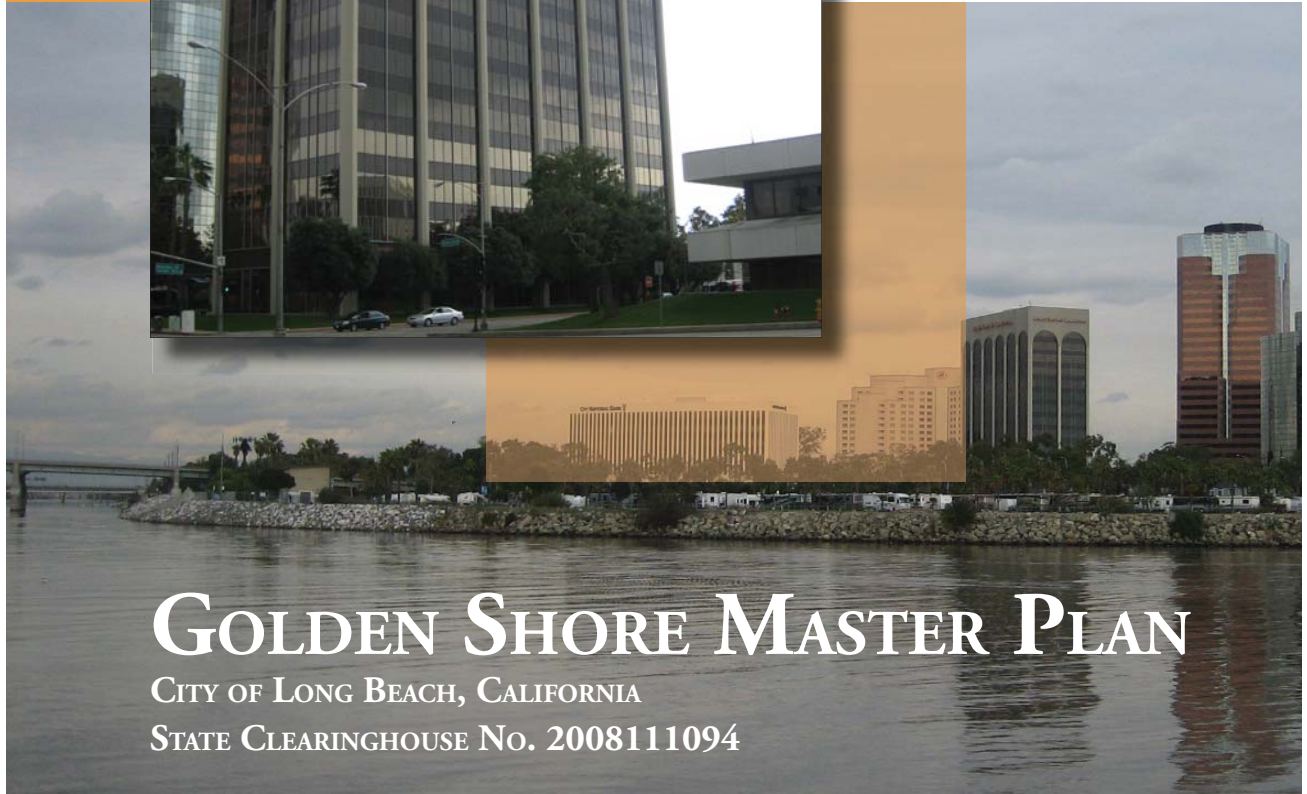


VOLUME II

**DRAFT
ENVIRONMENTAL IMPACT REPORT**



GOLDEN SHORE MASTER PLAN

CITY OF LONG BEACH, CALIFORNIA
STATE CLEARINGHOUSE No. 2008111094

TECHNICAL APPENDICES

October 2009



PCR



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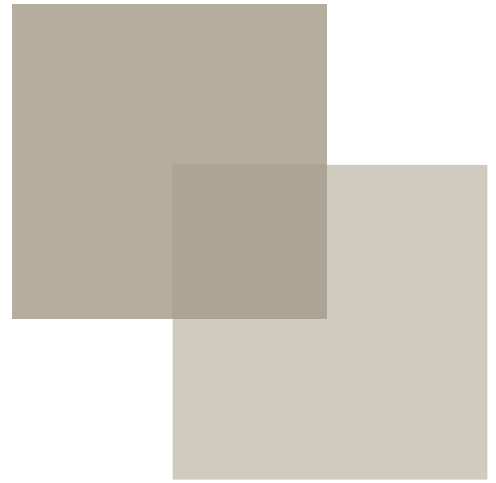
Lead Agency:

City of Long Beach
Department of Development Services
333 W. Ocean Boulevard, 5th Floor
Long Beach, California 92802
Contact: Jeff Winklepleck, Senior Planner

Prepared by:

PCR Services Corporation
One Venture, Suite 150
Irvine, California 92618

October 2009



APPENDIX A
INITIAL STUDY/NOP/NOP COMMENT LETTERS

**NOTICE OF PREPARATION
OF AN ENVIRONMENTAL IMPACT REPORT
AND
NOTICE OF PUBLIC SCOPING MEETING**

To: Agencies, Organizations, and Interested Parties

From: City of Long Beach
Department of Development Services
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802

Subject: Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting

The City of Long Beach will be the Lead Agency under the California Environmental Quality Act (CEQA) and will prepare an Environmental Impact Report (EIR) for the Golden Shore Master Plan (proposed project). The City of Long Beach requests your agency's views as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by our agency in the event you are considering future approvals related to the project. Also included below are the date, time and location of the Scoping Meeting that will be held in order to solicit input regarding the content of the Draft EIR.

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

Project Description: The proposed project would provide new residential, office, retail, and potential hotel uses, along with associated parking and open space. The project includes two development options, a Residential Option and a Hotel Option, both of which would be entitled through the City of Long Beach. However, only one option would be ultimately constructed based on market conditions prevailing at the time entitlement is complete. Under the Residential Option, development would include 1,370 condominiums, an estimated 373,541 square feet of office/retail space, approximately 3,552 parking spaces, open space and other amenities. Under the Hotel Option, development would include 1,110 condominiums, a 400-room hotel, approximately 373,541 square feet of office/retail space (similar to the amount of office/retail space proposed under the Residential Option), approximately 3,637 parking spaces, open space and other amenities. The primary difference between these two options is reflected in a single building that would either consist of 260 residential units in 29 stories or 400 hotel rooms in 15 stories. The proposed project would be constructed in two primary phases: (1) the West Phase, which includes the portion of the project site located west of Golden Shore; and (2) the East Phase, which include the portion of the project site located east of Golden Shore. Existing development totaling approximately 294,003 square feet of office and retail floor area would be removed as part of the project.

Approvals required for the proposed project include amendment of the Long Beach Downtown Shoreline Planned Development District (PD-6), Subarea 1; Site Plan Review; a Tentative Tract Map; Local Coastal Plan Amendment; Local Coastal Development Permit; demolition, grading, foundation, and building permits; haul route(s) approval, as necessary; permits for curb cuts, sidewalk reconfiguration, and other street and sidewalk improvements; and any additional actions as may be determined necessary.

A more detailed project description, location, and the potential environmental effects associated with proposed development are contained in the attached materials. A copy of the Initial Study (is is not) attached. Environmental factors that would be potentially affected by the project include: aesthetics, air quality, cultural resources (archaeological and paleontological resources), geology, hydrology/water quality, land use and planning, noise, population and housing, public services (police, fire, schools, libraries and parks), recreation, transportation/circulation, and utilities (water supply and solid waste).

Responses to NOP: Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. Therefore, your comments must be submitted no later than December 26, 2008. Please send your response to Scott Kinsey, Planner, at the address shown above. Please include the name of a contact person in your correspondence.

Public Scoping Meeting: A public scoping meeting will be held at 6:00 P.M. on December 10, 2008 at the 1st Congregational Church, Patterson Hall, at 241 Cedar Avenue in Long Beach. The purpose of the public scoping meeting is to obtain input as to the scope and content of the environmental information about the proposed project that should be explored in the EIR.

Project Title: Golden Shore Master Plan
Project Applicant: Keesal Young and Logan in association with Molina Healthcare

Date: 11/25/08
Telephone: (562) 570-6261

Signature: 
Derek Burnham
Current Planning Officer

ENVIRONMENTAL CHECKLIST FORM

- 1. Project Title:**
Golden Shore Master Plan
- 2. Lead agency name and address:**
City of Long Beach
Department of Planning and Building
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802
- 3. Contact person and phone number:**
Scott Kinsey, Planner
562-570-6461
- 4. Project location:**
One and 11 Golden Shore, and 400 Ocean Gate
- 5. Project sponsor's name and address:**
Kessal Young and Logan/Molina Healthcare
400 Oceangate Blvd.
Long Beach, CA 90802
- 6. General Plan Designation:**
LUD No. 7 - Mixed Use District
- 7. Zoning:**
PD-6 (1)
- 8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)**
See Attachment A, Project Description
- 9. Surrounding land uses and setting: Briefly describe the project's surroundings:**
The project site is located within the highly urbanized Long Beach downtown shoreline district at the terminus of the I-710 freeway. Existing adjacent high-rise buildings include the Hilton Hotel and One World Trade Center to the north and the Arco Center and other residential and mixed-use high-rise development along Ocean Boulevard to the east. The Los Angeles River and Ocean Boulevard bridge are located immediately to the west. The Golden Shore RV Park, Chancellor's office, and Golden Shore Marine Biological Reserve are located to the south, south of Shoreline Drive.
- 10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**
California Coastal Commission

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards/Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population/Housing |
| <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

| Issues: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------------|---|-------------------------------------|-------------------------------------|
| I. AESTHETICS – Would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| II. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Issues: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|-------------------------------------|---|-------------------------------------|--------------------------|
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

IV. BIOLOGICAL RESOURCES – Would the project:

| | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Issues: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------------|---|-------------------------------------|--------------------------|
| V. CULTURAL RESOURCES – Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| VI. GEOLOGY AND SOILS – Would the project: | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| Issues: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-------------------------------------|
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VII. HAZARDS AND HAZARDOUS MATERIALS –

Would the project:

| | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VIII. HYDROLOGY AND WATER QUALITY –

Would the project:

| | | | | |
|---|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| Issues: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------------|---|-------------------------------------|--------------------------|
| that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | | | | |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| IX. LAND USE AND PLANNING – Would the project: | | | | |
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Issues: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------------|---|------------------------------------|-------------------------------------|
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

X. MINERAL RESOURCES – Would the project:

| | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XI. NOISE – Would the project result in:

| | | | | |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XII. POPULATION AND HOUSING – Would the project:

| | | | | |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Issues: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------------|---|------------------------------------|-------------------------------------|
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

| | | | | |
|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| Fire protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Police protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Schools? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Parks? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Other public facilities? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

XIV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

| | | | |
|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-------------------------------------|--------------------------|--------------------------|--------------------------|

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

| | | | |
|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-------------------------------------|--------------------------|--------------------------|--------------------------|

XV. TRANSPORTATION/TRAFFIC – Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

| | | | |
|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-------------------------------------|--------------------------|--------------------------|--------------------------|

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

| | | | |
|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-------------------------------------|--------------------------|--------------------------|--------------------------|

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

| Issues: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|--|---|-------------------------------------|
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <u>XVI. UTILITIES AND SERVICE SYSTEMS</u> – Would the project: | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Other Utilities and Service Systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

Issues:

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|-------------------------------------|---|------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

ATTACHMENT A PROJECT DESCRIPTION

A. INTRODUCTION

Kessal Young and Logan in association with Molina Healthcare (the Applicants) propose the Golden Shore Master Plan (proposed project) in the Downtown Shoreline area of the City of Long Beach. The proposed project would provide new residential, office, retail, and potential hotel uses, along with associated parking and open space. The project includes two development options, a Residential Option and a Hotel Option, both of which would be entitled through the City of Long Beach. However, only one option would be ultimately constructed based on market conditions prevailing at the time entitlement is complete. Under the Residential Option, development would include 1,370 condominiums, an estimated 373,541 square feet of office/retail space, approximately 3,552 parking spaces, open space and other amenities. Under the Hotel Option, development would include 1,110 condominiums, a 400-room hotel, approximately 373,541 square feet of office/retail space (similar to the amount of office/retail space proposed under the Residential Option), approximately 3,637 parking spaces, open space and other amenities. The primary difference between these two options is reflected in a single building that would either consist of 260 residential units in 29 stories or 400 hotel rooms in 15 stories. The proposed project would be constructed in two primary phases: (1) the West Phase, which includes the portion of the project site located west of Golden Shore; and (2) the East Phase, which include the portion of the project site located east of Golden Shore. Existing development totaling approximately 294,003 square feet of office and retail floor area would be removed as part of the project.

B. PROJECT LOCATION AND SURROUNDING USES

The project site is located in downtown Long Beach, south terminus of the Long Beach Freeway (I-710) and just east of the Los Angeles River where the River flows into Queensway Bay. The project site is generally bound by Ocean Boulevard to the north, Shoreline Drive to the west and south, and parking areas associated with Arco Center to the east. In addition, Golden Shore transecting the site from north to south. The location of the project site with respect to the regional and local context is shown in Figure A-1 on page A-2.

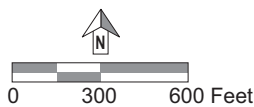
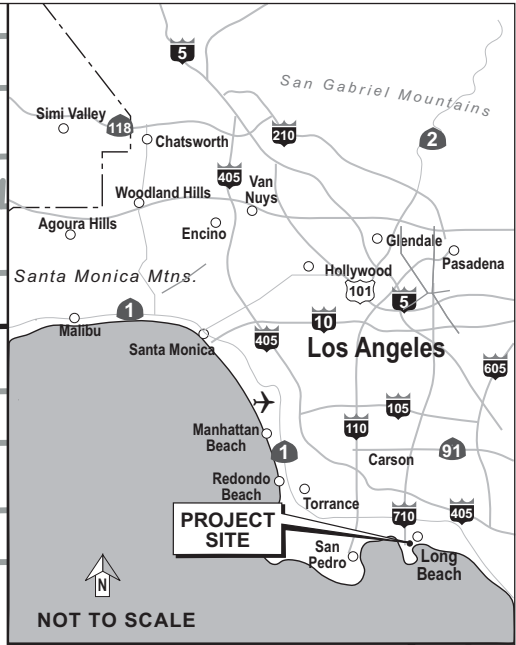
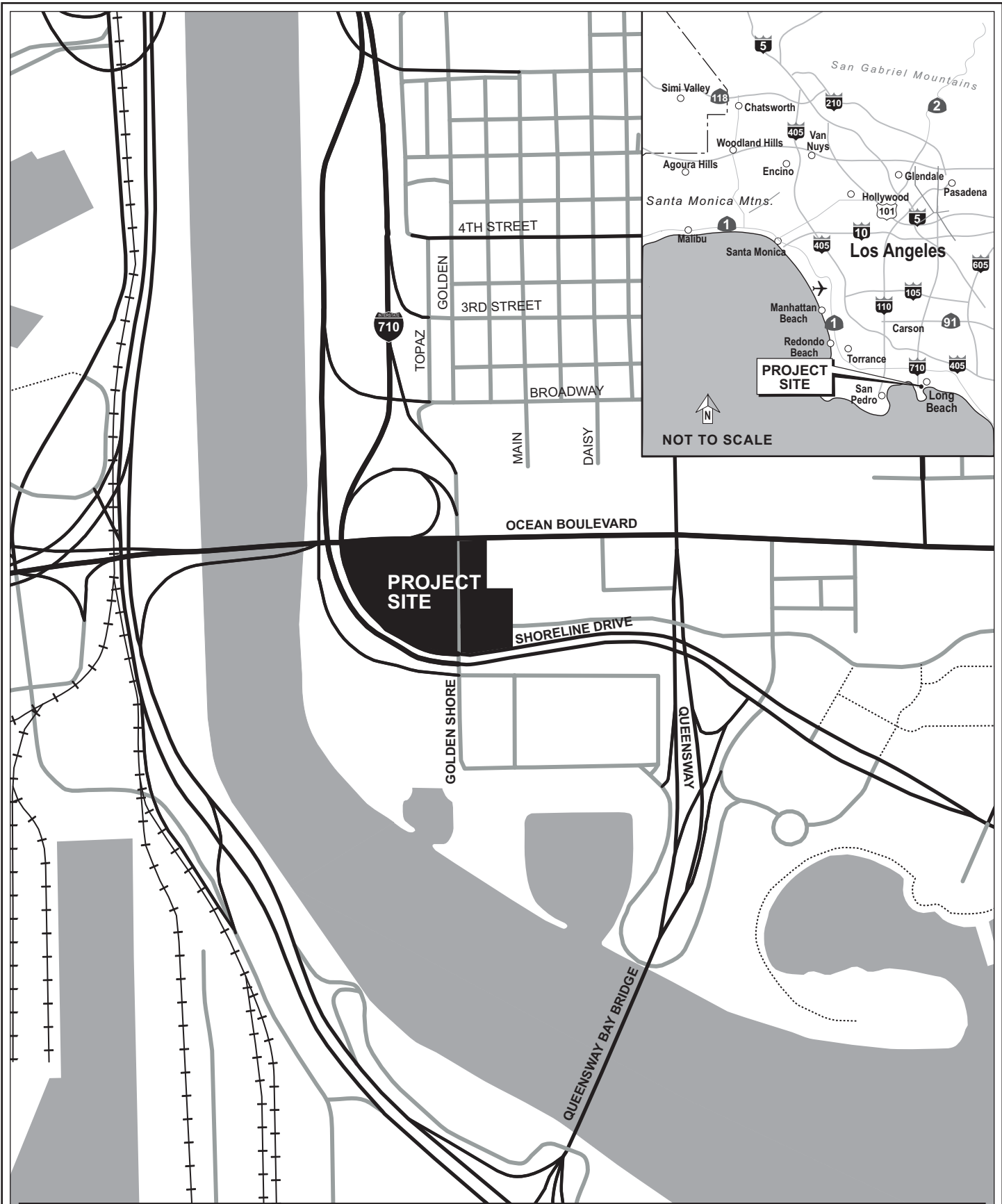


