the proposed project would further increase public recreational opportunities by providing facilities that satisfy ADA requirements. Therefore, impacts are less than significant.

**Impact: City of Long Beach General Plan, Open Space and Recreation Element.** The proposed project is consistent with the Element's objectives and policies because the project would continue and enhance the existing recreation and open space uses within the project site. Specifically, the proposed project would renovate the existing Marina facilities, thereby enhancing the existing recreational boating facilities to continue meeting the recreation needs of existing and future residents. Implementation of the proposed project would make the project site (which is a recreation area) environmentally friendly and sustainable, and protect the existing recreation resource. The proposed project does not change the existing types of recreational and/or open space on site. The existing Marina-related recreation uses have been ongoing at the site for 50+ years, and the proposed project would therefore be consistent with the existing marine and water-related recreational uses on site. In addition, the project encourages boating use by providing upgraded ADA facilities in response to the diverse recreation interests of the citizens. Therefore, no adverse impacts would result.

**Impact: The City Department of Parks, Recreation and Marine Strategic Plan.** There are several Strategies in the City's Department of Parks, Recreation and Marine Strategic Plan that are applicable to the proposed project. The proposed project is consistent with the Plan's Strategies because the project would continue and improve the existing recreation uses within the project site. The project would improve and modernize the condition of the Marina and its supporting infrastructure; would dredge the Marina's basins to the original design depths and/or original basin depths to provide safe navigation throughout the Marina; provide upgraded ADA compliant facilities to improve the level of safety and access at the facility; and would extend the useful life of the facilities, including active, passive, and educational experiences. Therefore, no significant impacts would occur.

**Impact: Cumulative Recreation Impacts.** Implementation of the proposed project will result in the enhancement of the existing public recreation space and amenities within the project area. The project would significantly improve the recreation amenities while maintaining all the existing uses on the project site. The project would result in an increase in the quality of the recreation uses on site.

The planned future projects, as listed in the DEIR, are generally improvements to existing developments or facilities, residential projects, or commercial development. There are no known incompatibilities between the proposed project and planned future projects that would result in adverse cumulative recreation impacts. Conversely, three of the planned future

projects involve improvements to recreation and open space lands that would result in a cumulative benefit or overall enhancement of existing recreation facilities.

Therefore, the proposed project would not contribute to adverse cumulative impacts related to recreation when it is combined with other foreseeable projects that are planned or expected to occur in Long Beach or the region.

### **Traffic and Circulation**

**Impact: Results in Inadequate Parking Capacity.** The City of Long Beach Zoning Ordinance requires that not less than 0.75 parking spaces per boat slip be maintained for noncommercial boat slips. Therefore, applying this ratio to the 1,967 existing slips in the Marina would require a minimum of 1,476 parking spaces. Currently there are 2,515 spaces in the Marina basin parking lots, which exceed the City's parking requirement by 1,039 spaces.

Because the project will reduce the total number of slips in the Marina by 321, it would also require 241 fewer parking spaces using this same parking ratio. After project completion, there would be a requirement of 1,235 spaces. The proposed project, however, would result in the addition of 9 parking spaces, for a total supply of 2,524 spaces. Based on the proposed number of slips, 23 Americans with Disabilities Act (ADA) accessible parking spaces are required and will be provided. The overall number of spaces provided at project completion exceeds the City's requirements by 1,289 spaces, and no impacts related to parking would occur with implementation of the proposed project.

**Impact: Hazardous Design Features/Incompatible Uses.** Several comments received at the scoping meeting and during the NOP review period raised concerns regarding safety as it specifically relates to the proposed design of Basins 3 and 4, which would result in a narrowing of the Marina Channel between these two Basins. The concerns center on the perceived existing and potential conflict between the multiple recreational activities in Alamitos Bay and include, but are not limited to, rowing, kayaking, small boat and novice sailing, paddle boarding, larger vessel sailing, and motorized boating.

The existing Marina Channel has a design width of approximately 330 ft from dock to dock, but an effective navigable width of approximately 291 ft due to the side-tie boats at the ends of the docks. The proposed project includes an extension of docks from Basins 3 and 4 into Marina Channel that would result in a loss of 35 ft of the overall Channel width. Therefore, the encroachment from the project improvements would result in a final Marina Channel width of 295 ft.

Based on the Department of Boating and Waterways (DBAW) Guidelines of Marina Berthing Facilities (July 2005), the minimum recommended width for an interior channel

(such as the Marina Channel) is 75 ft at the bottom of the channel. In addition, the width of a fairway is required to be 1.75 multiplied by the length of the longest boat that will be berthed perpendicular to the fairway. As an example, the longest boat accommodated in Basins 3 or 4 is planned to be 70 ft, which means the fairway accommodating the 70 ft boat must be 122.5 ft wide (70 x 1.75). Applying this recommendation of fairway width to the Marina Channel, the appropriate design width should be at least 122.5 ft. Because the Marina Channel would be 295 ft wide under the proposed project design, the width of the Channel is considered consistent with DBAW design guidelines and suitable for effective navigation.

Because the proposed project would result in fewer slips and capacity is not being increased, implementation of the project would not significantly increase congestion in the Marina or Marina Channel. Although the increased number of larger boats could affect maneuverability, the risk of accidents between the multiple users within the Bay is impacted by several factors, including vessel size and maneuverability; vessel speed; the effects of wind, waves, and currents; and the amount of traffic congestion. Assuming that the design width of the Marina Channel exceeds all design standards, the safety of competing users is contingent upon common sense and rules of the road. All recreational users in the Bay waters are responsible to be aware of the basic navigational rules (e.g., maintain a safe speed at all times so that action can be taken to avoid collisions; vessels under power should alter their course to starboard so that each will pass to the port side of each other; the sailing vessel that has the wind on the port side shall keep out of the way of the other; boats shall keep to the starboard side of narrow channels whenever safe and practicable; motorboats shall keep out of the way of sailing vessels or human-powered craft where courses involve the risk of collision).

Because the final design width is consistent with Marina standards, safe and efficient navigation of the Marina Channel should be achievable with the 35 ft reduction in width. Safety impacts resulting from the encroachment of the docks in Basins 3 and 4 are therefore less than significant.

## **SECTION 6: FEASIBILITY OF PROJECT ALTERNATIVES**

### **Project Alternatives**

CEQA requires that an EIR describe a reasonable range of alternatives to the proposed project or to its location that could feasibly attain most of the basic project objectives, but would avoid or substantially lessen any of the significant effects, and that it evaluate the comparative merits of each of the alternatives. Section 15126.6(b) of the State CEQA Guidelines states that the “. . . discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” The following section discusses the

project alternatives that were considered and analyzed in the EIR and summarizes the consistency of these alternatives with the objectives of the proposed project.

**Alternative 1: No Project/No Development.** Consistent with Section 15126.6(e) of the CEQA Guidelines, the No Project/No Development Alternative is the existing condition of the project site at the time the NOP was published, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved. This alternative will evaluate circumstances under which the project does not proceed. Alternative 1 does not include any improvements or changes to the dock and slip facilities, seawall repairs, upgrading of the existing restroom structures, or repaving of the parking areas within the Marina. In addition, Alternative 1 would not include the habitat mitigation site or the temporary/long dock. However, this alternative does include maintenance dredging in the Basin fairways, but the sediment removed would most likely be reduced since the docks and pilings would not be removed for replacement. The dredging is considered to be a necessary and reasonably foreseeable maintenance activity for the existing Marina in order to allow continued navigation of the channels and fairways.