Figure A-1
Regional Location Map

Source: PCR Services Corporation, 2008; Thomas Bros., 2003.

Land uses surrounding the project site consist of a variety of residential, waterfront, and commercial uses. Golden Shore RV Resort, a park for recreational vehicles, is located to the south of the site, south of Shoreline Drive and west of Golden Shore. The City of Long Beach Golden Shore Marine Biological Reserve and an associated public parking lot are located to the south of the RV park. Immediately south of Shoreline Drive to the east of Golden Shore is the campus of the Office of the State University Chancellor. The campus includes an approximately six-story office building and a broad, landscaped surface parking lot. The Catalina Express terminal and parking structure are also located on Golden Shore, just east of the Chancellor's campus. This terminal offers ferry and express service to Catalina Island. Queensway Bay and Landing, the Aquarium of the Pacific, the Downtown Long Beach Marina, and other waterfront features are located further to the southeast of the site.

Santa Cruz Park (a City of Long Beach public park), the 15-story Hilton Hotel, and the 27-story One World Trade Center building are located to the north of project site, north of Ocean Boulevard. Arco Center, twin 13-story office buildings also known as 200 – 300 Ocean Gate Plaza, is located directly to the east of the East Phase site. The Arco Center and the East Phase site are connected via a broad, landscaped plaza. An aerial photograph depicting the relationship of the project site to surrounding uses, including the City of Long Beach shoreline, is provided in Figure A-2 on page A-4.



In addition to the surrounding network of streets and highways, the project site is served by public transportation. The Long Beach Transit Mall, a transit hub on the Los Angeles County Metro Blue Line, is located in downtown Long Beach approximately 0.5 miles to the east of the project site on Ocean Boulevard. The Metro Blue Line is a light rail transit system connecting downtown Long Beach to downtown Los Angeles. The Transit Mall also provides connection to Long Beach Transit's Line #111 to the Long Beach Airport and an array of buses, including the Long Beach Transit, Metro Local 60, Metro Express, LADOT Commuter Express, and Orange County Transportation Authority. Long Beach Transit also offers free shuttle buses in the downtown area, including the "The Passport." The Passport travels east-west on Ocean Boulevard, between Golden Shore and Alamitos Avenue, providing access between the shoreline's residential areas, downtown, the Catalina Express, the Downtown Marina, the Long Beach Aquarium, the Convention and Entertainment Center, and the Pike at Rainbow Harbor.

C. SITE BACKGROUND AND EXISTING CONDITIONS

The combined West Phase and East Phase parcels that comprise the project site contain a total land area of 5.87 acres, including the 4.31 acres in the West Phase parcel and 1.56 acres in the East Phase parcel. Existing land uses in the West Phase site



LEGEND

-  Project Site
-  School Location



PCR

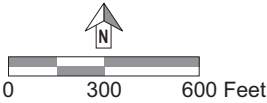


Figure A-2
Aerial Photograph of
Site and Project Vicinity

Source: PCR Services Corporation, 2008; Google Earth, 2008.

include the 6-story City National Bank and the 2-story Molina Health Care buildings. These two buildings contain a total of approximately 136,341 square feet, including approximately 4,705 square feet available for retail uses and approximately 131,636 square feet available for office uses. The West Phase site also includes 557 parking spaces located in combined surface and subterranean facilities. The East Phase site is occupied by the 14-story Union Bank of California building. This building contains approximately 157,662 square feet, including approximately 7,155 square feet of area available for retail uses and approximately 150,507 square feet of available for offices uses. A total of 363 spaces are provided in a combination of structure and surface facilities. Driveway access to the East Phase and West Phase sites is via Golden Shore.

The entire project site is designated as Long Beach Downtown Shoreline Planned Development (PD-6), Subarea 1. Subarea 1 was formerly a component of the West Beach Redevelopment Subarea. According to the Downtown Shoreline Planned Development Plan (amended August 8, 2006), all land within this subarea has been developed or planned under binding development agreements and the decision of the Redevelopment Agency of the City of Long Beach, et al, v. California Coastal Commission. Currently, development must occur in accordance with specific agreements and permits. PD-6, created under Ordinance C-7848 also requires the dedication of land for Santa Cruz Park at the south curb of Ocean Boulevard.

D. DESCRIPTION OF THE PROPOSED PROJECT

1. Proposed Development

The proposed project would provide new residential, office, retail, and potential hotel uses, along with associated parking and open space. The project includes two development options, a Residential Option and a Hotel Option, both of which would be entitled through the City of Long Beach. However, only one option would be ultimately constructed based on market conditions prevailing at the time entitlement is complete. Under both development options, the proposed uses would be housed in five buildings, with associated parking, amenities and open space. The two options would vary primarily in terms of the use and design of Building "B" in the West Phase site, developed as either a residential tower or hotel; however, the total office/retail floor area under the two options would remain the same. The project's two office components (Buildings "C" and "E") would be respectively located at the west and east sides of Golden Shore at Ocean Boulevard. These buildings would serve as gateway structures, interfacing commercial land uses to north of Ocean Boulevard.

(a) Residential Option

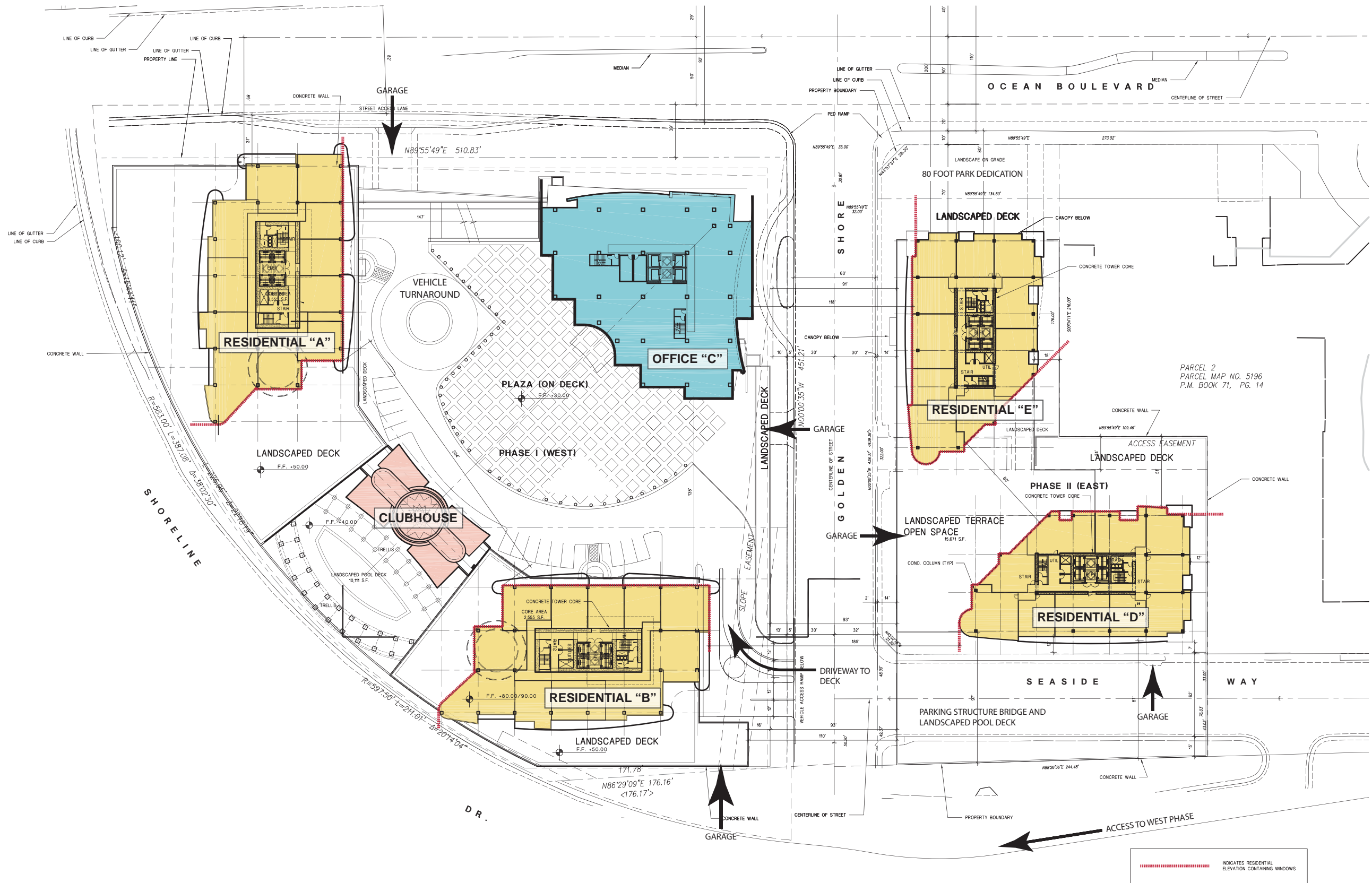
The Residential Option includes the development of five high rise buildings in the combined West Phase and East Phase sites, including three residential buildings ranging in height from 29 to 47 stories, a 19-story office building, and a 31-story mixed-use residential/office/retail building. Total development under the residential option includes 1,370 residential units, 373,541 square feet of office/retail floor area, and 3,552 parking spaces. The conceptual site plan for the Residential Option is presented in Figure A-3 on page A-7.

(1) West Phase Development and Access

Under the Residential Option, development within the West Phase would include: Building "A", a 47-story tower containing 460 residential condominium units; Building "B", a 29-story tower containing 260 residential condominium units; and Building "C", a 19-story tower containing approximately 290,127 square feet of office space. In addition, approximately 2,113 parking spaces, located in three above grade and three below grade levels; and approximately 269,506 square feet of open space, including landscaping and recreational areas on the roof (deck) of the above-grade parking structure. Amenities within the West Phase would include an approximately 5,132-square-foot clubhouse (including a 592-square-foot lobby), and a swimming pool with a landscaped deck.

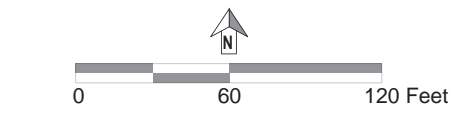
An open plaza would be a prominent feature of the West Phase development. The open plaza would form a large, central open space between the three towers, as well as provide pedestrian and vehicular access to the buildings.

A driveway to the plaza level, entered via Golden Shore, would provide access to limited guest parking in front of the lobbies of each residential tower as well as to the West Phase parking structure, terminating in a round-about near Building "A". The plaza would sit atop the roof (deck) of the central portion of the parking structure, above four levels of parking (the lower levels of which would be subterranean,). Additional parking would be provided along Shoreline Drive above the plaza level. A broad landscaped deck that would include the clubhouse and pool would be provided above a section of this parking area. Direct access to the parking structure interior and subterranean levels would be provided from Ocean Boulevard, Golden Shore, and Seaside Way. A recessed curb at the parking structure entrance on Ocean Boulevard would enhance vehicle access to and from this major arterial. A driveway from Seaside Way would cross under Golden Shore to the south edge of the West Phase parking structure.



PARCEL 2
 PARCEL MAP NO. 5196
 P.M. BOOK 71, PG. 14

INDICATES RESIDENTIAL
 ELEVATION CONTAINING WINDOWS



Source: ARK Architects, Inc., 2008; PCR Services, Inc., 2008.

Figure A-3
 Residential Option Site Plan

(2) East Phase Development and Access

Proposed development within the East Phase would include Building “D”, a 31-story tower containing 290 residential condominium units, and Building “E”, a 41-story tower containing 360 residential condominium units and 83,414 square feet of office/retail space. The East Phase would provide a total of 650 units and 1,439 parking spaces within a subterranean and above-grade parking structure. The East Phase would also provide approximately 81,347 square feet of landscaped open space, including landscaping on the roof (deck) of the parking structure.

Vehicle access to the parking structure would be via Golden Shore and Seaside Way. The East Phase would include a nine-level parking structure, with three below-grade levels and six above-grade levels. The parking structure would be designed such that the upper three levels of parking would form a bridge over Seaside Way within the southern portion of the site. The deck of the parking structure/bridge would be developed with a swimming pool and landscaped open space to serve the East Phase residential uses. A recess along Golden Shore would provide both vehicle and pedestrian entrances.

Building “E” would be set back 80 feet from Ocean Boulevard, which would allow area for dedicated park land in accordance with Ordinance C-7848. Ordinance C-7848 established standards for Santa Cruz Park in the Downtown Shoreline Planned Development District PD-6 (Subarea 1). This setback is not provided by the existing buildings. Based on the conceptual site plan, office space would be located on the first eight stories of Building “E”, the first six of which would also contain parking; two full stories of office space would be provided on the seventh and eighth levels, above the parking deck. The remainder of the 41-story Building “E” would include residential uses.

The project site’s existing 2-, 6-, and 14-story buildings, which collectively provide approximately 294,003 square feet of office/retail floor area, would be removed to allow for development of the Golden Shore Master Plan. A summary of the Residential Option, including the net increase in floor area that would result with the removal of the three existing buildings, is provided in Table A-1 on page A-9.