**Consistency with Project Objectives.** The No Project/No Development Alternative would not achieve the project objectives. The aging and deteriorating docks and slip facilities would not be replaced, and recreational boating would not be enhanced. Maintenance costs and safety concerns would continue to increase. The goals of the Alamitos Bay Master Plan would not be implemented, and the overall environmental and recreational improvements associated with the project would not be realized. Moreover, the objectives contained in the City's Open Space and Recreation Element in the Department of Parks, Recreation, and Marine Departmental Strategic Plan would not be furthered. For example, without ADA improvements, the required access to the Marina's recreation resources for handicapped and disadvantaged residents would not be implemented, and the Marina condition, infrastructure, amenities, and safety would not be improved. Finally, the slip vacancies for smaller slips and waiting lists for larger slips would not be addressed or rectified.

**Feasibility/Finding.** The No Project/No Development Alternative would require maintenance dredging at some point in order to allow continued navigation of the Marina channels and fairways. Therefore, some contaminated sediments from Basin 1 would still require removal by truck to a land side facility. This alternative does not eliminate the significant and unavoidable air quality impacts associated with the proposed project. In addition, the project objectives would not be achieved with the No Project/No Development Alternative, and none of the project benefits would be realized.

**Alternative 2: Reduced Project Alternative.** Alternative 2 is the Reduced Project Alternative, which would eliminate the restroom rehabilitations and the parking lot repaving components of the project, including the associated land side ADA improvements. In addition, due to input received during the public scoping process regarding the narrowing of the Marina Channel between Basins 3 and 4, fewer docks and slips would be constructed in Basin 4 under the Reduced Project Alternative, thereby resulting in fewer slips overall. Alternative 2 is intended to update the Marina's water side facilities in compliance with ADA and DBAW standards. This alternative includes dock renovations, seawall repairs, and maintenance dredging as planned in all seven basins, with the exception that the layout of Basin 4 would include fewer slips and would not extend as far into the channel. Alternative 2 would include the habitat mitigation site and the temporary dock (relocated to the northwest to allow use of an existing gangway), but would not include the long dock. This alternative would result in an overall greater loss of slips as compared to the proposed project layout.

**Consistency with Project Objectives.** The Reduced Project Alternative would achieve some, but not all, of the project objectives. The aging and deteriorating docks and slip facilities would be replaced, and recreational boating would be enhanced. However, because this alternative would result in a greater loss of smaller slips than the proposed project, it would potentially reduce the overall recreational opportunities for small boat owners and users when compared to the proposed project.

The goals of the Alamitos Bay Master Plan to remodel the restrooms and bring them up to current standards, and the objectives contained in the City's Open Space and Recreation Element related to modernizing the Marina condition, infrastructure, and amenities would not be fully implemented with the Reduced Project Alternative. In addition, ADA access to the restroom facilities for handicapped and disadvantaged residents would not be implemented.

**Feasibility/Finding.** The Reduced Project Alternative would eliminate rehabilitation of the restroom facilities, parking lot repaving, land side ADA access improvements, construction of the long dock, and would reduce the dock area and number of slips in Basin 4. Although several components are eliminated with the Reduced Project Alternative, impacts related to aesthetics, biological resources, cultural/historic resources, geology and soils, hazardous materials, land use, and public services and utilities would be similar to the proposed project for this alternative.

Compared to the proposed project, recreational impacts are slightly greater for Alternative 2, the Reduced Project Alternative, due to the lack of ADA access at the restroom and parking facilities and the overall greater loss of slips as compared to the proposed project.

Construction-related hydrology and water quality impacts would be fewer than those under the proposed project because construction activities would be reduced. Conversely, operational water quality impacts would be greater than the proposed project because storm drain filters would not be included. Operational traffic and circulation impacts would be similar to the proposed project, while construction-related traffic impacts would be reduced when compared to the proposed project. However, with mitigation these impacts were less than significant for the proposed project.

Similar to the proposed project, this alternative would require removal of contaminated dredge materials to a land side facility. Therefore, the Reduced Project Alternative would not eliminate the significant and unavoidable adverse air quality impacts associated with the proposed project.

Although Alternative 2 would reduce the duration of the construction operations and would eliminate some pile driving, construction noise would remain significant and adverse under Alternative 2, similar to the proposed project.

**Alternative 3: On-Site Dry Stack Storage Alternative.** The On-Site Dry Stack Storage Alternative, is intended to implement all of the necessary components of the proposed project and create an on-site dry stack storage system to minimize the loss of smaller slips. This alternative includes complete dock renovations, seawall repairs, basin dredging, restroom building and parking lot rehabilitations, and ADA improvements associated with the proposed project. Alternative 3 would also include the habitat mitigation site and the temporary/long dock. Similar to Alternative 2, this alternative would reduce the distance that the docks extend from Basin 4 into the Marina Channel, thereby resulting in fewer slips in Basin 4 and a greater loss of slips overall. However, an on-site storage area would be created in the Basin 3 parking lot adjacent to the Marina Shipyard.

Although no formal plans have been developed at the time this EIR was prepared, the conceptual idea for the dry stack storage facility includes a three-boat-high rack storage unit able to accommodate up to 150 small boats. The overall height could be up to 30 ft, depending on the size of boats to be accommodated. For similar dry stack units, the boats are moved on and off the rack system by a specialized marine forklift. Boats would then be lowered into the water at the southwest end of the shipyard, adjacent to Basin 3.

**Consistency with Project Objectives.** The On-Site Dry Stack Storage Alternative would achieve all of the project objectives. The aging and deteriorating docks and slip facilities would be replaced, and recreational boating would be enhanced. Although this alternative would result in a greater loss of smaller slips than the proposed project, it includes a dry stack storage facility for up to 150 small boats and would therefore partially offset the loss of slips. The On-Site Dry Stack Storage Alternative therefore increases overall

recreational opportunities for small boat owners and users and results in fewer recreational impacts when compared to the proposed project.

**Feasibility/Finding.** The On-Site Dry Stack Storage Alternative would eliminate some slips in Basin 4 but would include a dry stack storage facility for up to 150 small boats. Impacts related to aesthetics, biological resources, cultural/historic resources, geology and soils, hazardous materials, hydrology and water quality, land use, public services and utilities, and traffic would be similar to the proposed project for this alternative.

Although there is an overall greater loss of slips with this alternative as compared to the proposed project, recreational impacts are reduced under the On-Site Dry Stack Storage Alternative due to the provision of on-site small boat storage for up to 150 boats.

Similar to the proposed project, this alternative would require removal of contaminated dredge materials to a land side facility. Therefore, construction air quality impacts would still occur, and the On-Site Dry Stack Storage Alternative would not eliminate the significant and unavoidable adverse air quality impacts associated with the proposed project.

Although Alternative 3 would reduce the duration of the construction operations and would eliminate some pile driving in Basin 3, construction noise would remain significant and adverse under Alternative 3, similar to the proposed project.

### **Findings Regarding Alternatives**

**Environmentally Superior Alternative.** The No Project/No Development Alternative would be environmentally superior to the proposed project on the basis of the lack of physical impacts that would occur with the No Project/No Development Alternative. If there were no changes to the existing conditions on the site, there would be no potential impacts associated with construction-related traffic, noise, or air emissions. However, because maintenance dredging would be a reasonably foreseeable activity required to maintain navigable channels and fairways, the No Project/No Development Alternative would include construction vehicle trips to dispose of contaminated dredge materials at a land side facility. Therefore, the No Project/No Development Alternative would not eliminate the proposed project's significant and unavoidable air quality impacts. Overall, however, the No Project/No Development Alternative is considered environmentally superior because the physical impacts associated with this Alternative are significantly less than the proposed project and other alternatives.

The CEQA Guidelines require that if the environmentally superior alternative is the No Project Alternative, "the EIR also identify an environmentally superior alternative among the other alternatives" (CEQA Guidelines Section 15126.6(e)(2)). The Environmentally Superior

Alternative, in terms of direct physical effects on the environment, is Alternative 2, the Reduced Project Alternative.