(3) Residential Option Building Profiles

The Residential Option would exhibit a variety of buildings heights, ranging from 19 to 47 stories. Figure A-4 on page A-10, South Elevation, illustrates the profile of the project as viewed from the south. The South Elevation is representative of the project’s high-rise character and illustrates the visual difference between the Residential and Hotel Options. As shown, the Residential Option is characterized by a variety of striking towers

Table A-1

Summary of Residential Option

| Building | Building Height | Residential Condominiums | Open Space | Office/Retail Floor Area | Parking Spaces |
|----------------------|-----------------|--------------------------|-------------------|--------------------------|----------------|
| West Phase | | | | | |
| Building "A" | 47 stories | 460 units | 122,322 sf | - | 725 |
| Building "B" | 29 stories | 260 units | 69,363 sf | - | 655 |
| Building "C" | 19 stories | - | 77,821 sf | 290,127 sf | 733 |
| West Phase Total | | 720 units | 269,506 sf | 290,127 sf | 2,113 |
| East Phase | | | | | |
| Building "D" | 31 stories | 290 units | 81,347 sf | - | 972 |
| Building "E" | 41 stories | 360 units | | 83,414 sf | 467 |
| East Phase Total | | 650 units | 81,347 sf | 83,414 sf | 1,439 |
| Total Project | | 1,370 units | 350,853 sf | 373,541 sf | 3,552 |

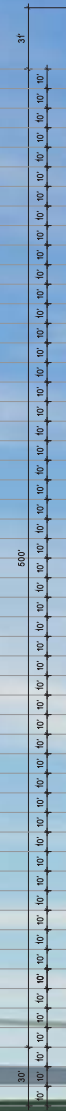
Existing Uses To Be Removed

| Parcel | Building Height | Residential Condominiums | Open Space | Retail Floor Area | Net Office Floor Area | Parking Spaces |
|---------------------------|-----------------|--------------------------|------------|--------------------|-----------------------|----------------|
| East Phase Parcel | 14 stories | - | - | 7,155 sf | 150,507 sf | 363 |
| West Phase Parcel | 2 & 6 stories | - | - | 4,705 sf | 131,636 sf | 557 |
| Total Existing | | | | 294,003 sf | | 920 |
| Project Net Change | | + 1,370 units | | + 79,538 sf | | +2,612 |

Source: Ark Architects, November 2008.

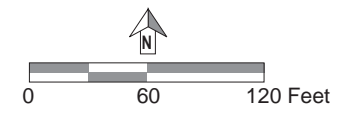
and building heights anchored by parking decks. Building "A", the 47-story residential tower, appears prominently on the west edge (left side of the drawing) of the project site. Building "B", the 29-story residential tower, appears in the approximate center forefront, to the west of Golden Shore. The south edge of Building "C", the 19-story office building is partially visible beyond Building "B".

To the east of Golden Shore (right side of the drawing), Building "D", the 31-story residential tower, is prominent in the foreground, while the upper stories of Building "E", the 41-story mixed-use building, rise above it in the background. As viewed from this location, the configuration of the towers would create open spaces between the buildings and visual variety. Architectural features include Code-required helipads incorporated into unique rooftop designs.



- HELIPAD
- LANDSCAPED TERRACE
- BALCONY GLASS RAIL
- EXTERIOR WINDOW WALL SYSTEM
- WOOD TRELLIS
- CONCRETE WALL
- GRADE

SHORELINE RESIDENTIAL "A" POOL DECK RESIDENTIAL "B" OFFICE GOLDEN SHORE RESIDENTIAL "D" BEYOND RESIDENTIAL "E"



Source: ARK Architects, Inc., 2008.

Figure A-4
Residential Option South Elevation

(b) Hotel Option

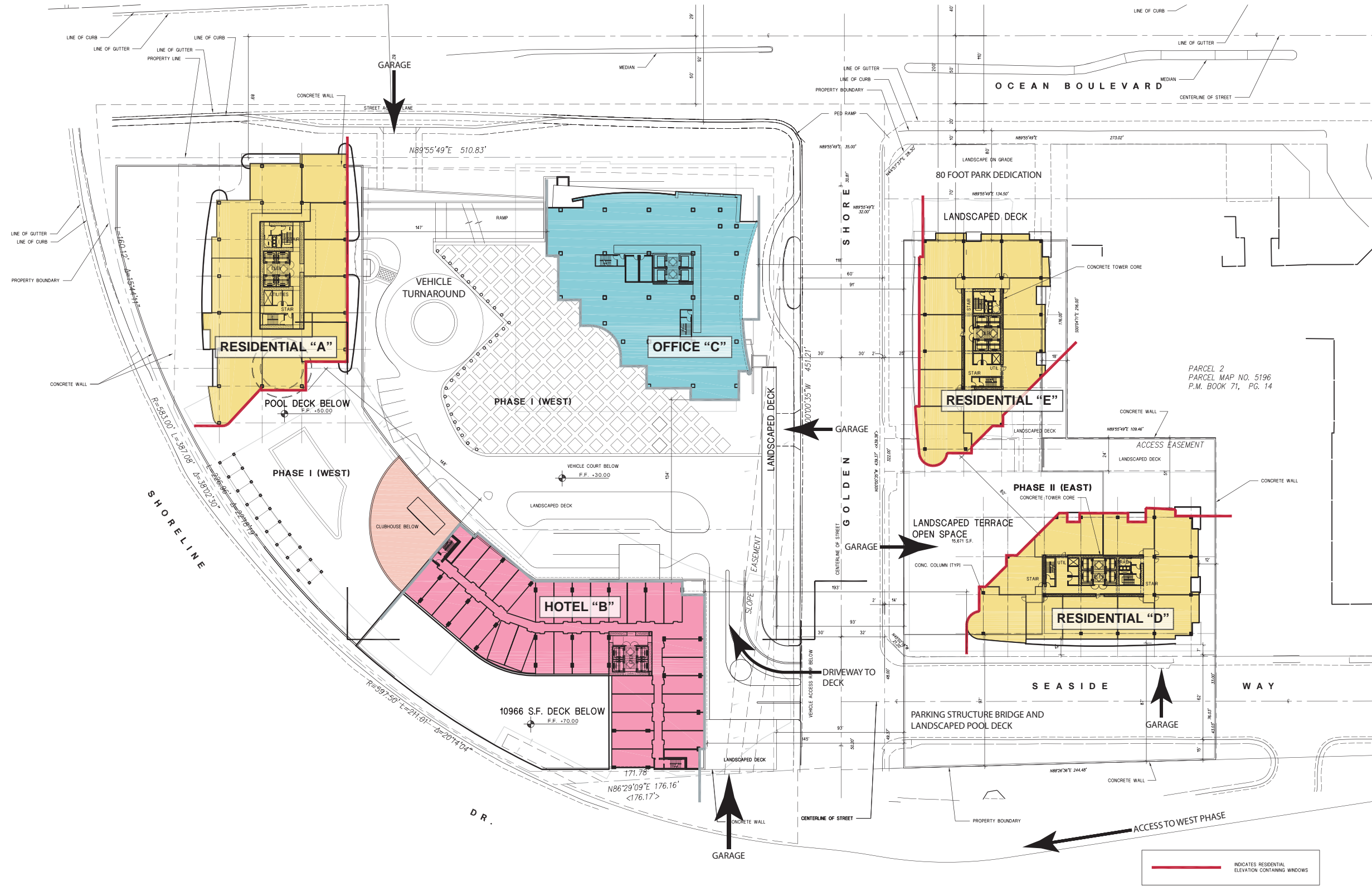
The Hotel Option includes the development of five high-rise buildings in the combined West Phase and East Phase sites, including two 41- and 47-story residential buildings, a 15-story hotel, a 19-story office building, and a 31-story mixed-use residential/office/retail building. Total development under the hotel option would include 1,110 residential units, 400 hotel rooms, and approximately 373,541 square feet of office/retail floor area, with approximately 3,637 parking spaces. The conceptual site plan for the Hotel Option is presented in Figure A-5 on page A-12.

(1) West Phase Development and Access

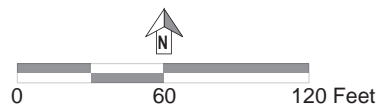
Under the Hotel Option, West Phase development would include: Building “A”, a 47-story tower containing 460 residential condominium units; Building “B”, a 15-story, 400-room hotel; and Building “C”, a 19-story tower containing approximately 290,127 square feet of office space. The West Phase component would include a total of 460 residential condominium units; 2,198 parking spaces, located in three above grade and three below grade levels; and 263,082 square feet of open space, including landscaped and recreational areas on the roof (deck) of the parking structure. The West Phase would also incorporate an approximately 3,825-square-foot clubhouse adjacent to the hotel.

As under the Residential Option, an open plaza would be a prominent feature of the West Phase development. The open plaza would form a large, central open space between the three towers, as well as provide pedestrian and vehicular access to the buildings. Pedestrian access to the lobbies of the residential tower (Building “A”) and the hotel (Building “B”) would be available from the plaza, with access from the street level provided via open staircases from Ocean Boulevard and Golden Shore. A recessed drive-through would be provided along Golden Shore to allow pedestrian pick-up and drop-off near the street entrance to Building “C”.

The parking structure design and associated vehicular access would generally be similar to that described for the Residential Option. A driveway to the plaza level, entered via Golden Shore, would provide access to limited guest parking in front of the lobbies of the hotel and residential tower as well as to the West Phase parking structure, terminating in a round-about near Building “A”. The plaza would sit atop the roof (deck) of the central portion of the parking structure, above four levels of parking (the lower levels of which would be subterranean,). Additional parking and hotel service areas would be provided along Shoreline Drive above the plaza level. A broad landscaped area with the clubhouse and an outdoor swimming pool would be located above a section of this parking.



PARCEL 2
 PARCEL MAP NO. 5196
 P.M. BOOK 71, PG. 14



Source: ARK Architects, Inc., 2008.

Figure A-5
Hotel Option Site Plan

Direct access to the parking structure interior would be provided from Ocean Boulevard, Golden Shore, and Seaside Way. Elevator access to on-site uses would also be available from the parking structure. A recessed curb at the parking structure entrance on Ocean Boulevard would enhance vehicle access to and from this major arterial. A driveway from Seaside Way would cross under Golden Shore to the south edge of the West Phase parking structure.

(2) East Phase Development and Access

The development of the East Phase under the Hotel Option would be identical to that of the Residential Option, in which development would include a 31-story, 290-unit residential tower (Building “D”) and a 41-story tower containing 360 residential condominium units and approximately 83,414 square feet of office/retail space (Building “E”). As with the Residential Option, the East Phase would include a nine-level parking structure, with three below-grade levels and six above-grade levels, with vehicle access via Golden Shore and Seaside Way. The upper four levels of parking would form a bridge over Seaside Way within the southern portion of the site.

The project site’s existing buildings would be removed to allow for development of the Golden Shore Master Plan. A summary of the Hotel Option, including the net increase in floor that would result with the removal of the three existing buildings, is provided in Table A-2 on page A-14.

(3) Hotel Option Building Profiles

The Hotel Option would exhibit a variety of buildings heights, ranging from 15 to 47 stories. Figure A-6 on page A-15, South Elevation, illustrates the project as viewed from the south. The South Elevation is representative of the project’s high-rise character and illustrates the visual difference between the Hotel and Residential Options. As shown, the Hotel Option is characterized by a variety of striking towers and building heights. Building “A”, a 47-story residential tower, appears prominently on the west edge (left side of the drawing) of the project site. Building “B”, a 15-story hotel appears in the approximate center forefront, to the west of Golden Shore. Unlike the Residential Option in which Building “C” would be largely obscured from southern vantage points, the lower, 15-story hotel would allow several stories and the roofline of Building “C”, a 19-story office building, to be visible in the background.

To the east of Golden Shore (right side of the drawing), Building E, a 31-story residential tower, is prominent in the foreground, while the upper stories of Building “E”, 41-story mixed-use building rise above it in the background. As viewed from this location, the configuration of the towers would create open spaces between the buildings and

Table A-2

Summary of Hotel Option

| Building | Building Height | Residential Condos | Hotel Rooms | Open Space | Hotel Banquet/ Restaurant | Office/Retail Floor Area | Parking Spaces |
|----------------------|-----------------|--------------------|------------------|-------------------|---|--------------------------|---------------------|
| West Phase | | | | | | | |
| Building "A" | 47 stories | 460 units | - | 122,322 sf | - | - | 824 |
| Building "B" | 15 stories | - | 400 | 65,158 sf | 7,000 sf restaurant; 20,000 sf banquet | - | 641 |
| Building "C" | 19 stories | - | - | 75,602 sf | - | 290,127 sf | 733 |
| West Phase Total | | 460 units | 400 | 263,082 sf | 7,000 sf restaurant; 20,000 sf banquet | 290,127 sf | 2,198 |
| East Phase | | | | | | | |
| Building "D" | 31 stories | 290 units | - | 81,347 sf | - | - | 972 |
| Building "E" | 41 stories | 360 units | - | | - | 83,414 sf | 467 |
| East Phase Total | | 650 units | - | 81,347 sf | - | 83,414 sf | 1,439 |
| Total Project | | 1,110 units | 400 rooms | 344,429 sf | 7,000 sf restaurant; 20,000 sf banquet | 373,541 sf | 3,637 spaces |

Existing Uses To Be Removed

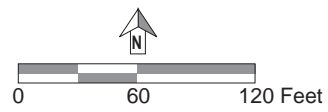
| Building | Building Height | Residential Condos | Hotel Rooms | Open Space | Hotel Banquet/ Restaurant | Retail Floor Area | Net Office Floor Area | Parking Spaces |
|---------------------------|-----------------|----------------------|--------------------|------------|---|-------------------|-----------------------|----------------------|
| East Phase Parcel | 14 stories | - | - | - | - | 7,155 sf | 150,507 sf | 363 |
| West Phase Parcel | 2 & 6 stories | - | - | - | - | 4,705 sf | 131,636 sf | 557 |
| Total Existing | | | | | | 294,003 sf | | 920 |
| Project Net Change | | + 1,110 units | + 400 rooms | | 7,000 sf restaurant; 20,000 sf banquet | +79,538 sf | | +2,717 spaces |

Source: Ark Architects, November 2008.

visible variety. Architectural features include -required helipads incorporated into unique rooftop designs.



SHORELINE RESIDENTIAL "A" POOL DECK HOTEL "B" OFFICE GOLDEN SHORE RESIDENTIAL "D" BEYOND RESIDENTIAL "E"



Source: ARK Architects, Inc., 2008.

Figure A-6
Hotel Option South Elevation

E. CONSTRUCTION/PHASING

Project construction is anticipated to begin in mid 2011, with the construction of Tower C, an office use. The project is anticipated to be phased with buildout by 2018. Construction activities would include the demolition of the existing structures, grading and excavation activities, building construction, and building finishes and interior work. Construction is expected to require soil excavation and export of approximately 12,000 to 15,000 cubic yards.

F. PROJECT APPROVALS

- Amendment of the Long Beach Downtown Shoreline Planned Development (PD-6), Subarea 1;
- Site Plan Review;
- Tentative Tract Map;
- Local Coastal Plan Amendment and Local Coastal Development Permit;
- Demolition, grading, foundation, and building permits;
- Haul route(s) approval, as necessary;
- Permits for curb cuts, sidewalk reconfiguration, and other street and sidewalk improvements; and
- Any additional actions as may be determined necessary.

ATTACHMENT B EXPLANATION OF CHECKLIST DETERMINATIONS

The following discussion provides responses to each of the questions set forth in the Initial Study Checklist established in the Guidelines for the Implementation of the California Environmental Quality Act (CEQA Guidelines). The responses below indicate those issues that are expected to be addressed in an Environmental Impact Report (EIR) and demonstrate why other issues will not result in a potentially significant environmental impact and thus do not need to be addressed further in an EIR. The questions with responses that indicate a “Potentially Significant Impact” do not presume that a significant environmental impact would result from the project. Rather, such responses indicate those issues that will be addressed in an EIR with conclusions of impact reached as part of the analysis within that future document.