Alternative 2 would eliminate construction activities associated with the proposed project's land side improvements (rehabilitation of the restroom facilities, parking lot repaving, and ADA access improvements), as well as eliminating construction of the long dock and reducing the dock area and number of slips in Basin 4. Therefore, direct physical effects on the environment as a result of construction would be reduced as compared to the proposed project.

Overall, the Reduced Project Alternative reduces the amount and duration of the construction activities and potential impacts of the proposed project. The Reduced Project Alternative would result in reduced overall construction impacts for cultural resources, geology and soils, hazardous materials, hydrology/water quality, and traffic compared to the proposed project because the improvements to land side facilities would not occur with this alternative. Impacts related to these environmental topics would still result in less than significant impacts, as would the proposed project.

Alternative 2 includes some maintenance dredging, which would be required in order to maintain safe navigation throughout the Marina, and to continue the Marina's use as a recreational facility. Therefore, the removal of some contaminated material from Basin 1 would still occur and would require construction vehicle trips to dispose of contaminated dredge materials at a land side facility. Therefore, the Reduced Project Alternative would, like the proposed project, result in significant and unavoidable air quality impacts. Additionally, although Alternative 2 would reduce the duration of construction operations and would eliminate some pile driving, construction noise would remain significant and adverse under Alternative 2, similar to the proposed project.

Alternative 2 would not increase the energy efficiency that would occur with the renovation of restrooms under the proposed project. Therefore, this alternative would not contribute to a reduction in greenhouse gas (GHG) emissions and would have incrementally greater impacts when compared to the proposed project. In addition, ADA access to the restroom facilities for handicapped and disadvantaged residents would not be implemented.

The Reduced Project Alternative would achieve some, but not all, of the project objectives. The aging and deteriorating docks and slip facilities would be replaced, and recreational boating would be enhanced. However, because this alternative would result in a greater loss of smaller slips than the proposed project, it would potentially reduce the overall recreational opportunities for small boat owners and users when compared to the proposed project. Further, the goals of the Alamitos Bay Master Plan to remodel the restrooms and bring them up to current standards, and the objectives contained in the City's Open Space and Recreation Element related to modernizing the Marina condition, infrastructure, and amenities, would not be fully implemented with the Reduced Project Alternative. The

restroom facilities and parking areas would continue to deteriorate, and the costs associated with continued maintenance would continue to rise.

**Findings Regarding Rejection of the Environmentally Superior Alternative.** The City finds that the Reduced Project Alternative meets the project objectives, but not to the same extent as the proposed project. The Reduced Project Alternative would result in a greater loss in the number of smaller boat slips, would not increase the energy efficiency that would occur with the renovation of restrooms under the proposed project, and ADA access to the restroom facilities for handicapped and disadvantaged residents would not be implemented. Therefore, this alternative would not realize goals of the Alamitos Bay Master Plan to remodel the restrooms and bring them up to current standards, and the objectives contained in the City's Open Space and Recreation Element related to modernizing the Marina. These benefits would not be realized with the Reduced Project Alternative.

The Reduced Project Alternative would still result in significant construction-related air quality emission impacts. Also, due to the existing locations of sensitive receptors and type of construction, the Reduced Project Alternative would still result in significant and unavoidable construction noise impacts. Therefore, the Reduced Project Alternative results in reduced (over a shorter period of time) significant, unavoidable adverse effects compared to the proposed project.

The City has considered all of the mitigation measures recommended in the Final EIR for the proposed project and the EIR's conclusion that the No Project/No Development and the Reduced Project Alternative are environmentally superior to the proposed project. However, for the reasons set forth in the Statement of Overriding Considerations, the City finds that the benefits of the proposed project outweigh the adverse effects of the proposed project and that these benefits justify the adoption of the proposed project even though there are significant unavoidable adverse impacts associated with its implementation. The overriding benefits that justify approval of the proposed project in light of anticipated significant environmental effects are discussed in the Statement of Overriding Considerations.

## **SECTION 7: GENERAL FINDINGS**

1. The plans for the project have been prepared and analyzed so as to provide for public involvement in the planning and CEQA processes.
2. Comments regarding the Draft EIR received during the public review period have been adequately responded to in written Responses to Comments included in the Final EIR.

3. To the degree that any impacts described in the Final EIR are perceived to have a less than significant effect on the environment or that such impacts appear ambiguous as to their effect on the environment as discussed in the Draft EIR, the City has responded to key environmental issues and has incorporated mitigation measures to reduce or minimize potential environmental effects of the proposed project to the maximum extent feasible.

# EXHIBIT "B"

**STATEMENT OF OVERRIDING CONSIDERATIONS  
FOR THE  
ALAMITOS BAY MARINA REHABILITATION PROJECT  
FINAL ENVIRONMENTAL IMPACT REPORT  
CITY OF LONG BEACH  
(STATE CLEARINGHOUSE NO. 2008041028)**

## STATEMENT OF OVERRIDING CONSIDERATIONS

### INTRODUCTION

The California Environmental Quality Act (CEQA) requires a public agency to balance the benefits of a proposed project against its unavoidable, adverse environmental impacts in determining whether to approve the project.

Section 15093 of the State CEQA Guidelines provides the following:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the Final Environmental Impact Report (FEIR) but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its actions based on the FEIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to section 15091.

### PROJECT SIGNIFICANT IMPACTS

As discussed in the Findings of Fact, the project will result in significant unavoidable impacts related to construction air quality, cumulative air quality, and construction noise impacts.

#### **Air Quality**

**Impact: Construction Equipment Exhaust and Related Construction Activities.** Air quality impacts would occur during construction of the proposed project from soil disturbance and construction equipment exhaust. Major sources of emissions during construction include exhaust emissions generated by construction vehicles, primarily due to

the transport of contaminated dredge materials to an off-site landfill. Construction equipment/vehicle emissions would exceed the South Coast Air Quality Management District (SCAQMD) established daily thresholds for nitrogen oxides (NO<sub>x</sub>) during Phases 2 and 3 of project construction. Implementation of mitigation measures would reduce the vehicle exhaust emissions during construction; however, even with implementation of the mitigation measures, the daily NO<sub>x</sub> would be exceeded; therefore, construction emissions would result in significant construction-related air quality impacts.

**Impact: Cumulative Air Quality Impacts.** Construction of the project would contribute cumulatively to the local and regional air pollutants, together with other projects under construction. The project would result in significant construction-related air quality impacts pertaining to NO<sub>x</sub> emissions. Thus, it is anticipated that these additional NO<sub>x</sub> emissions would result in significant cumulative air quality impacts.

## Noise

**Impact: Construction Noise Impacts.** Construction of the proposed project improvements would result in a temporary periodic increase in existing ambient noise levels in the project area. Due to the proximity between construction activities and the existing sensitive receptors, project-related construction activities would result in a significant noise impact that would be intermittent and temporary over the term of the project construction phases. Adherence to the City's noise regulations and implementation of Mitigation Measures will reduce construction noise impacts to sensitive receptors; however, the construction noise impacts would remain significant and unavoidable due to intermittent high levels of noise and the disturbance that noise will have on nearby residents and the public using outdoor recreation open space.

## OVERRIDING CONSIDERATIONS

The City of Long Beach (City) finds that notwithstanding the disclosure of the above significant unavoidable impacts, there are specific overriding environmental, social, and other reasons for approving the proposed project. Those reasons are as follows:

1. The proposed project would renovate and replace the deteriorating Marina facilities that are 50+ years old
2. The proposed project would expand recreational boating opportunities in keeping with the current and future demands of the boating public for larger slips
3. The proposed project would restore the Marina's original and/or design depths by dredging the basins to ensure safe navigation and adequate access for the boating public

4. The proposed project would provide necessary Marina repairs through surface repaving of parking areas, repairs to basin seawalls where required, upgrading of utility facilities, and complete renovations to the 13 restroom buildings Satisfy Americans with Disabilities Act (ADA) requirements for access to the Marina facilities and docks
5. The proposed project would enhance the level of safety for boaters
6. The proposed project would extend the useful life of the Marina
7. The proposed project would provide slips/layout designs in accordance with Department of Boating and Waterways (DBAW) standards
8. The proposed project would improve and enhance the recreation amenities within the marina, and would also implement many of the goals of the Alamitos Bay Master Plan and the Department of Parks, Recreation, and Marine Departmental Strategic Plan
9. Significant and unavoidable air quality and noise impacts resulting from construction of the proposed project would be limited to the temporary construction phase of the proposed project. Construction (short-term) air quality and noise impacts will be substantially reduced with implementation of the mitigation measures.