I. **AESTHETICS.** *Would the project:*

a. **Have a substantial adverse effect on a scenic vista?**

Potentially Significant Impact. A scenic vista is typically defined as a view of highly valued visual resources, particularly from public vantage points. Scenic vistas in the project area generally include long-range views to the south and southwest of Queensway Bay, Long Beach Harbor, and the Pacific Ocean. These views are primarily accessible along sections of Ocean Boulevard, Shoreline Drive and north-south streets such as Golden Shore and Magnolia. The Scenic Routes Element of the Long Beach General Plan, adopted in 1975, designates Ocean Boulevard as a scenic route. The Long Beach Local Coastal Plan (LCP) also requires the preservation of view corridors from Ocean Boulevard.

The project site is currently developed with a 14-story high-rise office building, a six-story office building, and a two-story office building and associated parking structures. The Residential Option would include the development of 29-, 31-, and 47-story residential towers, a 41-story mixed use (residential/office/retail) tower, and a 19-story office tower. The Hotel Option would include the development of 31- and 47-story residential towers, a 15-story hotel, a 41-story mixed use (residential/office/retail) tower, and a 19-story office tower. Due to the heights and scale of the proposed buildings, it is recommended that the potential effects on scenic vistas be analyzed in an EIR.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. The project site is currently developed with three office buildings and associated parking structures. No valued natural features (i.e., rock outcroppings), or historic buildings exist within the site, and landscaping is limited to limited areas of ornamental trees and vegetation. Thus, development of the project would not have a significant impact on scenic historic resources or any on-site natural or aesthetic features. Further analysis of this issue in an EIR is not required.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. The project site is currently developed with three office buildings and a combination of surface and structured parking. Both project options would replace the existing uses with high-rise towers that would be visible from the surrounding area. Therefore, it is recommended that the potential for the project to affect the visual character and quality of the site and its surroundings be analyzed in an EIR.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. The project site is currently developed and located within a highly urbanized area characterized by mid- and high-rise buildings and substantial vehicle activity. In addition to existing lighting and signage associated with the existing uses, light sources also include street lighting, vehicle headlamps, illuminated signage, windows, security lighting, and architectural lighting associated with nearby high-rise development, including the adjacent 200 - 300 Ocean Gate buildings, the nearby One World Trade Center building and the Hilton Hotel. The project would include low to moderate levels of interior and exterior lighting for security, parking, signage, architectural highlighting, and landscaping, similar to nearby land uses in the surrounding area. Although the project is not expected to substantially increase ambient light levels over already high ambient conditions, project lighting or building materials may result in light or glare which could adversely affect day or nighttime views from adjacent roadways and land uses. Therefore, it is recommended that potential impacts due to light and glare will be analyzed in an EIR.

Shading impacts are influenced by the height and bulk of a structure, the time of year, the duration of shading during the day, and the sensitivity of the surrounding uses. Land uses sensitive to shading typically include residences, schools, parks and other outdoor public gathering spaces. Santa Cruz Park and outdoor recreational uses

associated with the Hilton Hotel are located to the north of the project site. Given the heights of the proposed buildings under both project options it is recommended that an analysis of potential impacts associated with shadows be analyzed in an EIR.

II. AGRICULTURAL RESOURCES. *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:*

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site is fully developed within a highly urbanized area and is not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, no agricultural or other related activities currently occur on the site or within the project vicinity. Therefore, no impacts to farmland would occur. Further analysis of this issue in an EIR is not required.

b. Conflict with the existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. The site encompasses a developed Planned Development site (PD-6, Subarea 1). No agricultural zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act. Therefore, no conflict with agricultural zoning or Williamson Act contracts would occur. Further analysis of this issue in an EIR is not required.

c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. As discussed above, no agricultural uses exist on the project site or in the project vicinity nor is the project site or the project vicinity zoned for agricultural use. Thus, the proposed project would not involve the conversion of farmland to non-agricultural uses. No impacts to agricultural land or uses would occur. Further analysis of this issue in an EIR is not required.

III. AIR QUALITY. *The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:*

a. Conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) or Congestion Management Plan?

Potentially Significant Impact. The project site is located within the 6,600 square mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, carbon monoxide, PM₁₀, and PM_{2.5}). The project would be subject to the SCAQMD's Air Quality Management Plan (AQMP). The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

The project would contribute to regional and local air emissions during construction and operation. Construction activities would produce emissions from construction equipment and fugitive dust. Project operations would potentially increase the amount of traffic associated with the project site and would, consequently, increase vehicle emissions that could affect implementation of the AQMP. As such, the proposed project's consistency with the AQMP will be further analyzed in an EIR.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The project site is located within the Basin, which is characterized by relatively poor air quality. State and Federal air quality standards are often exceeded in many parts of the Basin, with Los Angeles County among the highest of the counties that compose the Basin in terms of non-attainment of the standards. Implementation of the proposed project would increase emissions on both a short-term (i.e., during construction) and long-term basis in a non-attainment area. Short-term construction emissions would result from a number of sources, including but not limited to, the operation of heavy-duty construction equipment and on-site excavation. Long-term emissions would result from motor vehicles traveling to and from the site once the project is fully operational and stationary sources through the use of natural gas and electricity. As the project would generate air emissions during construction and operation in a region of poor air quality, this issue will be further analyzed in an EIR.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM₁₀) under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. The Basin is currently characterized as being in non-attainment with respect to Federal and State air quality standards for ozone, carbon monoxide, PM₁₀ and PM_{2.5}. As either proposed project development option would generate air emissions in the Basin during construction and operation (e.g., vehicle trips and stationary sources), this issue will be further analyzed in an EIR.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Construction activities and operation of either project development option would increase air emissions above current levels. Land uses that are generally considered sensitive to air pollution include: hospitals, schools, residences, playgrounds, child care centers, athletic facilities, and retirement/convalescent homes. Sensitive receptors in the general project vicinity include an elementary school (north of Broadway), residential uses, a hotel, and public park. Therefore, the potential for the project to affect these sensitive uses will be analyzed in an EIR.

e. Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Potential sources of odors during construction activities include the use of architectural coatings and solvents. The activities and materials associated with project construction would be typical of construction projects of similar type and size. Any odors that may be generated during construction or operation of the project would be localized and temporary in nature, and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402. As such, impacts with regard to odors would be less than significant.

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project involves the development of residential, office/retail, and potentially hotel uses and associated parking and would not introduce any major odor-producing uses that would have the potential to affect a substantial number of people. Only limited odors associated with project operations would be generated by on-site waste generation and storage, the use of certain cleaning agents, and/or restaurant uses, all of which would be consistent with existing conditions on-site and in the surrounding area. Odor impacts during project operations would be less than significant. Thus, further analysis of odor impacts in an EIR is not required.

IV. BIOLOGICAL RESOURCES. *Would the project:*

- a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?**

Less Than Significant Impact. The project site is entirely developed with three office buildings and parking structures. Given the urbanized nature of the area, the likelihood of the presence of any endangered and/or threatened species is remote. Existing vegetation includes limited areas of ornamental trees and other non-native landscaping, and no sensitive or special status species have been identified on the project site. Species likely to occur on site are limited to avian and small terrestrial species typically found in urban settings. While the project site supports some ornamental vegetation, it is devoid of natural vegetation that could serve as habitat for sensitive or special status species. In order to ensure that any migratory birds that may be nesting on the project site would not be affected by construction, the Migratory Bird Treaty Act (MBTA) requires all landscaped areas and structures to be surveyed for nesting migratory bird prior to demolition. Due the limited area of landscaping and the mandatory enforcement of existing regulations applicable to the project site, the project would not have a substantial adverse effect on sensitive or special status species. Impacts with respect to habitat modification would be less than significant. Thus, further analysis of this issue in an EIR is not required.

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?**

Less Than Significant Impact. The project site is entirely developed with three office buildings and parking structures. Existing landscaping includes limited areas of ornamental trees and other non-native landscaping. No riparian or other sensitive natural community exists on the project site. The project site is separated from the Golden Shore Marine Biological Reserve to the south by Shoreline Drive (a six-lane highway), concrete retaining walls associated with the highway, and the Golden Shore RV Park, which collectively prevent direct surface runoff from the project site from reaching the Biological Reserve. As no riparian habitat or other natural community is located within or adjacent to the project site, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. Impacts on riparian or other sensitive natural communities would be less than significant and further analysis of this issue in an EIR is not required.

- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Less Than Significant Impact. The project site is currently developed and does not contain any federally protected wetlands. The proposed project would not require any activities on federally protected wetlands through direct removal, filling or hydrological interruption, or other means, as defined in Section 404 of the Clean Water Act. As such, implementation of the proposed project would not have a significant impact on federally protected wetlands. Further analysis of this issue in an EIR is not required.

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Less Than Significant Impact. The project site is fully developed and surrounded by existing urban development, including Ocean Boulevard, a major arterial, to the north; Shoreline Drive, a six-lane highway coming off I-710 to the west and south; and the 200 - 300 Ocean Gate buildings and other urban development to the east. Due to the urbanized nature of the project area and the proximity of surrounding roadways with high traffic levels, the potential for native resident or migratory wildlife species movement through the site is very low. In addition, no wildlife corridors or native wildlife nursery sites are present on the site. Furthermore, there is no body of water existing on the project site that serves as natural habitat in which fish could exist. As such, the project would not interfere with the movement of any native resident or migratory fish or wildlife species or use of any wildlife nursery site. Impacts on wildlife movement would be less than significant and further analysis of this issue in an EIR is not required.

- e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?**

No Impact. The project site is entirely developed with three office buildings and parking structures. Existing landscaping includes limited areas of ornamental trees and other non-native landscaping. Native or natural vegetation and landmark or heritage trees that are subject to preservation policies or regulations do not occur within the project site. Any street trees removed for project development would be replaced in accordance with City standards, and the project would provide landscaping in accordance with City of Long Beach Municipal Code (LBMC) requirements that would

offset the loss of trees and open space landscaping. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources. No impacts would occur and further analysis of this issue in an EIR is not required.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. As discussed above, the project site is currently developed with buildings and parking structures within a highly urbanized area. No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the project site. Thus, no impacts would occur and further analysis of potential conflicts with habitat conservation plans in an EIR is not required.

V. CULTURAL RESOURCES. *Would the project:*

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?

Less Than Significant Impact. The project site is currently developed with buildings and parking structures. There are no historical resources within or adjacent to the project site that would be directly affected by the project. Results of a cultural resources records search conducted through the California Historical Resources Information System South Central Coastal Information Center (CHRIS-SCCIC) at California State University, Fullerton, indicate that several historical properties are located within a half-mile radius of the project site, including the City of Long Beach Drake Park/Willmore City Historic Landmark District (Willmore District).¹

The approximate boundaries of the Willmore District extend from Park Court on the east, Loma Vista Drive to the north, 4th Street on the south, and an irregular boundary to the west that includes Loma Vista.² The nearest portion of the Willmore District to the project site is along the southern margin of 4th Street, approximately three city block-lengths to the north of the project site. Several additional historic properties have been documented along Daisy Avenue, 3rd Street, Broadway, Golden Avenue, and Chestnut Avenue. These properties are listed in the Cultural Resources Survey provided in Appendix A of this Initial Study. Due to intervening development and the

¹ PCR Services Corporation, *Results of CHRIS-SCCIC Records Search, Broadway and Maine Project, Long Beach, March 22, 2007.*

² *Detailed description of Willmore District boundaries is given in City of Long Beach Ordinance No. C-7538, <http://www.longbeach.gov/civica/filebank/blobdload.asp?BlobID=8766>, accessed November 19, 2008.*

distance between the project site and the Willmore District and other historical properties, the proposed project would not have a direct impact on local historic resources.

Many of the project's proposed buildings, under either development option, are similar in height or higher than many existing high-rise buildings in the downtown area and immediate project vicinity. However, the massing and form of the proposed buildings would not represent a significant departure from the high density, high-rise character of existing development located along Ocean Boulevard to the south of the Willmore District and known historical buildings. As the proposed project would not affect the character of the surrounding area with respect to the historical context of the area and the project site does not contain and is not adjacent to historical resources, no substantial adverse change in the significance of a historical resource under Section 15064.5 of the CEQA Guidelines would occur. Therefore, further analysis of historic resources in an EIR is not required.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA §15064.5?

Potentially Significant Impact. The project site is currently developed with buildings and parking structures. The proposed project, under either the Residential or Hotel Option, would include the construction of a multi-level parking facility that would provide three subterranean levels throughout the entire project site. The Long Beach General Plan Seismic Safety Element identifies the project site as having soil profile "A." Soil profile "A" is predominantly man-made fill and soils of questionable origin due to dredging operations in the area. Although these types of soils are generally not rich in cultural resources and no archaeological resources have been recorded within the project site, several cultural resource studies have been conducted within a quarter-mile of the project site. Three of the studies identified multiple archaeological sites within the vicinity of the surveyed properties. In addition, the project site is located near the channel of the Los Angeles River, which is generally sensitive relative to prehistoric sites. Given the indications of archaeological finds in the broader project vicinity, the overall moderate archaeological sensitivity of the project site with respect to the Los Angeles River, archaeological resources will be further analyzed in an EIR.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Potentially Significant Impact. Results of a paleontological records search indicate that such resources have been identified within as close as a quarter-mile

southwest of the site.³ Therefore, it is recommended that potential impacts associated with paleontological resources be further analyzed in an EIR.

d. Disturb any human remains, including those interred outside of formal cemeteries.

Potentially Significant Impact. The Native American Heritage Commission (NAHC) in Sacramento has no record of Native American cultural resources in the immediate project area. Nonetheless, given the indications of archaeological finds in the broader project site vicinity and the overall moderate archaeological sensitivity of the project site with respect to the Los Angeles River it is recommended that the potential for encountering Native American cultural resources and human burials be further analyzed in an EIR.

VI. GEOLOGY AND SOILS. *Would the project:*

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. Fault rupture is defined as the displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive.⁴ Active faults are those having historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch).⁵ Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch), but do not displace Holocene Strata. Inactive faults do not exhibit displacement younger than

³ *Natural History Museum of Los Angeles County, Letter from Sam McLeod, PhD, for Broadway Maine Project, Long Beach (March 30, 2007).*

PCR Services Corporation, Search of NAHC Records for Broadway and Maine Project, Long Beach, March 2007.

⁴ *The California Geological Survey was formerly known as the Division of Mines and Geology of the California Department of Conservation.*

⁵ *California Department of Conservation, California Geologic Survey.*

1.6 million years before the present. In addition, there are buried thrust faults, which are low angle reverse faults with no surface exposure. Due to their buried nature, the existence of buried thrust faults is usually not known until they produce an earthquake.

The seismically active Southern California region is crossed by numerous active and potentially active faults and is underlain by several blind thrust faults. Alquist-Priolo Earthquake Fault Zones (formerly Special Study Zones) have been established throughout California by CGS. These zones, which extend from 200 to 500 feet on each side of a known active fault, identify areas where potential surface rupture along an active fault could prove hazardous and identify where special studies are required to characterize hazards to habitable structures.

The project site is not located within an established Alquist-Priolo Fault zone. The nearest active fault to the project site is the Newport Inglewood Fault Zone, located approximately 2.9 miles to the northwest.⁶ Active faults with the potential for surface rupture are not known to be located beneath the project site. Therefore, the potential to expose people to impacts from fault rupture resulting from seismic activity during the design life of the buildings is considered less than significant. No further evaluation of this issue in an EIR is required.

ii. Strong seismic ground shaking?

Potentially Significant Impact. The United States is classified into four seismic zones, ranging from 1 (low earthquake danger) to 4 (high earthquake danger). All of California lies within Seismic Zones 3 or 4. The project site is identified as Ground Shaking Area 1 in the General Plan Seismic Element, due to deep soil conditions with deep alluvium in gap areas. The project would be required to comply with construction standards contained in the California Uniform Building Code (UBC) and the Long Beach Municipal Code. Nonetheless, it is recommended that potential impacts associated with ground shaking be further analyzed in an EIR.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. The project site is identified by the City of Long Beach as a Liquefaction Potential Area.⁷ Liquefaction is a form of earthquake induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction can occur when these types of soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from

⁶ *City of Long Beach General Plan, Seismic Safety Element, October 1988.*

⁷ *City of Long Beach Planning & Building Department, Liquefaction Potential Areas, February 24, 2006.*

seismic activity. A shallow groundwater table, the presence of loose to medium dense sand and silty sand, and a long duration and high acceleration of seismic shaking are factors that contribute to the potential for liquefaction. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials. Given that the project site is located in a designated Liquefaction Potential Area, it is recommended that this issue be analyzed in an EIR.

iv. Landslides?

Less Than Significant Impact. The project site is not identified as an area of slope instability in the General Plan Seismic Element. Landslides generally occur in loosely consolidated, wet soil and/or rock on steep sloping terrain exposed to the effects of water. The project site is characterized by relatively flat topography and is entirely developed, which reduces direct exposure to water. The surrounding area is characterized by a gently sloping topography that is also almost entirely developed with paved surfaces. As steep hillsides are not present on-site or in the project vicinity, impacts associated with landslides would be less than significant and further evaluation of this issue in an EIR is not required.

b. Result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact. The project site is currently developed with buildings and parking structures. Demolition, excavation, and grading activities, including the uncovering of soils and stockpiling, would expose soils to weather elements, such as wind and rainfall. As discussed below under Response VIII, the project is expected to comply with existing water quality regulatory requirements such as the State National Pollution Discharge Elimination System (NPDES) General Permit for construction-related storm water discharges that are expected to reduce soil erosion caused by water. The project would also adhere to existing SCAQMD regulations that address windborne soils during construction. Although it is anticipated that compliance with existing regulations would minimize soil erosion, windborne soil, soil erosion, siltation, and conveyance of pollutants into municipal storm drains are concerns due to the proximity of important water bodies, such as the Los Angeles River and the Golden Shore Marine Biological Reserve. Therefore, potential soil erosion during construction will be further analyzed in an EIR.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Potentially Significant Impact. Subsidence occurs when fluids from the ground (such as petroleum or groundwater) are withdrawn. Since the site is not located within

a known oil field, subsidence associated with extraction activities is not anticipated. Additionally, as discussed above in Response VI.a (iv), the project site is not susceptible to landslides. However, as discussed above in Response VI.a (ii and iii), the project site could be subject to seismically-related ground failure hazards such as liquefaction. As such, risks associated with unstable soils are considered potentially significant and will be further analyzed in an EIR.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. Expansive soil is defined as soil that expands to a significant degree upon wetting and shrinks upon drying. Generally, expansive soils contain a high percentage of clay particles. The natural soils in the area consist of primarily of river and coastal alluvium, containing high levels of gravel and sand, which, as defined in Table 18-1-B of the Uniform Building Code are not considered to be expansive. Thus, impacts would be less than significant and further analysis of this issue in an EIR is not required.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project site is located in a fully urbanized area served by existing wastewater infrastructure and no septic tanks or alternative wastewater disposal systems would required. Therefore, the project would not result in impacts related to the ability of soils to support septic tanks or alternative wastewater disposal systems. No impacts would occur, and further evaluation of this issue in an EIR is not required.

VII. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The type and amount of hazardous materials to be used for the project would be typical of those used for residential and commercial developments. Specifically, operation of the proposed uses would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. Construction of the project could require the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all potentially

hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. Therefore, impacts associated with the types of hazardous materials used routinely in the construction and operation of the project would be less than significant. As such, further analysis of this issue in an EIR is not required.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. The project site and surrounding area historically have been developed with a variety of urban uses. The potential exists that existing on-site uses may contain asbestos containing materials (ACM) and/or lead-based paint that may be released during demolition activities. ACM, consisting of microscopic fibers, was widely used historically in the building industry for a variety of uses, including acoustic and thermal insulation and fireproofing. Despite its useful qualities, asbestos is associated with lung diseases caused by the inhalation of airborne asbestos fibers. Asbestos becomes a hazard if the fibers separate and become airborne. Given the age of the existing structures, asbestos is not expected to occur on-site. However, any ACM encountered prior to or during demolition would be removed in compliance with South Coast Air Quality Management District's (SCAQMD) Rule 1403, as well as other applicable State and federal rules and regulations. Therefore, with compliance with Rule 1403, potentially hazardous impacts associated with ACM would be reduced to a less than significant level. Thus, further analysis of this issue is not required.

Lead is a naturally occurring element and heavy metal that can cause adverse health effects, especially on children. Lead was widely used as a major ingredient in most interior and exterior oil-based paints prior to 1950. Given the age of the existing structures, lead-based paint (LBP) is not expected to occur on-site. However, if lead based paint is found, the Applicant shall follow all procedural requirements and regulations, including California Code of Regulations, Title 8, Section 1532.1, for proper removal and disposal of the lead based paint. Therefore, impacts associated with hazards to the public or environment from the release of hazardous materials, including ACM and LBP, would be less than significant. As such, no further analysis in an EIR is required.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. The project site is located within one-quarter mile of Cesar Chavez Elementary School, a K-5 school located on the east side of Maine Avenue, between Broadway and 3rd Street. The school site is separated from the project site by Santa Cruz Park, sections of the I-710 terminus/interchange, and the Hilton Hotel. The potential exists for hazardous materials to be encountered during demolition of existing buildings and the use and storage of typical hazardous materials used during construction and operation of the project. Hazardous construction materials may include vehicle fuels, oils, transmission fluids, mastics, and paints, and operation-phase hazardous materials may include cleaning solvents, painting supplies, petroleum products, and pesticides for landscaping and grounds maintenance. Existing standards and regulations require that potentially hazardous materials be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable California standards and regulations enforced by the Long Beach Fire Department. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. The proposed project would not include land uses, such as industrial or manufacturing uses, that would involve the manufacture, use, or transport of large quantities of potentially hazardous materials on an on-going basis. The potential for the project to emit and/or handle common hazardous materials in a manner that would adversely affect Cesar Chavez Elementary School would not be significant. Thus, further analysis of this issue in an EIR is not required.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and does not represent a significant hazard to the public or to the environment. Therefore, the project would not create a significant hazard to the public or the environment and no significant impacts would occur. Thus, further analysis of this issue in an EIR is not required.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The project site is not located within an airport land use plan area, nor is the site located within two miles of an airport. The nearest airport is Long Beach Airport, located approximately four miles northeast of the site. No impacts with respect to the airport or airport land use plan would occur. Thus, further analysis of this issue in an EIR is not required.

- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?**

No Impact. The project site is not located within the vicinity of a private airstrip. The nearest airport is Long Beach Airport, located approximately four miles from the site. No impacts with respect to a private airstrip would occur. Thus, further analysis of this issue in an EIR is not required.

- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact. Immediate access to the project site is provided via Ocean Boulevard, Golden Shore, and Seaside Way. Emergency response and emergency evacuation for the City is based on the availability of through streets and multiple access routes and bridges. Access to the project vicinity is provided by the I-710 freeway, Ocean Boulevard, Shoreline Drive, Golden West, and Seaside Way. The proposed project would not impede street access through the removal of any through streets or changes in the existing street and highway pattern in the area. Additionally, construction activities and staging areas would be generally confined to the project site so as not to physically impair access to and around the site. A parking structure would be developed over a section of Seaside Way in the East Phase site; however, the proposed building would bridge the street and would not impede movement along the street right-of-way. Although a period of closure of Seaside Way would occur during construction of the bridge/parking structure, this street does not serve as a critical through route or evacuation route for the City, since alternative routes and cross streets occur in the area. East-west access between Golden West and the Convention Center is also available via Ocean Boulevard and Shoreline Drive, both of which are main arterials connecting with and serving other main arterials. Access along through streets and highways in the area, including Ocean Boulevard, Shoreline Drive, and Golden West would be maintained during construction and project operation. As the construction and operation of the proposed project would not permanently impede

any through streets or evacuation routes, impacts with respect to emergency access would be less than significant. Therefore, further evaluation of this issue in an EIR is not required.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project site and surrounding areas are predominately developed and no wildlands occur within the vicinity of the project site. Future development as a result of project implementation would provide additional ornamental landscaping, which is not anticipated to create hazardous fire conditions. The project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Thus, further evaluation of this issue in an EIR is not required.

VIII. HYDROLOGY AND WATER QUALITY. *Would the project:*

a. Violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. During construction of the proposed project, excavation and grading activities have the potential to temporarily increase the amount of suspended solids in surface runoff during a storm event due to erosion of exposed soil. If not properly controlled, stormwater runoff could result in violations of water quality standards and waste discharge requirements. If dewatering activities are required during project construction, the discharge of water into the storm water system could also result in violations of waste discharge requirements if not properly controlled. In addition, an increase in permanent parking surfaces and driveways compared to existing conditions could result in an increase in discharged vehicle-related pollutants from the site. The construction and operation of the project would be subject to compliance with water quality regulatory requirements such as the State National Pollution Discharge Elimination System (NPDES) General Permit requirements, which includes but is not limited to the preparation of a Stormwater Pollution Prevention Plan (SWPPP), for construction-related storm water discharges and the City's Standard Urban Storm Water Mitigation Plan (SUSMP) for operational storm water discharges. Although compliance with applicable regulations would likely prevent violations of water quality standards or waste discharge requirements during construction and operation of the project, further analysis of this issue in an EIR is recommended to assess the project's potential impacts on water quality and ensure compliance with applicable regulations.

- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Less Than Significant Impact. The City's potable water is equally derived from groundwater wells within the City and purchases from the Metropolitan Water District of Southern California (MWD). Direct, natural groundwater recharge in the highly urbanized Ocean Boulevard corridor in downtown Long Beach is minor since the majority of the area is paved and/or covered with buildings. During project construction, excavation would be necessary for the development of subterranean parking levels. Therefore, it is possible that groundwater would be encountered during construction of the proposed project, and a construction dewatering permit may be required pursuant to Los Angeles Regional Water Quality Control Board (LARWQCB) requirements. However, if necessary, dewatering would occur in accordance with RWQCB and City guidelines to ensure that construction activities would not substantially deplete groundwater supplies or interfere with groundwater recharge. Consequently, construction impacts to groundwater would be less than significant.

Operation of the project also would not interfere with groundwater recharge. The majority of the project site is developed with buildings and paved surfaces, with limited ornamental landscaping. The proposed project would replace existing impervious areas with new impervious areas and would continue to incorporate landscaping on-site. Thus, there would be a marginal change in the amount of impervious surface area, and thus a corresponding marginal change in the amount of runoff. A small, incremental increase in runoff would not affect the regional water table or the water levels in the City's existing wells needed to support the area's planned land uses. Furthermore, operation of the proposed project would not involve long-term extraction of groundwater. Therefore, the impact of the project on groundwater supplies would be less than significant and further evaluation of this issue in an EIR is not required.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

Potentially Significant Impact. There are no streams or rivers present on the project site. The concrete-lined Los Angeles River is located approximately 1/8 mile to the west of the site. With development of the proposed project, drainage patterns through the site may be somewhat altered due to physical changes associated with the

site layout, including the locations of new driveways. However, as discussed above in Response VIII.b, the project is anticipated to result in a marginal change in the amount of impervious surface area, with a corresponding marginal change in the amount of surface water runoff. Nonetheless, due to the extent of grading and excavation required for the project, and the potential exposure of soils to rainfall during construction, construction activities may have the potential to increase on-site erosion, undirected runoff, and increased siltation in the nearby Los Angeles River or Queensway Bay. Therefore, it is recommended that the issue of erosion and siltation be further analyzed in an EIR.

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Potentially Significant Impact. There are no streams or rivers present on the project site. The concrete-lined Los Angeles River is located approximately 1/8 mile to the west of the site. The development of the proposed project would potentially alter drainage patterns through the site due to physical site changes, such as the locations of new buildings and driveways. As discussed above in Response VIII.b, the project is anticipated to result in a marginal change in the amount of impervious surface area, with a corresponding marginal change in the amount of surface water runoff. Although the potential increase in total runoff is expected to be minor, the project would likely result in a change in drainage patterns. Therefore, it is recommended that this issue be further evaluated in an EIR.

e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Impact. The development of the proposed project would potentially alter drainage patterns through the site due to physical changes, such as the locations of new buildings and driveways. As discussed above in Response VIII.b, the project is anticipated to result in a marginal change in the amount of impervious surface area, with a corresponding marginal change in the amount of surface water runoff. Although any potential increase in total runoff is expected to be minor, any increase or change in runoff or runoff patterns has the potential to exceed the capacity of existing or planned stormwater drainage systems, if such systems are operating at or above capacity. Additionally, the project's increase in parking areas and driveways as compared to existing conditions could potentially increase vehicular pollutants emitted from the site during project operations. Therefore, it is recommended that the impact of

the project on the existing and planned stormwater drainage system be further evaluated in an EIR.

f. Otherwise substantially degrade water quality?

Potentially Significant Impact. During construction of the proposed project, excavation and grading activities have the potential to temporarily increase the amount of pollutants in surface water runoff. In addition, increased parking surfaces and driveways under the proposed project compared to existing conditions could increase pollutants from the site during operation. As discussed above under Response VIII.a, construction and operation of the project would be subject to compliance with water quality regulatory requirements such as the State NPDES General Permit requirements, which includes but is not limited to the preparation of a SWPPP for construction-related storm water discharges and the City's SUSMP for operational storm water discharges. Although compliance with applicable regulations would likely prevent violations of water quality standards or waste discharge requirements during construction and operation of the project, further analysis in an EIR is recommended to assess the project's potential impacts on water quality.

g. Place housing within a 100-year flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Potentially Significant Impact. According to the Los Angeles County and Incorporated Areas Flood Insurance Rate Map (FIRM), Panel 1964 of 2350, effective September 26, 2006, published by the Federal Emergency Management Agency (FEMA), the majority of the project, with the exception of a small area along Ocean Boulevard, is located within Zone X. Zone X is defined as "an area of 0.2 percent annual chance flood; areas of 1 percent annual chance flood with average depths of less than one foot or with drainage areas of less than one square mile; and areas protected by levees from 1 percent annual chance flood." According to the City of Long Beach Natural Hazards Mitigation Plan (NHMP), portions of the project site are located within the 100-year floodplain associated with the Los Angeles River basin.⁸ As shown in the NHMP, the floodplain is primarily located to the west and south of Shoreline Drive; however, two sections of the floodplain cross to the north of the Shoreline Drive and enter the south portion of the project site. As proposed residential uses would be located within FIRM Area X and a designated 100-year floodplain, flood hazards will be analyzed in an EIR.

⁸ *City of Long Beach, Natural Hazards Mitigation Plan, Map 6-1 (from City of Long Beach GIS), October 19, 2004.*

h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Potentially Significant Impact. As discussed in Response VIII.g, a section of the project site is located within a 100-year floodplain. As the entire site would be developed with buildings that could affect the direction of flood flows, the issue of flood hazard will be analyzed in an EIR.