On balance, the City finds that there are specific considerations associated with the proposed project that serve to override and outweigh the project's significant environmental impacts and the existence of an environmentally superior alternative that meets some of the project objectives. Therefore, the significant unavoidable environmental impacts associated with the proposed project and the City's decision not to adopt the environmentally superior project alternative are considered acceptable

# EXHIBIT "C"

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## 7.0 MITIGATION MONITORING AND REPORTING PROGRAM

### 7.1 MITIGATION MONITORING REQUIREMENTS

Public Resources Code Section 21081.6 (enacted by the passage of Assembly Bill 3180) mandates that the following requirements shall apply to all reporting or mitigation monitoring programs:

- I. The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.
- II. The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.
- III. A public agency shall provide the measures to mitigate or avoid significant effects on the environment that are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or in the case of the adoption of a plan, policy, regulation, or other project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.
- IV. Prior to the close of the public review period for a draft environmental impact report or mitigated negative declaration, a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the lead agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or refer the lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a lead agency by a responsible agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a responsible agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit that authority of the responsible agency or agency having jurisdiction over natural resources affected by a

project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

## **7.2 MITIGATION MONITORING PROCEDURES**

The mitigation monitoring and reporting program has been prepared in compliance with Public Resources Code Section 21081.6. It describes the requirements and procedures to be followed by the City of Long Beach to ensure that all mitigation measures adopted as part of the proposed Alamitos Bay Marina Rehabilitation Project will be carried out as described in this EIR.

Table 7.A lists each of the mitigation measures specified in this EIR and identifies the party or parties responsible for implementation and monitoring of each measure.

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<b>4.1 AESTHETICS</b>		
No potentially significant impacts were identified, and no mitigation is required.		
<b>4.2 AIR QUALITY</b>		
<p><b>4.2-1</b> Prior to commencement of construction, the Marine Bureau Manager shall ensure that the final project plans and the construction contract include, but are not limited to, the following energy conservation and emission reduction measures:</p>	City of Long Beach Marine Bureau Manager	Prior to commencement of construction
<p><b>Fugitive Dust Controls.</b> The project construction contractor shall develop and implement dust-control methods that shall achieve this control level in a South Coast Air Quality Management District (SCAQMD) Rule 403 dust control plan, designate personnel to monitor the dust control program, and order increased watering, as necessary, to ensure a 90 percent control level. Their duties shall include holiday and weekend periods when work may not be in progress. Additional control measures to reduce fugitive dust shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Provide temporary wind fencing around sites being graded or cleared</li> <li>• Cover truck loads that haul dirt, sand, or gravel or maintain at least 2 feet (ft) of freeboard in accordance with Section 23114 of the California Vehicle Code (CVC)</li> <li>• Install wheel washers where vehicles enter and exit unpaved roads</li> </ul>		

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>onto paved roads, or wash off tires of vehicles and any equipment leaving the construction site</p> <ul style="list-style-type: none"> <li>• Suspend all soil disturbance activities when winds exceed 25 miles per hour (mph) as instantaneous gusts or when visible dust plumes emanate from the site and stabilize all disturbed areas</li> <li>• Appoint a construction relations office to act as a community liaison concerning on-site construction activity, including resolution of issues related to particulate matter less than 10 microns in diameter (PM<sub>10</sub>) generation</li> <li>• Sweep all streets at least once a day using SCAQMD Rule 1186, 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water)</li> <li>• Apply water three times daily, or nontoxic soil stabilizers according to manufacturers' specifications, to all unpaved parking or staging areas or unpaved road surfaces or as needed to areas where soil is disturbed</li> </ul> <p><b>Emission Controls for Nonroad Construction Equipment.</b> Construction equipment shall meet the United States Environmental Protection Agency (EPA) Tier 4 nonroad engine standards, where feasible. The Tier 4 standards become available starting in 2012.</p>		

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p><b>Best Management Practices (BMPs) for Construction Equipment.</b> The construction contractor shall implement the following BMPs on construction equipment, where feasible, to further reduce emissions from these sources.</p> <ul style="list-style-type: none"> <li>• Use of diesel oxidation catalysts and/or catalyzed diesel particulate traps, as feasible</li> <li>• Maintain equipment according to manufacturer specifications</li> <li>• Restrict idling of equipment and trucks to a maximum of 5 minutes (per California Air Resources Board [ARB] regulation)</li> <li>• Use of high-pressure fuel injectors on diesel-powered equipment</li> <li>• Use of electricity from power poles rather than temporary diesel- or gasoline-powered generators</li> </ul> <p><b>Construction Traffic Emission Reductions.</b> The construction contractor shall implement the following measures to further reduce emissions from construction.</p> <ul style="list-style-type: none"> <li>• Trucks used for construction (a) prior to 2015 shall use engines certified to no less than 2007 nitrogen oxide (NO<sub>x</sub>) emissions standards and (b) in 2015 and beyond shall meet EPA 2010</li> </ul>		

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>emission standards.</p> <p>Provide temporary traffic control such as a flag person during all phases of construction to maintain smooth traffic flow</p> <ul style="list-style-type: none"> <li>• Schedule construction activities that affect traffic flow on arterial systems to off-peak hours where possible</li> <li>• Reroute construction trucks away from congested streets or sensitive receptor areas</li> <li>• Provide dedicated turn lanes for movement of construction trucks and equipment on and off site</li> <li>• Configure construction parking to minimize traffic interference</li> <li>• Improve traffic flow by signal synchronization</li> <li>• All vehicles and equipment will be properly tuned and maintained according to manufacturer specifications.</li> <li>• Reduce traffic speeds on all unpaved roads to 15 mph or less</li> </ul> <p><b>Emission Controls for Construction Tugboats.</b> All tugboats used in construction shall meet the EPA Tier 2 marina engine standards, and if feasible, use construction tugs that meet the EPA Tier 3 marine engine standards. The Tier 3 standards become available starting in 2009.</p>		

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p><b>Construction Tugboat Home Fleeting.</b> The construction contractor shall require all construction tugboats that home fleet in the XXX (SPBP) to (a) shut down their main engines, and (b) refrain from using auxiliary engines at dock or to use electrical shore power, if need be.</p>		
<p><b>4.2-2</b> Prior to issuance of building permits, the Marine Bureau Manager shall ensure that the final construction drawings include the following building design energy conservation measures:</p> <p><b>Green Building Design for Restroom Buildings:</b> Incorporate measures from the Leadership in Energy and Environmental Design (LEED) certification program and other green building guidelines that reduce greenhouse gas (GHG) emissions through either development density/design and/or energy conservation. The LEED for Retail–New Construction and LEED for Commercial Interiors programs developed by the United States Green Building Council are good sources for identifying measures and examples of energy conservation measures, including the following:</p> <ul style="list-style-type: none"> <li>• Meet or exceed Title 24 requirements</li> <li>• Incorporate ENERGY STAR-rated windows</li> <li>• Incorporate ENERGY STAR-rated space heating and cooling equipment</li> </ul>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to issuance of building permits</p>