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. According to the City of Long Beach NHMP, the project site flood inundation areas for the Sepulveda Reservoir and Hansen Dam on the Los Angeles River do not extend to the south of Ocean Boulevard.⁹ The project is not located within an inundation area associated with any other levees or dams. Therefore, implementation of the project would not result in the exposure of people to a significant risk of loss, injury, or death involving flooding, including flooding associated with the failure of a levee or dam. Therefore, further analysis of this issue in an EIR is not required.

j. Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. The project site is not located below an enclosed basin or storage tank and would not be susceptible to seiche. In addition, the project site is not located within a hilly area that would be susceptible to mudflow. Thus, impacts with respect to seiches and mudflows would be less than significant and further analysis in an EIR is not required.

However, according to the General Plan Seismic Safety Element, the project site is located within an area of the City susceptible to tsunami.¹⁰ The NHMP also

⁹ *City of Long Beach, Natural Hazards Mitigation Plan, Maps 5-6 and 5-7 (Source: U.S. Army Corps of Engineers).*

¹⁰ *City of Long Beach General Plan Seismic Safety Element, Plate 11, Tsunami and Seiche Influence Areas (Source: Base Map Bureau of Engineers, USGS, 1961, and Steinbrugge, 1982), October 1988.*

addresses the possibility of tsunamis impacting the City of Long Beach and states that the most significant impacts would occur, among other shore areas, at the port and surrounding commercial areas that are at or near sea level.¹¹

The Port of Los Angeles and Port of Long Beach have recently commissioned a rigorous probabilistic analysis to study the potential tsunami hazards affecting the two ports.¹² The study incorporated the following scope:

- Review of historical tsunamis impacting the Ports of Los Angeles and Long Beach;
- Identification and evaluation of the likelihood of potential local tsunamigenic sources;
- Generation of an initial tsunami from each potential source;
- Configuration of an applicable detailed hydrodynamic model for the two ports;
- Propagation of the potential tsunami waves into the two ports with detailed hydrodynamic models of the area;
- Description of the tsunamic characteristics in the ports, including predicted water levels, current speeds, and arrival times; and
- Determination of overtopping characteristics at locations where maximum water levels would exceed adjacent land elevations.

In accordance with the scope, the study evaluated the seismicity and tectonics of the Southern California Borderland (SCCB) to characterize the potential for tsunami-generating earthquakes. The analysis indicated that the SCCB has few restraining bends with thrust-type faulting sources large enough to generate significant tsunamis and, therefore, tsunamis appear to be extremely infrequent. According to the report, based on seismicity, geodetics, and geology, a large locally generated tsunami from either local seismic activity or a local submarine landslide would likely not occur more than once every 10,000 years. The study also suggested that the historically recorded tsunamis in the Ports of Los Angeles and Long Beach may be the maximum to be expected from remote sources. At the four local tectonic tsunami sources evaluated in the report, the travel time after the initial earthquake to Queens Gate in the Port of Long Beach ranges from approximately 18 to 29 minutes. For the two local landslide tsunami

¹¹ *City of Long Beach Natural Hazards Mitigation Plan, Chapter 9, Tsunami Hazards in the City of Long Beach, page 13, October 19, 2004.*

¹² *Port of Los Angeles and Port of Long Beach, Tsunami Hazard Assessment for the Ports of Long Beach and Los Angeles (Prepared by Moffatt & Nichol, Long Beach, CA), April 2007.*

sources, the travel time after the initial landslide at Queens Gate would be 12 to 14 minutes. The travel time for the trans-ocean tsunami source would be slightly more than three hours. The study also suggests that the maximum mean wave height resulting from remote sources would be approximately 2.46 feet (0.75 meters) and maximum mean wave height from local sources (based on the worst case Palos Verdes Landslide model) would reach approximately 23 feet (7 meters) at the Navy Mole in the Port of Long Beach.

The proposed project would be developed above parking structure podiums, ranging from 50 feet above ground level in the West Phase site to 60 feet above ground level in the East Phase site. Although office lobbies and garages would be at lower elevations, all offices and residential development would occur above these levels. With a worst case wave height of 23 feet, the occupied units and offices would be above the level of the maximum tsunami wave. Given the low probability of tsunamis (extreme infrequency) and configuration of the occupied portion of the project above the ground level, the proposed project would not have a significant impact with respect to tsunami hazards. Therefore, further analysis of tsunamis in an EIR is not required.

IX. LAND USE AND PLANNING. *Would the project:*

a. Physically divide an established community?

Less Than Significant Impact. The project site is defined by a complex network of surrounding streets, including separated grade crossings and divided streets and highways that would remain in their existing configurations with the development of the proposed project. With the exception of the Golden Shore RV Park directly to the south of the West Phase site, south of Shoreline Drive, the project site adjoins existing high-rise commercial and residential buildings, including the Hilton Hotel and One World Trade Center to the north; and Arco Plaza (200 - 300 Ocean Gate) and a variety of high-rise commercial and residential buildings along Ocean Boulevard to the east. The proposed project would represent a continuation of recent high-rise development along Ocean Boulevard. As the project is an extension and continuation of an existing high-rise corridor containing a mix of uses, it would not divide an existing community. Thus, impacts would be less than significant and no further analysis of this issue is necessary.

b. Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The entire project site is designated as Long Beach Downtown Shoreline Planned Development (PD-6), Subarea 1, which was

formerly within the West Beach Redevelopment Subarea. Thus, development of the project site must occur in accordance with specific agreements and permits of the Downtown Shoreline Planned Development Plan. In order to develop either the Residential or Hotel Option as part of the project, amendments to PD-6, Subarea 1 would be required. In addition, other land use approvals would also be necessary. Thus, it is recommended that this issue be further analyzed in an EIR.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The project site is entirely developed with three 14-story, 6-story, and 2-story office buildings and associated parking structures within a highly urbanized area of Downtown Long Beach. No Habitat Conservation Plans, Natural Community Conservation Plans, or other approved habitat conservation plans apply to the project site. Therefore, the implementation of the proposed project would have no impact on adopted habitat conservation or natural community conservation plans and further analysis of this issue in an EIR is not required.

X. MINERAL RESOURCES. *Would the project:*

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. Petroleum is the primary mineral resource within the City of Long Beach. The project site is not classified by the City of Long Beach as an area containing significant deposits of oil, gas, or other mineral deposits. In addition, the project is not currently utilized for oil extraction, nor are oil and other mineral deposits known to occur within the project site. As the development of the project site would not result in the loss of a known mineral resource, no impact with respect to this issue would occur. Therefore, further analysis of this issue in an EIR is not required.

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The Long Beach General Plan and other specific plans and land use plans do not identify the project site as an important mineral resource recovery site. Project implementation would not result in impacts associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, further analysis of this issue in an EIR is not required.

XI. NOISE. *Would the project result in:*

- a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Potentially Significant Impact. On-site noise sources are primarily associated with vehicles entering and leaving the existing uses and mechanical equipment associated with the buildings' heating and cooling systems. Traffic on Ocean Boulevard, Golden Shore, Shoreline Drive, and Seaside Way, and general activity associated with pedestrians and activity in open plazas contribute to the ambient noise levels in the surrounding community. Construction activities and the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) during project construction would increase ambient noise levels on a short-term basis to a degree that could potentially affect any nearby sensitive uses, such as residential uses, parks and outside dining areas. Additionally, similar to existing sources of noise in the project vicinity, operation of the proposed project would generate noise associated with project-related traffic; HVAC systems; and activities within outdoor open space areas. As short- and long-term ambient noise levels have the potential to increase, this issue will be further analyzed in an EIR.

- b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact. Construction of the proposed project may generate groundborne noise and vibration due to site grading, clearing activities, and haul truck travel. Pile driving for building foundations may also be required. Therefore, the project has the potential to expose people to or generate excessive groundborne vibration and noise levels during short-term construction activities. As such, construction groundborne vibration will be further analyzed in an EIR.

The project's proposed commercial and residential uses would not generate groundborne noise or vibration at levels beyond those that currently exist. Since operation of the project would not expose people to excessive groundborne vibration, no further analysis of operational groundborne vibration in an EIR is required.

- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Potentially Significant Impact. Sources of noise associated with operation of the proposed project would include project-related traffic; HVAC systems; and activities within outdoor open space areas. While these sources of noise would be consistent with existing conditions, it is recommended that this issue be analyzed in an EIR.

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. Construction-related activities and equipment used during the project's construction phase could result in a temporary or periodic increase in ambient noise levels above existing levels. As such, this issue will be further analyzed in an EIR.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is not located within an airport land use plan area or within two miles of a public or public-use airport. The nearest airport to the project site is the Long Beach Airport, located approximately four miles northeast of the project site, to the north of the I-405 freeway. Therefore, the project would not expose people to excessive airport-related noise levels. As no impact would occur, further analysis of this issue in an EIR is not required.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project is not located in the vicinity of a private airstrip. Therefore, the proposed project would not expose people to excessive noise levels associated with the operation of a private airstrip. As no impacts would occur, further analysis of this issue in an EIR is not required.

XII. POPULATION AND HOUSING. *Would the project:*

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Potentially Significant Impact. The project would provide up to 1,370 dwelling units under the Residential Option and 1,110 units under the Hotel Option, occupancy of which would directly introduce a new residential population in the area. In addition, the proposed office/retail and potential hotel uses associated with the project could indirectly induce population growth in the area due to job growth. Thus, it is recommended that this issue will be further analyzed in an EIR.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. There are no existing residential uses on the project site, and thus, the proposed project would not displace existing housing or people. No impacts would occur. Therefore, further analysis of this issue is not necessary, and no mitigation measures would be required.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. No existing residential uses are located within the project site. Therefore the development of the proposed project would not displace existing housing or people. No impacts would occur. Further evaluation of this issue in an EIR is not required.

XIII. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

a. Fire Protection?

Potentially Significant Impact. The Long Beach Fire Department (LBFD) provides fire protection and emergency medical services to the project site and surrounding area. The nearest fire station to the project site is Fire Station 1 located at 100 Magnolia Avenue, approximately 2.5 blocks northeast of the project site. The proposed project would increase the residential, employee, and visitor population in the area. The population growth and development of five high-rise buildings at the project site has the potential to affect LBFD service ratios and emergency response times. As Thus, it is recommended that this issue be addressed in an EIR.

b. Police protection?

Potentially Significant Impact. Police protection services for the project site are provided by the Long Beach Police Department (LBPD). The nearest police station to the site is the Long Beach Police Department Headquarters located at 400 W. Broadway, approximately three blocks to the northeast of the project site. The

proposed project would increase the residential, employee, and visitor population in the area. Thus, implementation of the project has the potential to increase demand for LBPD services. Thus, it is recommended that this issue be addressed in an EIR.

c. Schools?

Potentially Significant Impact. Public school service for the project area is provided by the Long Beach Unified School District. The project site is located in the service areas of Cesar Chavez Elementary School at 730 W. 3rd Street, Washington Middle School at 1450 Cedar Avenue, and Cabrillo High School at 2001 Santa Fe Avenue. The proposed project would include the construction of 1,370 new residential units under the Residential Option or 1,110 new residential units and under the Hotel Option. Either option would increase the permanent residential population and generate additional demand for school services. Thus, it is recommended that this issue be addressed in an EIR.

d. Parks?

Potentially Significant Impact. The City of Long Beach Parks, Recreation and Marine Department are responsible for the operation of public park and recreational facilities in the City of Long Beach. Facilities within a two-mile radius of the project site are considered to be within a reasonable walking or travel distance. Public parks and recreational facilities operated by the City within a two-mile radius of the project site include: Alamitos Beach, Bixby Park, Caesar E. Chavez Park, Drake Park, Events Park, Golden Shore Marine Biological Resources Park, Lincoln Park (Civic Center), Marina Green Park, Rainbow Park and Marina, Santa Cruz Park, Shoreline Park and Marina, and Victory Park. Other public facilities operated by the Parks, Recreation, and Marine Department include the Long Beach Museum of Art on Ocean Boulevard, a little more than two miles to the east of the project site, and the Long Beach Golf Courses, approximately four miles to the northeast of the project site.

The proposed project would involve additional residential units that would increase the permanent residential population within the project area. Thus, it is recommended that the associated increase in demand for parks services generated by the project be addressed in an EIR.

e. Other governmental services (including roads)?

Potentially Significant Impact. The City of Long Beach Library Department is responsible for providing public library services in the City of Long Beach. The Long Beach Main Library is located on Ocean Boulevard approximately 0.25 mile to the east of the project site, and 11 additional neighborhood libraries are located throughout the

City. The proposed project would involve the construction of 1,370 new residential units under the Residential Option or 1,110 new residential units and a 400-room hotel under the Hotel Option. Thus, it is recommended that the associated increase in demand for library services be addressed in an EIR.

During development and operation of the project, other governmental services, including roads, would continue to be utilized. Project residents, visitors, and employees would use the existing road network, without the need for new roadways to service the project site. As discussed below in Section XV (Transportation/Circulation), the project could result in an increase in the number of vehicle trips attributable to the project site. However, the additional use of roadways would not be excessive and would not necessitate the upkeep of such facilities beyond normal requirements. As the project would result in a less than significant impact on other governmental services such as roads, further analysis of other governmental services in and EIR is not required.

XIV. RECREATION

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Potentially Significant Impact. The proposed project would involve the construction of 1,370 new residential units under the Residential Option or 1,110 new residential units and a 400-room hotel under the Hotel Option. Thus, it is recommended that the associated increase in demand for recreational services and facilities be addressed in an EIR.

- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

Potentially Significant Impact. The proposed project would include on-site recreational facilities to serve on-site residents. Such recreational facilities may include gardens, a clubhouse, and swimming pools. As on-site facilities are a component of the project, impacts associated with construction of these facilities is addressed in this Initial Study and will be addressed, as appropriate, in the respective analyses within the EIR. While the availability of on-site recreational facilities to residents may reduce project-related demand for area parks and recreational facilities, the proposed project would nonetheless contribute to the demand for parks and other recreational facilities in the area through the introduction of a new residential populations. Therefore, it is recommended that this issue be further analyzed in an EIR.

XV. TRANSPORTATION/CIRCULATION. *Would the project:*

- a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

Potentially Significant Impact. The proposed project would involve the construction of 1,370 new residential units under the Residential Option or 1,110 new residential units and a 400-room hotel under the Hotel Option. A net increase of 79,538 square feet of office/retail space would also occur following removal of existing office/retail uses on-site. This new development would generate additional vehicle trips on the local street system. Thus, operation of the project could adversely impact the existing capacity of the street system or exceed an established level of service (LOS) standard for streets and highways within the City of Long Beach, as well as regional facilities within the jurisdiction of the California Department of Transportation (Caltrans). Construction of the project would also result in a temporary increase in traffic due to construction-related truck trips and worker vehicle trips. Thus, traffic impacts during construction could also adversely affect the street system. As the project's increase in traffic would have the potential to result in a significant traffic impact, this issue will be further analyzed in an EIR.

- b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

Potentially Significant Impact. The Congestion Management Program (CMP) is a state-mandated program enacted by the State legislature to address the impacts that urban congestion has on local communities and the region as a whole. The Metropolitan Transportation Authority (Metro) is the local agency responsible for implementing the requirements of the CMP. New projects located in the City of Long Beach must comply with the requirements set forth in the Metro's CMP. These requirements include the provision that that all freeway segments where a project could add 150 or more trips in each direction during the peak hours be evaluated. The guidelines also require evaluation of all designated CMP roadway intersections where a project could add 50 or more trips during either peak hour. As a result of the proposed new uses, the project would generate additional vehicle trips, which could potentially add 150 or more trips to a freeway segment or 50 trips to a CMP roadway intersection. As the project could individually or cumulatively increase the CMP level of service standard, this issue will be further evaluated in an EIR.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Less Than Significant Impact. The project site is not located within the vicinity of a public or private airport. The nearest airport to the site is the Long Beach Municipal Airport, which is located approximately four miles northwest of the project site. Based on the Long Beach Municipal Airport's airport land use plan, the project site is not located within its Planning Boundary. The project does not propose any uses that would increase the frequency of air traffic. The project includes high-rise buildings ranging from 19 to 47 stories (up to 531 feet above ground level). The project would comply with applicable Federal Aviation Administration (FAA) requirements regarding rooftop lighting for high-rises. In addition, in accordance with FAA requirements, Form 7460-1, Notice of Proposed Construction or Alteration, would be filed with the FAA prior to construction of all buildings that are 200 feet or greater in height from the grading terrain. With compliance with FAA requirements, no significant impacts to air traffic patterns are anticipated. Further evaluation of this issue in an EIR is not required.