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<ul style="list-style-type: none"> <li>• Incorporate hot water systems that are energy efficient</li> <li>• Incorporate ENERGY STAR-rated light fixtures</li> <li>• Incorporate ENERGY STAR-rated appliances</li> <li>• Install/operate renewable electric generation systems, as appropriate and economically feasible</li> </ul>		
<p><b>4.2-3</b> Prior to issuance of building permits, the Marine Bureau Manager shall ensure that the final construction drawings of the building operations and maintenance plan include, but are not limited to, the following energy conservation measures:</p> <ul style="list-style-type: none"> <li>• <b>Compact Fluorescent Light Bulbs:</b> All interior building lighting shall use compact fluorescent light bulbs. Fluorescent light bulbs produce less waste heat and use substantially less electricity than incandescent light bulbs.</li> <li>• <b>Energy Audits:</b> Conduct a third-party energy audit every 5 years and install innovative power-saving technology where feasible, such as power factor correction systems and lighting power regulators. Such systems help to maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use.</li> </ul>	City of Long Beach Marine Bureau Manager	Prior to issuance of building permits

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p><b>4.2-4</b> Prior to issuance of building permits, the Marine Bureau Manager shall ensure that the final construction drawings and the construction contract indicate that no more than 1 acre (43,560 square feet) of parking lot pavement area shall be under construction for replacement at any one time during each phase of the project.</p>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to issuance of building permits</p>
<p><b>4.2-5</b> During all phases of demolition, dredging, and construction, the Marine Bureau Manager shall ensure that the contract to construct complies with the following rules for construction and operation to minimize the air quality impacts from the proposed project. The following measures are required and will reduce or minimize air pollutants generated by construction vehicles and equipment and fugitive dust emissions associated with earthmoving or excavation operations, or other soil disturbances, as identified in South Coast Air Quality Management District (SCAQMD) Rules 402 and 403. The following measures shall be printed on all final plans and drawings associated with the project:</p> <p>During earthmoving or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust-preventive measures using the following procedures:</p> <ul style="list-style-type: none"> <li>• All material excavated shall be sufficiently watered to prevent excessive amounts of dust. Watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after</li> </ul>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Ongoing during all phases of demolition, dredging, and construction</p>

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>work is done for the day.</p> <ul style="list-style-type: none"> <li>• All earthmoving or excavation activities shall cease during periods of high winds (i.e., winds greater than 20 miles per hour [mph] averaged over 1 hour).</li> <li>• All material transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.</li> <li>• The area disturbed by earthmoving or excavation operations shall be minimized at all times.</li> </ul> <p>After earthmoving or excavation operations, fugitive dust emissions shall be controlled using the following measures:</p> <ul style="list-style-type: none"> <li>• Portions of the construction area to remain inactive longer than a period of 3 months shall be revegetated and watered until cover is grown.</li> <li>• All active portions of the construction site shall be watered to prevent excessive amounts of dust.</li> </ul> <p>At all times, fugitive dust emissions shall be controlled using the following procedures:</p>		

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<ul style="list-style-type: none"> <li>• On-site vehicle speed shall be limited to 15 mph.</li> <li>• Road improvements shall be paved as soon as feasible, watered periodically, or chemically stabilized.</li> </ul> <p>At all times during the construction phase, ozone precursor emissions from mobile equipment shall be controlled using the following procedures:</p> <ul style="list-style-type: none"> <li>• Equipment engines shall be maintained in good condition and in proper tune according to manufacturer's specifications.</li> <li>• On-site mobile equipment shall not be left idling for a period longer than 60 seconds.</li> </ul> <p>Outdoor storage piles of construction materials shall be kept covered, watered, or otherwise chemically stabilized with a chemical wetting agent to minimize fugitive dust emissions and wind erosion.</p>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to the start of any construction or dredging activities</p>
<p><b>4.3 BIOLOGICAL RESOURCES</b></p>		
<p><b>4.3-1</b> Prior to the start of any construction or dredging activities, the Marine Bureau Manager shall verify that a qualified biologist has been retained and shall be on site to assess the roosting (and foraging) behavior of waterbirds at the Marina immediately prior to any major construction disturbance. In the event of an imminent threat to a special-status species, the monitor shall immediately contact the Construction</p>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to the start of any construction or dredging activities</p>

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>Manager. In the event the Construction Manager is not available, the monitor shall have the authority to redirect or halt construction activities if determined to be necessary.</p> <p>4.3-2 Prior to the start of any construction or dredging activities, the Marine Bureau Manager shall verify that the following measures have been incorporated into the final project plans and construction contract in order to further reduce any potential impacts to green sea turtles:</p> <ul style="list-style-type: none"> <li>• A qualified marine biologist shall be on site during the construction period to monitor the presence of endangered species. The on-site biological monitor shall have the authority to halt construction operations and shall determine when construction operations can proceed.</li> <li>• Construction crews and work vessel crews shall be briefed on the potential for this species to be present and will be provided with identification characteristics of sea turtles, since they may occasionally be mistaken for seals or sea lions.</li> <li>• In the event that a sea turtle is sighted within 100 meters of the construction zone, all construction activity shall be temporarily stopped until the sea turtle is safely outside the outer perimeter of construction. The on-site biological monitor shall have the authority to halt construction operation and shall determine when</li> </ul>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to the start of any construction or dredging activities</p>

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>construction operations can proceed.</p> <p>The biological monitor shall prepare an incident report of any green sea turtle activity in the project area and shall inform the construction manager to have his/crews be aware of the potential for additional sightings. The report shall be provided within 24 hours to the California Department of Fish and Game (CDFG) and the National Marine Fisheries Service (NMFS).</p>		
<p><b>4.3-3</b> Prior to the start of any construction or dredging activities, the Marine Bureau Manager shall ensure that an Eelgrass Mitigation Plan has been included in the contract for construction. The Plan shall require that any direct losses to eelgrass will be mitigated at a ratio of 1.2:1 according to the Southern California Eelgrass Mitigation Policy (SCEMP) requirement. According to current surveys, eelgrass to be impacted by the project is 1,373 square feet (sf), which would result in 1,648 sf to be mitigated at the 1.2:1 mitigation ratio. As detailed in the SCEMP, the actual amount of eelgrass to be mitigated shall depend on preconstruction surveys, postconstruction surveys, and surveys at a control site at the appropriate time prior to the beginning of project activities. The preferred mitigation area is located adjacent to the northeast end of Marine Stadium on a City of Long Beach-owned storage site. A qualified biologist shall monitor the successful establishment of the eelgrass mitigation site for a period of 5 years, in accordance with the Southern California Eelgrass Mitigation Policy.</p>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to the start of any construction or dredging activities</p>

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p><b>4.3-4</b> Prior to issuance of any demolition or construction permits, the Marine Bureau Manager shall provide verification that the following provision has been included in the contract for project construction: that a qualified biologist has been retained to implement the following measures, which shall be incorporated during all phases of construction in order to minimize impacts on eelgrass and other biological resources:</p> <ul style="list-style-type: none"> <li>• Impacts to eelgrass beds shall be avoided where practical and feasible. A project marine biologist shall mark the positions of eelgrass beds with buoys prior to the initiation of any construction to minimize damage to eelgrass beds outside the construction zone. To assist the construction crew in avoiding unnecessary damage to eelgrass, the project marine biologist shall meet with the construction crews prior to dredging to review areas of eelgrass to avoid and to review proper construction techniques.</li> <li>• Barges and work vessels shall avoid impacts to eelgrass beds in Basins 2 and 4. Barges and work vessels shall be operated in a manner to ensure that eelgrass beds are not impacted through grounding, propeller damage, or other activities that may disturb the seafloor. Such measures shall include speed restrictions, establishment of off-limit areas, and use of shallow draft vessels.</li> <li>• A qualified marine biologist shall monitor the construction process on a weekly basis to ensure that all water quality best management</li> </ul>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to issuance of any demolition or construction permits</p>