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. The proposed project would provide a new driveway on Ocean Boulevard at the West Phase site and additional access driveways on Golden Shore at both the East and West Phase sites. The driveways would likely have greater daily ingress/egress traffic than under existing conditions. In addition, the parking structure for the East Phase component would form a bridge over Seaside Way. A garage entrance would also be provided to/from the East Phase parking structure on Seaside Way within the bridged roadway. The proposed bridge over Seaside Way would not impede the right-of-way at street level or affect through traffic to Golden Shore. Nonetheless, it is recommended that the potential changes in circulation patterns and any potential associated hazards be addressed in an EIR.

e. Result in inadequate emergency access?

Potentially Significant Impact. Immediate access to the project vicinity is provided via Ocean Boulevard, Golden Shore, and Seaside Way. Emergency evacuation plans and procedures would be incorporated into the project, and building design plans and emergency access and circulation would be subject to review and approval by the Long Beach Fire Department. While it is expected that the majority of construction activities for the project would be confined on-site, short-term construction activities may temporarily affect access on portions of the adjacent street rights-of-way during periods of the day. Also, Seaside Way may experience a period of closure during construction of the bridge/parking structure. However, this street does not serve

as a critical through or evacuation route for the City, since it is a local street with cross-street access to major arterials. Nonetheless, it is recommended that emergency access be addressed in an EIR.

f. Result in inadequate parking capacity?

Potentially Significant Impact. The Residential Option would provide a total of 3,552 parking spaces, while the Hotel Option would provide a total of 3,637 parking spaces. Under either option, total parking would exceed the Long Beach Municipal Code (LBMC). Nonetheless it is recommended that this issue be addressed in an EIR.

g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Potentially Significant Impact. The project site is located in an area well served by public transportation. The Downtown Long Beach Transit Mall, a transit hub on the Los Angeles County Metro Blue Line, is located approximately ½ mile to the east of the project site on Ocean Boulevard (128 W. 1st Street). The Metro Blue Line is a light rail transit system connecting downtown Long Beach to downtown Los Angeles. The Transit Mall also provides connection to Long Beach Transit's Line #111 to the Long Beach Airport and an array of buses including the Long Beach Transit, Metro Local 60, Metro Express, LADOT Commuter Express, and Orange County Transportation Authority. Long Beach Transit also offers free shuttles in downtown Long Beach, including the "Passport." The "Passport" travels east-west on Ocean Boulevard between Alamitos Avenue, Rainbow Basin, and Catalina Express (the terminal for ferry service to Catalina Island) to the south of the project site. The "Passport" shuttle travels on Golden Shore between the Catalina Express and Ocean Boulevard and would provide direct access between the project site and the Downtown Transit Mall. The project would support the use of alternative transportation by intensifying development, including the location of high-density residential uses within an area well served by bus and rail transit. During project construction, infrastructure improvements on street rights-of-way, including Golden Shore and Ocean Boulevard, may require the temporary closure of single through lanes or relocation of existing bus stops. Operation of the proposed project would not physically conflict with transit service in this area. Although conflict between the proposed project and alternative transit plans and policies is not anticipated, in recognition of the importance of this land use planning issue to the City, the project's consistency with policies, plans, and programs supporting alternative transportation will be analyzed further in an EIR.

XVI. UTILITIES. *Would the project:*

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. The City of Long Beach is located in Sanitation District No. 29 of the Los Angeles County Sanitation District (LACSD). Wastewater treatment for the City is provided by the Joint Water Pollution Control Plant (JWPCP), located in the City of Carson. The JWPCP provides primary and partial secondary treatment for 350 million gallons of wastewater per day. As shown in Table B-1, below, the Residential Option of the project \ would generate an estimated 324,158 gallons per day (gpd) of wastewater. In addition, the Hotel Option of the project would generated an estimated 332,658 gpd of wastewater. The project's demand for wastewater treatment would not be expected to exceed existing treatment capacity or the wastewater requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB) for the JWPCP. Therefore, further analysis of wastewater treatment in an EIR is not necessary.

Table B-1

Estimated Wastewater Generation (Net Increase)

| Net Floor Area/ Units/Rooms | Generation Rate ^a | Total (gpd) |
|--|------------------------------|----------------|
| Residential Option | | |
| 79,538 sq. ft. (net new office/retail) | 200 gal/1,000 sf | 15,908 |
| 1,370 units ^b | | |
| 685 units -(2 BR) | 200 gal/du | 137,000 |
| 685 units -(3 BR) | 250 gal/du | 171,250 |
| Total | | 324,158 |
| Hotel Option | | |
| 79,538 sq. ft. (net new office/retail) | 200 gal/1,000 sf | 15,908 |
| 1,110 units ^b | | |
| 555 units- (2 BR) | 200 gal/du | 111,000 |
| 555 units- (3 BR) | 250 gal/du. | 138,750 |
| 400 rooms | 150 gal/room/day | 60,000 |
| 7,000 sq. ft. (restaurant) | 50 gal/seat ^c | 3,500 |
| 20,000 sq. ft. (banquet) | 50/gal/seat ^d | 3,500 |
| Total | | 332,658 |

^a Generation Rates obtained from Los Angeles County Estimated Average Daily Sewage Flow for Various Occupancies.

^b For a more conservative estimate, it is assumed that no more than half of the proposed units would be 3-bedroom units.

^c Restaurant uses assume one seat per 100 square feet.

^d Restaurant generation rates were used as no generation rates were available for banquet uses.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. Water service and wastewater conveyance in the City of Long Beach is provided by the Long Beach Water Department (LBWD). Within the project area, water supplies are delivered via 20-inch and 12-inch water lines in Ocean Boulevard and 12-inch lines in Seaside Way and Golden Shore. LBWD has indicated that project development would not conflict with these existing water lines, but that no new water connections to the 20-inch Ocean Boulevard line are permitted.¹³ Nonetheless, the existing water lines that serve the site are considered adequate to accommodate project-generated water demand, and further analysis of water infrastructure is not necessary.

Wastewater in the project area is conveyed in sewer lines that include a 10-inch line in Ocean Boulevard, a 10-inch and 12-inch line in Seaside Way, and an 8-inch line in Shoreline Drive. LBWD has indicated that the project would not conflict with these existing sewer lines, but that a 6-inch sewer lateral line in Shoreline Drive and Golden Shore would need to be relocated south of the project property line in order to accommodate proposed development.¹⁴ This relocation would occur under the direction of the City to ensure compliance with all applicable standards. As the existing sewer lines that serve the site are considered adequate to accommodate project-generated wastewater, further analysis of wastewater conveyance infrastructure is not necessary.

c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. The proposed project could potentially increase surface water runoff from the project site due to an incremental increase in impervious surface area. Additionally, the project would change the development pattern of the site, which could alter the rate and direction of runoff. Since the proposed project has the potential to incrementally increase surface water runoff and alter the sheet flow pattern through the project site it is recommended that the demand for stormwater drainage facilities be addressed in an EIR.

d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact. Water service in the City of Long Beach is provided by the LBWD. The City's potable water is equally derived from groundwater wells within the City and purchases from the MWD, which obtains water from the Colorado River, via the 242-mile Colorado River Aqueduct, and Northern California's Bay-Delta region, via the 441-mile California Aqueduct. Imported MWD water has been permanently reduced due to severe water storages in key reservoirs in northern California and climate conditions resulting in drought. Due to water shortages, the LBWD Board of Water Commissioners has issued a declaration of Imminent Water Supply Shortage and has activated the City's Emergency Water Supply Shortage Plan.

¹³ *Memo from Larry Oaks, Development Services, Long Beach Water Department to Derek Burnham, Planner, Long Beach Development Services, February 27, 2008.*

¹⁴ *Memo from Larry Oaks, Development Services, Long Beach Water Department to Derek Burnham, Planner, Long Beach Development Services, February 27, 2008.*

The project would consist of a mix of uses, including a minimum of 1,110 residential units under either development option. As these uses would generate a water demand greater than that of 500 dwelling units, the project would be subject to Senate Bill (SB) 610 which requires that a water supply assessment be conducted by the water service provider to determine if there is sufficient water supply to serve the project during normal, single dry, and multiple dry water years. Since a water supply assessment is required for the proposed project, it is recommended that water supply be analyzed further in an EIR.

- e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Less Than Significant Impact. As discussed above in Response XVI.a, wastewater treatment is provided by the JWPCP, which has adequate capacity to accommodate project-generated wastewater volumes. Therefore, the project would not be expected to result in a determination by the LACSD that it has inadequate capacity to serve the project's projected demand in addition to existing commitments. Thus, further analysis of this issue is not recommended and no mitigation measures would be required.

- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Potentially Significant Impact. Refuse collection the City of Long Beach is provided by the Department of Public Works Environmental Services Bureau. The City has a 69 percent waste diversion rate through recycling and other measures. The City's remaining municipal waste is disposed of at the Southeast Resource Recovery Facility (SERRF), located in the City of Long Beach at 120 Pier S Avenue, west of the Terminal Island Freeway, just north of Ocean Boulevard. The SERRF is a Refuse-to-Energy facility which uses waste as a fuel to produce power, which helps prolong the remaining landfill capacity in the region. The facility is owned by a separate authority created by a joint powers agreement between the Los Angeles County Sanitation Districts and the City of Long Beach, but is operated by a private company under contract. The facility accepts only non-hazardous municipal solid waste. The County Sanitation Districts have also taken a role in implementing a Waste-by-Rail system to facilitate the rail transport of waste to remote disposal facilities. The Waste-by-Rail System will provide long-term disposal capacity to replace local landfills as they reach capacity and close.

Construction of the proposed project would generate inert solid waste (e.g., export soils, construction and demolition debris) which would require disposal at an unclassified landfill. In addition, during project operation, the project's commercial and residential

uses would generate solid waste which would be disposed of at the SERRF. Although recycling and refuse-to-energy plans would extend the life of the SERRF and waste-by-rail sites, implementation of either project development option would increase demand for landfill services and potentially accelerate projected landfill closures. Therefore, the impact of the project with respect to solid waste disposal will be further analyzed in an EIR.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. Solid waste collection from the project site would be managed by the Department of Public Works Environmental Services Bureau. The City has a 69 percent waste diversion rate through recycling and other measures and is in compliance with the California Integrated Waste Management Act of 1989 (AB939). The proposed project would comply with applicable regulations related to solid waste, including those pertaining to waste reduction and recycling. As all solid waste collection from the project site would be managed by the Environmental Services Bureau, which is in compliance with federal, state, and local statutes and regulations, the proposed project would be consistent with respective regulatory measures. Further analysis of this issue in an EIR would not be required.

h. Other Utilities and Service Systems?

Less Than Significant Impact. Electricity transmission to the project site is provided and maintained by Southern California Edison (SCE). SCE currently derives approximately 16 percent of its energy from wind, solar, biomass, small hydropower and geothermal sources, and in 2007 lead all U.S. utilities in the delivery of renewable energy, procuring approximately 12.5 billion kilowatt-hours (kWh). In 2007, SCE delivered the following renewable energy portfolio to its customers:

- Geothermal: 7.71 billion kilowatt-hours (62 percent)
- Wind: 2.58 billion kilowatt-hours (21 percent)
- Solar: 667 million kilowatt-hours (5 percent)
- Biogas: 580 million kilowatt-hours (5 percent)
- Small hydro: 557 million kilowatt-hours (4 percent)
- Biomass: 336 million kilowatt-hours (3 percent)

In August 2008, SCE began construction on a solar panel array on commercial buildings in Southern California totaling two square miles, the largest solar array in the world, and in August 2008, SCE signed a 20-year contract with Caithness Energy to provide up to 909 megawatts of wind power. Once completed, the Caithness project

will be one of the world's largest fully permitted wind farms. The Caithness project involves the installation of 303 wind turbines across 30 square miles in Gilliam and Morrow Counties in North-Central Oregon between 2011 and 2012. This project is expected to generate 2 billion kilowatt-hours per year of renewable energy, which is more than one-tenth of SCE's overall renewable portfolio.

In addition, the City's SERRF system combusts residential and commercial solid waste to produce steam which in turn is used to run the turbine-generator producing electricity. The electricity is used to operate the facility with the remainder sold to SCE. SERRF processes an average of 1,290 tons of municipal solid waste each day and generates up to 36 megawatts of electricity. SERRF has sold to SCE in excess of 1½ billion kilowatts. According to the City of Long Beach, SERRF generates enough power each year to supply 35,000 residential homes with electricity.¹⁵

As shown in Table B-2 on page B-39, the project would generate a demand for an estimated 8,738 million kilo-watt hours (kWh) per year (Residential Option) or 7,821 million kWh per year (Hotel Option). Rates shown in Table B-1 do not reflect the 2008 Building Energy Standards for California (Title 24), effective in July 2009. In addition to the implementation of the updated Title 24, the project would implement Leadership in Energy and Environmental Design (LEED) design elements which would also incrementally reduce electricity demand. SCE has an approximate annual production of 121 billion kWh annually. Compared to SCE's annual output, project-related annual electricity demand would represent a small fraction of existing demand from a service that has an annual output of 121 billion kWh and anticipates an increase of approximately 3 billion kWh of renewable energy by 2012. Therefore, the electricity demand generated by the proposed project would fall within the anticipated service capabilities of SCE.

Natural gas is provided to the project site by the City of Long Beach Gas and Oil Department (LBGO). The LBGO purchases natural gas from local producers. Production sites are located in off-shore islands in Long Beach Harbor. This local source, which goes directly into the City's natural gas pipeline system, represents approximately 10 percent of the total natural gas purchased by LBGO. The remainder is purchased from throughout the southwestern United States and transported to Long Beach via the Southern California Gas Company (SoCal Gas) distribution system. The Anine plant in the City of Long Beach will allow natural gas supplies to be cleaned to meet City standards. The Anine plant, which will be completed in January 2009, will allow the LBGO to purchase up to 35 percent of its natural gas from local producers. The Long Beach downtown area, including the project site, is close to the local natural

¹⁵ City of Long Beach, www.longbeach.gov/lbgo/serrf, accessed November 6, 2008.

Table B-2

Estimated Baseline Electricity Consumption (Net Increase)

| | Land Use | Net Floor Area/ Units/Rooms | Usage Rate ^a | Annual Electrical Consumption |
|---------------------------|---------------------|--------------------------------|-------------------------|----------------------------------|
| Residential Option | | | | |
| | Office | 79,538 sq. ft. ^b | 12.95 kWh/sf/yr | 1,030 MWh |
| | Residential | 1,370 units | 5,626.5 kWh/du/yr | 7,708 MWh |
| | Net Increase | | | 8,738 MWh |
| Hotel Option | | | | |
| | Office | 79,538 sq. ft. ^b | 12.95 kWh/sf/yr | 1,030 MWh |
| | Residential | 1,110 units | 5,626.50 kWh/du/yr | 6,245 MWh |
| | Hotel | 400 rooms | 9.95 kWh/unit/yr | 3.98 MWh |
| | Hotel | 7,000 sq. ft. | 47.45 kWh/sf/yr | 332 MWh |
| | Restaurant | | | |
| | Hotel Banquet | 20,000 sq. ft. | 10.50 kWh/sf/yr | 210 MWh |
| | Net Increase | | | 7,820.98 MWh |

^a Average for Southern California Edison. Usage rates do not reflect the 2008 Building Energy Standards for California (Title 24) effective July 2009.