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>practices (BMPs) are implemented and to assist the project engineer in avoiding and minimizing environmental effects to benthic communities, including eelgrass. Within 30 days after the project is completed, a post-construction marine biological survey shall be conducted to determine the extent of any construction impacts on eelgrass habitat. The survey report will be completed within 30 days and shall be submitted to the California Coastal Commission and the United States Army Corps of Engineers.</p>		
<p><b>4.3-5</b> Prior to issuance of any demolition or construction permits, the Marine Bureau Manager shall verify that the following measures have been incorporated into the final project plans and construction contract. The construction contractor shall be responsible for ensuring that the following measures are implemented during all phases of construction in order to minimize impacts on biological resources:</p> <ul style="list-style-type: none"> <li>• No construction materials, equipment, debris, or waste shall be placed or stored where it may be subject to tidal erosion and dispersion. Construction materials shall not be stored in contact with the soil. Any construction debris within the temporary cofferdam area shall be removed from the site at the end of each construction day.</li> <li>• Reasonable and prudent measures shall be taken to prevent all discharge of fuel or oily waste from heavy machinery or</li> </ul>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to issuance of any demolition or construction permits</p>

**Table 7.A: Mitigation and Monitoring Reporting Program**

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>construction equipment or power tools into Alamitos Bay. Such measures include deployed oil booms and a silt curtain around the proposed construction zone at all times to minimize the spread of any accidental fuel spills, turbid construction-related water discharge, and debris. Other measures include training construction workers on emergency spill notification procedures, proper storage of fuels and lubricants, and provisions for on-site spill response kits.</p> <ul style="list-style-type: none"> <li>• All trash shall be disposed of in the proper trash receptacles at the end of each construction day. Any construction debris shall be removed from the site.</li> <li>• During construction, floating booms shall be used to assist in containing debris discharged. Any debris discharged shall be removed as soon as possible but no later than the end of each day.</li> <li>• If turbid conditions are generated during construction, including dredging or pile driving, a silt curtain shall be utilized to control turbidity. The City of Long Beach shall limit, to the greatest extent possible, the suspension of benthic sediments into the water column.</li> <li>• The City shall implement all the requirements of the Department of the Army Permit and the RWQCB WQC, This includes the anticipated dredging water quality monitoring plan set forth by the</li> </ul>		

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>RWQCB.</p> <ul style="list-style-type: none"> <li>Construction methods shall be used that are the least damaging to benthic sediments and organisms.</li> </ul> <p>Reasonable and prudent measures shall be taken to prevent all discharge of fuel or oily waste from heavy machinery or construction equipment or power tools into Alamitos Bay. The City of Long Beach shall have adequate equipment available to contain such spills immediately.</p>		
<p><b>4.3-6</b> Prior to issuance of any demolition or construction permits, the Marine Bureau Manager shall ensure that the following provisions are incorporated into the final project plans and construction contract for the purpose of protecting nesting birds within the study area during construction:</p> <ul style="list-style-type: none"> <li>Tree and vegetation removal shall be restricted to outside the likely active nesting season (January 1–September 1) for those bird species present or potentially occurring within the project area. That time period is inclusive of most other birds’ nesting periods, thus maximizing avoidance of impacts to any nesting birds. If construction must be completed during the breeding season listed above, surveys for nesting birds shall be conducted at least 15 days prior to construction. Should an occupied nest be detected, the City will consult with the California Department of Fish and Game</li> </ul>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to issuance of any demolition or construction permits</p>

**Table 7.A: Mitigation and Monitoring Reporting Program**

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>(CDFG) to determine an appropriate means for reducing impacts to nesting birds prior to tree removal. If nesting birds are observed within the vicinity, a buffer from the nest shall be established. The size of the buffer is dependent on the species and shall be determined by a qualified biologist. The buffer shall be delineated by roping the boundaries of construction and shall remain in place until the nest is abandoned or the young have fledged.</p>		
<p><b>4.3-7</b> The Marine Bureau Manager shall ensure that a field survey to investigate the presence of the invasive algae <i>Caulerpa taxifolia</i> is conducted 30 to 60 days prior to commencement of construction by qualified divers certified by the California Department of Fish and Game (CDFG) and National Marine Fisheries Service (NMFS) to conduct such surveys. The preconstruction <i>Caulerpa</i> surveys will be conducted according to the accepted criteria of the Southern California <i>Caulerpa</i> Action Team (SCCAT) for conducting surveys for the invasive algae and in accordance with the NMFS and CDFG <i>Caulerpa</i> survey protocols. In accordance with the recommendations of the SCCAT, and according to the NMFS <i>Caulerpa</i> Control Protocol (Version 3, adopted March 12, 2007 [NMFS 2007]), a survey must be conducted in harbor areas that may be disturbed. In areas that are expected to be free of <i>Caulerpa</i>, a 20 percent visual Surveillance Level survey is required prior to any dredging. The survey will also identify any other marine vegetation in the proposed construction area,</p>	<p>City of Long Beach Marine Bureau Manager</p>	<p>30 to 60 days prior to commencement of any construction</p>

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>including eelgrass. The Marine Bureau Manager, or his/her designee, will transmit the survey results via <i>Caulerpa</i> Survey Reporting Form to NMFS and the CDFG within 48 hours of completion of the survey. If <i>Caulerpa</i> is identified in the project area, the City, NMFS, and CDFG will be notified within 24 hours of completion of the survey. In the event that <i>Caulerpa</i> is detected, disturbance shall not be conducted until such time as the infestation has been isolated, treated, or the risk of spread from the proposed disturbing activity is eliminated in accordance with Section F of the <i>Caulerpa</i> Control Protocol.</p>		
<p><b>4.4 CULTURAL AND HISTORIC RESOURCES</b></p>		
<p>No potentially significant impacts were identified and no mitigation is required.</p>		
<p><b>4.5 GEOLOGY AND SOILS</b></p>		
<p><b>4.5-1</b> Prior to issuance of building permits, the Marine Bureau Manager shall verify that recommendations contained in the Geotechnical Evaluation prepared for the proposed project (Ninyo and Moore, February 2007) have been incorporated into final construction drawings. Design and grading construction shall be performed in accordance with the most current California Building Code in use by the City of Long Beach, the most current local grading regulations, and recommendations of the project geotechnical consultant.</p>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to issuance of building permits</p>

Table 7.A: Mitigation and Monitoring Reporting Program

	Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<b>4.6 HAZARDS AND HAZARDOUS MATERIALS</b>			
<b>4.6-1</b>	<p>Prior to issuance of any permits allowing dredging in Basin 1, the City of Long Beach (City) shall conduct additional laboratory testing of the sediment materials from Basin 1. Additional testing shall be conducted prior to disposal of the contaminated soils to determine if concentrations of mercury exceed the Soluble Threshold Limit Concentration (STLC) for mercury at 0.2 milligrams per liter (mg/L) and are considered hazardous by State standards (California Code of Regulations [CCR], Title 22, Section 66261.1-66261.126), and/or are considered hazardous by federal standards (Resource Conservation Recovery Act [RCRA]), where mercury concentrations exceed the federal threshold of 0.2 mg/L, as determined from toxicity characteristic leaching procedure (TCLP) extract testing (TCLP method shall be determined by leaching potential).</p>	<p>City of Long Beach/City of Long Beach Marine Bureau Manager</p>	<p>Prior to issuance of any permits allowing dredging in Basin 1</p>
<b>4.6-2</b>	<p>Prior to issuance of any permits allowing dredging in Basin 1, the City of Long Beach shall conduct a Human Health Risk evaluation to determine the level of exposure to potentially hazardous levels of mercury during construction activities.</p>	<p>City of Long Beach/ City of Long Beach Marine Bureau Manager</p>	<p>Prior to issuance of any permits allowing dredging in Basin 1</p>
<b>4.6-3</b>	<p><b>Soil Management Plan:</b> The Office of Environmental Health Hazard Assessment (OEHHA) shall review the dredge materials removal workplan and shall list any additional requirements. Implementation of the workplan shall be overseen by the OEHHA</p>	<p>City of Long Beach/ The Office of Environmental Health Hazard</p>	<p>Prior to issuance of any permits allowing dredging in Basin 1/ prior to</p>

**Table 7.A: Mitigation and Monitoring Reporting Program**

<b>Mitigation Measures</b>	<b>Responsible Party</b>	<b>Timing for Mitigation Measure</b>
<p>for compliance with local, State, and federal regulations. Any additional sampling or contaminant material removal shall be subject to these same regulations. As part of the soil management plan, all disposal material will be characterized prior to disposal at a State landfill site. All hazardous waste will be disposed of in a Class I landfill. All other soils or solid waste will be disposed of at an unclassified landfill. In addition, during construction activities of the potentially impacted soils on site, monitoring will be required by the South Coast Air Quality Management District (SCAQMD).</p> <p>After removal of the contaminated materials from Basin 1 and during the drying process of these sediments/soils, a mixture of Simple Green and water (10:1) shall be lightly applied to the excavated sediments/soils. Simple Green accelerates the decomposition process and will have the overall result of shortening the duration of odor emissions.</p>	<p>Assessment (OEHHA)</p>	<p>disposal of Basin 1 sediments at a State landfill site</p>
<p><b>4.6-4</b> During all excavation activities, the Marine Bureau Manager shall ensure that all construction subcontractors comply with the appropriate health and safety measures required by the Occupational Safety and Health Administration (OSHA). In the event that groundwater is encountered during grading or excavation activities, all construction activities shall be terminated</p>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Ongoing during all excavation and grading activities</p>

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>in the immediate area until the groundwater is investigated for potentially hazardous content. In the event that suspicious odors are observed in soil, construction shall also be terminated until the soil is properly characterized for hazardous waste content. Appropriate measures shall be taken in compliance with all applicable regulations for the characterization and disposal of hazardous materials.</p>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to the issuance of any demolition permits and at least 10 days prior to any demolition work for proposed improvements, the Marine Bureau Manager shall notify and submit fees to the South Coast Air Quality Management District (SCAQMD) in compliance with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities. Contractors shall adhere to the requirements of SCAQMD Rule 1403 during all construction and demolition activities.</p>
<p><b>4.6-5</b> Prior to the issuance of any demolition permits and at least 10 days prior to any demolition work for proposed improvements, the Marine Bureau Manager shall notify and submit fees to the South Coast Air Quality Management District (SCAQMD) in compliance with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities. Contractors shall adhere to the requirements of SCAQMD Rule 1403 during all construction and demolition activities.</p>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to the issuance of any demolition permits and at least 10 days prior to any demolition work for proposed improvements</p>
<p><b>4.6-6</b> Prior to the issuance of any demolition permits, the Marine Bureau Manager shall provide evidence that a certified asbestos consultant has conducted an asbestos survey of the existing concrete materials. If asbestos-containing material (ACM) is found, it shall be removed and disposed of by a licensed and certified asbestos abatement contractor in accordance with requirements outlined by the local county health department.</p>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to the issuance of any demolition permits</p>

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p><b>4.6-7</b> Prior to the issuance of any demolition permits, the Marine Bureau Manager shall provide evidence that a certified lead-based paint (LBP) consultant has conducted LBP surveys in the areas where paint materials may be removed or disturbed on existing structures. If LBPs are found, they shall be removed and disposed of by a licensed and certified LBP contractor in accordance with requirements outlined by the local county health department.</p>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to the issuance of any demolition permits</p>
<p><b>4.6-8</b> Prior to the issuance of any demolition permits, the City of Long Beach shall conduct the inspection of utility pole-mounted transformers within the project area for leaks. Leaking transformers shall be considered a potential for polychlorinated biphenyl (PCB) hazard unless tested and shall be handled accordingly. If the removal of utility poles is anticipated, all treated wooden poles may have a potential for creosote. Areas immediately surrounding the utility pole shall be tested and handled accordingly.</p>	<p>City of Long Beach/City of Long Beach Marine Bureau Manager</p>	<p>Prior to the issuance of any demolition permits</p>
<p><b>4.7 HYDROLOGY AND WATER QUALITY</b></p>		
<p><b>4.7-1</b> Prior to issuance of a grading permit, the Marine Bureau Manager shall verify that construction plans for the project include features meeting the applicable construction activity Best Management Practices (BMPs) and erosion and sediment control BMPs published in the <i>California Storm Water BMP Handbook—Construction Activity</i> or equivalent. The construction contractor</p>	<p>City of Long Beach Marine Bureau Manager/City Building Official</p>	<p>Prior to the issuance of any grading permit</p>

**Table 7.A: Mitigation and Monitoring Reporting Program**

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>shall be required to submit a Storm Water Pollution Prevention Plan (SWPPP) to the City that includes the BMP types listed in the handbook or equivalent. The SWPPP shall be prepared by a civil or environmental engineer and will be reviewed and approved by the City Building Official prior to the issuance of any grading or building permits. The SWPPP shall reduce the discharge of pollutants to the maximum extent practicable using BMPs, control techniques and systems, design and engineering methods, and such other provisions as appropriate. A copy of the SWPPP shall be kept at the project site.</p> <p>The SWPPP shall meet the requirements of the General Construction Permit and shall identify potential pollutant sources associated with construction activities; identify non-storm water discharges; develop a water quality monitoring and sampling plan; and identify, implement, and maintain BMPs to reduce or eliminate pollutants associated with the construction site. The BMPs identified in the SWPPP shall be implemented during project construction. The SWPPP Notice of Termination (NOT) shall be submitted to the State Water Resources Control Board (SWRCB) upon completion of construction and stabilization of the site.</p>		

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p><b>4.7-2</b> Prior to issuance of demolition and grading permits, the Marine Bureau Manager shall demonstrate to the Director of Long Beach Development Services, or their designee, that compliance with the provisions of the <i>National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Construction and Land Disturbance Activities</i>, and any subsequent permit as they relate to construction activities for the project has been obtained. This will include submission of the Permit Registration Documents, including a Notice of Intent (NOI), a risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and signed certification statement to the State Water Resources Control Board (SWRCB) at least 14 days prior to the start of construction.</p>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to issuance of demolition and grading permits</p>
<p><b>4.7-3</b> Prior to issuance of demolition and grading permits, the Marine Bureau Manager shall provide evidence that a Standard Urban Storm Water Mitigation Plan (SUSMP) for the project has been prepared in accordance with the Los Angeles County SUSMP and the Municipal National Pollutant Discharge Elimination System (NPDES) Permit. The project SUSMP shall identify all of the Nonstructural and Structural Best Management Practices (BMPs) that will be implemented as part of the project in order to reduce impacts to water quality to the maximum extent practicable by addressing typical land use pollutants and pollutants that have</p>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to issuance of demolition and grading permits</p>

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>impaired the Alamitos Bay. The SUSMP shall be reviewed and approved by the City of Long Beach Building Official prior to issuance of a grading permit.</p> <p><b>4.7-4</b> Prior to the issuance of any construction permits, the Marine Bureau Manager shall provide verification in the record that approval to initiate the City's contract with AES (to increase pumping rates) has been incorporated into project plans and will be implemented in the event that water quality standards are exceeded during construction activities associated with Basins 6-North and 6-South (Basins 6-N and 6-S). The construction contractor shall be responsible for notifying the Marine Bureau Manager in the event that increased flushing in the Bay is needed, should water quality remain impaired (i.e., water quality standards are exceeded) beyond 2 days after dredging in Basins 6-N or 6-S.</p>	<p>City of Long Beach Marine Bureau Manager/ Construction Contractor</p>	<p>Prior to the issuance of any construction permits</p>
<p><b>4.7-5</b> Prior to the issuance of any construction permits, the Marine Bureau Manager shall provide verification that authorization has been obtained from: (1) the United States Army Corps of Engineers (Corps) under the Section 404 Permit program for the discharge of fill material into jurisdictional waters; (2) the Corps, under Section 10 of the Rivers and Harbors Act for the disposal of dredged material and placement of piles and riprap; and (3) the Corps, under Section 103 of the Marine Protection Research and</p>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to the issuance of any construction permits</p>

**Table 7.A: Mitigation and Monitoring Reporting Program**

	<b>Mitigation Measures</b>	<b>Responsible Party</b>	<b>Timing for Mitigation Measure</b>
	<p>Sanctuaries Act for the transportation of dredged material for ocean disposal. In addition, standard conditions of the Corps permits require Section 401 water quality certification by the Regional Water Quality Control Board (RWQCB). In order to obtain these authorizations, the City shall develop a mitigation plan subject to review and approval by the appropriate resource agencies (Corps, United States Fish and Wildlife Service [USFWS], National Marine Fisheries Service [NMFS], California Department of Fish and Game [CDFG], and RWQCB).</p>		
<p><b>4.7-6</b></p>	<p>Prior to the issuance of any construction permits, the Marine Bureau Manager shall demonstrate in the record that Best Management Practices (BMPs) for all dredging activities, as listed in Appendix F of this document, have been incorporated into project plans in order to reduce impacts to water quality to the maximum extent practicable. The construction contractor shall be responsible for performing and documenting the application of BMPs identified in this document.</p>	<p>City of Long Beach Marine Bureau Manager/ Construction Contractor</p>	<p>Prior to the issuance of any construction permits</p>
<p><b>4.7-7</b></p>	<p>Prior to the issuance of any construction permits, the Marine Bureau Manager shall provide verification in the record that a trash and debris containment boom has been incorporated into project plans and will be implemented during all dock removal and replacement activities in order to reduce impacts to water quality to the maximum extent practicable. The construction</p>	<p>City of Long Beach Marine Bureau Manager/ Construction Contractor</p>	<p>Prior to the issuance of any construction permits</p>

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
contractor shall be responsible for performing and documenting the application of the trash and debris containment boom.		
<b>4.8 LAND USE</b> No potentially significant impacts were identified, and no mitigation is required.		
<b>4.9 NOISE</b>		
<b>4.9-1</b> Prior to the issuance of any permit, the Marine Bureau Manager shall demonstrate that the following requirements are printed on all final project plans: Consistent with the City of Long Beach (City) Noise Ordinance, construction activity that produces loud or unusual noise that could impact a reasonable person of normal sensitivity shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and federal holidays, and between 9:00 a.m. and 6:00 p.m. on Saturdays. No construction activities shall occur on Sundays.	City of Long Beach Marine Bureau Manager	Prior to the issuance of any permit/Ongoing during construction activities
<b>4.9-2</b> Prior to the issuance of any permit, the Marine Bureau Manager shall demonstrate that the following requirement is printed on all final project plans: during construction and demolition, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.	City of Long Beach Marine Bureau Manager/ Construction Contractor	Prior to the issuance of any permit/Ongoing during construction activities
<b>4.9-3</b> Prior to the issuance of any permit, the Marine Bureau Manager shall demonstrate that the following requirement is printed on all final project plans: the project contractor shall place all stationary	City of Long Beach Marine Bureau Manager	Prior to the issuance of any permit

Table 7.A: Mitigation and Monitoring Reporting Program

	<b>Mitigation Measures</b>	<b>Responsible Party</b>	<b>Timing for Mitigation Measure</b>
4.9-4	<p>construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.</p> <p>Prior to the issuance of any permit, the Marine Bureau Manager shall demonstrate that the following requirement is printed on all final project plans: the construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.</p>	City of Long Beach Marine Bureau Manager/ Construction Contractor	Prior to the issuance of any permit
4.9-5	<p>Prior to issuance of a grading permit, the Director of Parks, Recreation, and Marine shall hold a community preconstruction meeting in concert with the Construction Contractor to provide information regarding the construction schedule. The construction schedule information shall include the duration of each construction activity and the specific location, days, frequency, and duration of the pile driving that will occur during each phase of the project construction. Public notification of this meeting shall be undertaken in the same manner as the Notice of Availability mailings for this Draft Environmental Impact Report (EIR).</p>	Director of Parks, Recreation, and Marine/ Construction Contractor	Prior to issuance of any grading permit

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p><b>4.10 PUBLIC SERVICES AND UTILITIES</b></p>		
<p><b>4.10-1</b> Prior to the issuance of building permits, the Marine Bureau Manager shall demonstrate on the final construction plans that applicable interior and exterior water conservation measures have been incorporated into all aspects of this project. At a minimum, measures shall include low-flush toilets, low-flow faucets and shower heads, and the installation of efficient irrigation systems to minimize runoff and evaporation.</p>	<p>City of Long Beach Marine Bureau Manager</p>	<p>Prior to the issuance of building permits</p>
<p><b>4.10-2</b> Prior to the issuance of any demolition permit, a solid waste management plan for the proposed project shall be developed by the Marine Bureau, and submitted to the Environmental Services Bureau for review and approval. The plan shall identify methods to promote recycling and reuse of construction materials as well as safe disposal consistent with the policies and programs outlined by the City of Long Beach. The plan shall identify methods of incorporating source reduction and recycling techniques into project construction and operation in compliance with State and local requirements such as those described in Chapter 14 of the California Code of Regulations and Assembly Bill (AB) 939.</p>	<p>City of Long Beach Department of Parks, Recreation, and Marine/City of Long Beach Environmental Services Bureau</p>	<p>Prior to the issuance of any demolition permit</p>
<p><b>4.11 RECREATION</b></p>		
<p>No potentially significant impacts were identified, and no mitigation is required.</p>		

Table 7.A: Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p><b>4.12 TRAFFIC AND CIRCULATION</b></p> <p><b>4.12-1</b> Prior to the issuance of demolition or building permits, the Marine Manager shall develop a Construction Traffic Management Plan for review and approval by the City of Long Beach Traffic Engineer. The plan shall be designed by a registered Traffic Engineer and shall address traffic control for any street closure, detour, or other disruption to traffic circulation and public transit routes. The plan shall identify the routes that construction vehicles will use to access the site, the hours of construction traffic, traffic controls and detours, and off-site vehicle staging areas. The plan shall also restrict construction trucks to no more than 19 during the a.m. peak hour for any one phase of the project, prohibit truck trips after 3:30 p.m., and require that a minimum of one travel lane in each direction on Marina Drive and 2nd Street be kept open during construction activities. The plan shall also require the City to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt.</p>	<p>City of Long Beach Marine Bureau Manager/City of Long Beach Traffic Engineer</p>	<p>Prior to the issuance of demolition or building permits</p>
<p><b>4.12-2</b> Prior to the issuance of demolition or building permits, the Marine Bureau Manager shall, under the direction of the City of Long Beach Traffic Engineer, address the truck route and circulation effects of the Home Depot and/or the Second+PCH Project construction, should either of these projects be under construction in the vicinity of the project site during construction of the</p>	<p>City of Long Beach Marine Bureau Manager/City of Long Beach Traffic Engineer</p>	<p>Prior to the issuance of demolition or building permits</p>

Table 7.A: Mitigation and Monitoring Reporting Program

<b>Mitigation Measures</b>	<b>Responsible Party</b>	<b>Timing for Mitigation Measure</b>
Alamitos Bay Marina Rehabilitation project. The coordination shall identify the construction routes, the hours of construction traffic, traffic controls and detours, and off-site vehicle staging areas, and address traffic control for any street closure, detour, or other disruption to traffic circulation and public transit routes.		