^b The net new floor area (79,538 sq. ft.) is the proposed office/retail floor area (373,541 sq. ft.) less the combined existing office/retail floor area (294,003 sq. ft.).

Source: SCAQMD CEQA Air Quality Handbook, Table A9-11-A (April 1993).

gas production (Long Beach Harbor) and is served by the City's local natural gas infrastructure. According to the LBGGO, infrastructure upgrades have been made to the downtown area to provide adequate service to high-rise residential development and offices.¹⁶

The California Energy Commission (CEC) 2008-2018 Staff Revised Report stated that end user natural gas demand in California is approximately four percent lower than forecasted in 2005 due to energy conservation and indicates that natural gas supplies, which were estimated to be sufficient to meet the State's energy demand under the prior, higher forecasts, would also meet the revised forecast. According to the US government Energy Information Administration (EIA), natural gas production in the Lower 48 States has seen a large upward shift. After nine years of no net growth through 2006, an upward trend began that generated three percent growth between first-quarter 2006 and first-quarter 2007, followed by an exceptionally large nine percent increase between first-quarter 2007 and first-quarter 2008.¹⁷ Large recent increases in supply are coming from across the Lower 48 States. However, more than half of the increase in natural gas production between the first quarter of 2007 and the first quarter of 2008 came from Texas, where supplies grew by an exceptionally high 15 percent due

¹⁶ Paulina Flores, Gas Supply Business Office, telephone interview, November 10, 2008.

¹⁷ EIA <http://tonto.eia.doe.gov/energy/> (accessed November 7, 2008).

to improved technology and higher natural gas prices. According to the EIA, on a nationwide level, technically recoverable natural gas resources are estimated to far exceed current production levels.

As shown in Table B-3 on page B-41, the project would generate an approximate demand of 154,293 thousand cubic feet per day (kcf/day). This volume represents a small percentage increase with respect to current capacity and expanding local and regional supplies. In addition, the project's compliance with energy conservation standards set forth in the amended Title 24 (effective January 2009) and voluntary LEED features will further reduce the project's potential impacts on natural gas resources. Therefore, substantial adverse physical impacts associated with the project's estimated demand on natural gas supplies that would exceed supply or LGBO's delivery capacity would occur. As no significant impacts to local or regional supplies of natural gas would occur, further evaluation of this issue in an EIR is not required.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Impact. As indicated above throughout this Initial Study, the proposed project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples for the major periods of California history or prehistory. Based on the analysis contained in this Initial Study, the proposed project could result in potentially significant impacts on the following environmental issues: aesthetics, air quality, cultural resources (archaeological and paleontological resources), geology, hydrology/water quality, land use and planning, noise, population and housing, public services (police, fire, schools, libraries and parks), recreation, transportation/circulation, and utilities (water supply and solid waste). These potentially significant issue areas will be evaluated in an EIR.

Table B-3

Projected Natural Gas Demand (Net Increase)

| | Land Use | Net Floor Area/ Units/Rooms | Usage Rate ^a | Daily Natural Gas Consumption |
|---------------------------|---------------------|--------------------------------|--|----------------------------------|
| Residential Option | | | | |
| | Office | 79,538 sq. ft. ^b | 2.0 cu. ft./sq. ft./month | 5,231 kcf |
| | Residential | 1,370 units | 4,011.5 cu. ft./ unit/month | 180,722 kcf |
| | Net Increase | | | 185,953 kcf |
| Hotel Option | | | | |
| | Office | 79,538 sq. ft. ^b | 2.0 cu. ft./sq. ft./month | 5,231 kcf |
| | Residential | 1,110 units | 4,011.5 cu. ft./ unit/month | 146,424 kcf |
| | Hotel | 400 rooms | 4.8 cu. ft./ unit/month | 63 kcf |
| | Hotel Restaurant | 7,000 sq. ft. | 2.9 cu. ft./sq. ft./month | 668 kcf |
| | Hotel Banquet | 20,000 sq. ft. | 2.9 cu. ft./sq. ft./month ^c | 1,907 kcf |
| | Net Increase | | | 154,293 kcf |

^a Daily consumption is estimated by dividing monthly consumption by 30.41 days per month (365/12 months). Usage rates do not reflect the 2008 Building Energy Standards for California (Title 24) effective July 2009.

^b The net new floor area (79,538 sq. ft.) is the proposed office/retail floor area (373,541 sq. ft.) less the combined existing office/retail floor area (294,003 sq. ft.).

^c This factor applies to retail uses, since the SCAQMD table does not show restaurant or dining uses.

Source: SCAQMD CEQA Air Quality Handbook, Table A9-12-A (April 1993).

- b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).**

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the project are combined with the impacts of related projects within a defined geographical area, such that the combined impacts are greater than the impacts of the project alone. An analysis of the potential for cumulative impacts associated with development of the project together with related projects will be provided for each of the issues to be addressed in the EIR (refer to the discussion above in Response XVII.a).

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Potentially Significant Impact. As indicated above, construction and operation of the project could have environmental effects on aesthetics, air quality, cultural resources (archaeological and paleontological resources), geology, hydrology/water quality, land use and planning, noise, population and housing, public services (police,

fire, schools, libraries and parks), recreation, transportation/circulation, and utilities (water supply and solid waste), which would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, impacts associated with these subject areas will be further analyzed in an EIR.



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

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

STEPHEN R. MAGUIN
Chief Engineer and General Manager

December 2, 2008

File No: 03-00.04-00

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

Dear Mr. Kinsey:

Golden Shore Master Plan

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on December 1, 2008. The proposed development is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' DeForest Avenue Trunk Sewer, located in a right of way along the west side of the Long Beach Freeway at Broadway. This 42-inch diameter trunk sewer has a design capacity of 20.2 million gallons per day (mgd) and conveyed a peak flow of 4.9 mgd when last measured in 2008.
2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 400 mgd and currently processes an average flow of 301.2 mgd.
3. The expected increase in average wastewater flow from the project site is approximately 280,000 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2.
4. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on

page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

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

Very truly yours,

Stephen R. Maguin



Ruth I. Frazen
Customer Service Specialist
Facilities Planning Department

RIF:rf



ARNOLD SCHWARZENEGGER
GOVERNOR

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



CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

November 26, 2008

To: Reviewing Agencies

Re: Golden Shore Master Plan
SCH# 2008111094

Attached for your review and comment is the Notice of Preparation (NOP) for the Golden Shore Master Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Derek Burnham
City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Assistant Deputy Director & Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency



BUSINESS DEPARTMENT - Business Services
Facilities Development & Planning Branch
Donald K. Allen Building Services Facility
2425 Webster Ave., Long Beach, CA 90810
(562) 997-7550 Fax (562) 595-8644

January 12, 2009

Via email: D.Nguyen@pemet.com
Via Facsimile: (949)753-7002

Mr. Davie Nguyen
Assistant Planner
PCR Services Corporation
One Venture, Suite 150,
Irvine, California 92618

**Re: RESPONSE TO PCR SERVICES CORPORATION'S REQUEST FOR
INFORMATION REGARDING EDUCATIONAL FACILITIES; GOLDEN SHORE
MASTER PLAN, LONG BEACH**

Dear Mr. Nguyen,

The Long Beach Unified School District (LBUSD) understands that PCR Services Corporation (PCR) is preparing a Draft Environmental Impact Report (DEIR) for the proposed Golden Shore Master Plan (proposed project) on behalf of the City of Long Beach (Lead Agency) pursuant to the California Environmental Quality Act (CEQA). The DEIR reportedly will include an assessment of the proposed project's potential impacts on educational facilities and services. The LBUSD anticipates the opportunity to comment on the DEIR following its circulation for public review.

LBUSD is responsible for providing school facilities and public education services to approximately 88,000 students in more than 90 public schools in the cities of Long Beach, Lakewood, Signal Hill, and Avalon on Catalina Island. In addition to establishing high standards of academic excellence for its students, LBUSD is committed to providing a safe environment and school facilities for its students and employees. Thus, the LBUSD's general concern regarding the project and the ongoing CEQA review process will be to distinguish the environmental impacts which must be properly addressed, analyzed, and mitigated to assure an environment conducive to learning. Specific areas of potential concern may include noise, traffic and air quality impacts during project construction and operational phases.

PCR requested information from the LBUSD (by letter dated December 1, 2008, to Ms. Carri Matsumoto, Executive Director, Facilities Development and Planning) in conjunction with its pending analysis of the project's potential impacts on schools. The information items requested by PCR – and the LBUSD's responses – are briefly outlined below.

SCHOOL FACILITIES INFORMATION

Each bullet below shows the PCR information request (in italics) followed by the LBUSD response:

| | | | | |
|----------------|-----------------|---------------|------------|--------------|
| Mary Stanton | Felton Williams | Michael Ellis | Jon Meyer | David Barton |
| District 1 | District 2 | District 3 | District 4 | District 5 |
| Vice President | Member | Member | President | Member |

- *Name, location, attendance boundary and operating schedule (e.g., single- or multi-track) for each school that would serve the Project site;*

The project is within the boundaries for the following school;

- Chavez Elementary School: 730 West 3rd St., Long Beach, CA.
- Washington Middle School: 1450 Cedar Ave., Long Beach, CA.
- Cabrillo HS: 2001 Santa Fe Avenue, Long Beach, CA.

(Note: All LBUSD schools are on a traditional single track schedule. LBUSD has a school of choice policy, meaning that students can go to any school within the District Boundary, as long as there is space available at the school they are interested in.)

- *Existing enrollments, projected enrollments (i.e., 5-year projections), and design capacities for these schools;*

Please see the attached table with enrollment projections and capacities for Chavez ES, Washington MS and Cabrillo HS.

- *Number of existing portable classrooms at the identified schools, if any, and the potential to add portable classrooms in the future;*

Chavez Elementary School: 0 existing portables.

Washington Middle School: 0 existing portables.

Cabrillo HS: 15 existing portables.

There is NO future potential to add portable classrooms to these sites.

- *Any plans for new facilities or expansion of existing facilities in the near future?*

Please refer to the Facilities Master Plan, approved January 22, 2008 and located on the Long Beach Unified School District website at www.lbusd.k12.ca.us under "School Building Plan".

- *Student generation rates that should be used in calculating the number of students to be generated by the proposed project.*

| Student Generation Rates for Single Family Attached Units | |
|--|---------------------------------|
| School Level | Student Generation Rates |
| Elementary School | 0.0948 |
| Middle School | 0.0271 |
| High School | 0.0658 |
| Total | 0.1877 |
| Source: School Facilities Needs Analysis, LBUSD July 31, 2008. | |

Please see attached current Developer Fee schedule brochure for commercial and residential fee information.

CONCLUSION

The LBUSD looks forward to working with the City of Long Beach and PCR to resolve any outstanding information needs you may have. Please feel free to contact me at (562) 997-7550 if you need additional information, or have any questions regarding the information provided.

Sincerely,



John Eclevia
Administrative Coordinator
Facilities Development & Planning Branch
Long Beach Unified School District

JE:khr,sa

cc: Kim Stallings – LBUSD Chief Business & Financial Officer
Carri M. Matsumoto – Executive Director, Facilities Development and Planning Branch
Scott Kinsey, Planner, City of Long Beach
File

Long Beach Unified School District Enrollment Projections (from 07/08 enrollment CBEDS Data)

Chavez ES

| Grade | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| K | 95 | 96 | 97 | 97 | 106 | 107 | 108 | 108 | 108 | 108 | 107 | 107 | 106 | 105 |
| 1 | 53 | 103 | 96 | 99 | 106 | 107 | 108 | 109 | 109 | 109 | 109 | 108 | 108 | 107 |
| 2 | 47 | 70 | 88 | 101 | 104 | 104 | 105 | 105 | 106 | 107 | 107 | 107 | 106 | 105 |
| 3 | 55 | 72 | 76 | 85 | 104 | 100 | 100 | 100 | 102 | 103 | 104 | 103 | 103 | 102 |
| 4 | 46 | 71 | 67 | 67 | 81 | 92 | 88 | 88 | 89 | 90 | 91 | 92 | 91 | 91 |
| 5 | 53 | 75 | 70 | 72 | 70 | 80 | 92 | 87 | 86 | 88 | 89 | 90 | 91 | 90 |
| Subtotals: | 349 | 487 | 494 | 521 | 571 | 590 | 601 | 597 | 600 | 605 | 607 | 607 | 605 | 600 |
| SDC: | 3 | 39 | 36 | 34 | 37 | 38 | 39 | 38 | 39 | 39 | 39 | 39 | 39 | 39 |
| Totals: | 352 | 526 | 530 | 555 | 608 | 628 | 640 | 635 | 639 | 644 | 646 | 646 | 644 | 639 |
| Capacity: | 678 | 678 | 678 | 678 | 678 | 678 | 678 | 678 | 678 | 678 | 678 | 678 | 678 | 678 |

Washington MS

| Grade | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 6 | 333 | 296 | 334 | 305 | 307 | 274 | 260 | 245 | 234 | 232 | 223 | 217 | 213 | 211 |
| 7 | 315 | 343 | 302 | 318 | 294 | 291 | 259 | 245 | 232 | 221 | 220 | 212 | 206 | 202 |
| 8 | 326 | 325 | 342 | 329 | 311 | 282 | 279 | 248 | 235 | 222 | 212 | 211 | 202 | 197 |
| Subtotals: | 974 | 964 | 978 | 952 | 912 | 847 | 798 | 738 | 701 | 675 | 655 | 640 | 621 | 610 |
| SDC: | 34 | 35 | 29 | 33 | 31 | 29 | 27 | 25 | 23 | 22 | 21 | 21 | 20 | 20 |
| Totals: | 1008 | 999 | 1007 | 985 | 943 | 876 | 825 | 763 | 724 | 697 | 676 | 661 | 641 | 630 |
| Capacity: | 1102 | 1102 | 1102 | 1102 | 1102 | 1102 | 1102 | 1102 | 1102 | 1102 | 1102 | 1102 | 1102 | 1102 |

Cabrillo HS

| Grade | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 9 | 952 | 882 | 1034 | 1028 | 939 | 917 | 900 | 860 | 803 | 798 | 733 | 708 | 727 | 714 |
| 10 | 1063 | 1169 | 1010 | 980 | 1036 | 940 | 913 | 893 | 854 | 805 | 795 | 733 | 707 | 724 |
| 11 | 832 | 866 | 966 | 807 | 841 | 880 | 794 | 772 | 757 | 724 | 684 | 677 | 622 | 600 |
| 12 | 497 | 696 | 741 | 816 | 692 | 714 | 748 | 676 | 659 | 647 | 619 | 585 | 580 | 532 |
| Subtotals: | 3344 | 3613 | 3751 | 3631 | 3508 | 3451 | 3355 | 3201 | 3073 | 2974 | 2831 | 2703 | 2636 | 2570 |
| SDC: | 124 | 115 | 127 | 137 | 139 | 141 | 137 | 130 | 125 | 120 | 115 | 109 | 106 | 103 |
| Totals: | 3468 | 3728 | 3878 | 3768 | 3647 | 3592 | 3492 | 3331 | 3198 | 3094 | 2946 | 2812 | 2742 | 2673 |
| Capacity: | 3769 | 3769 | 3769 | 3769 | 3769 | 3769 | 3769 | 3769 | 3769 | 3769 | 3769 | 3769 | 3769 | 3769 |

Data Source: Decision Insite, and 07/08 CBEDS

Notice to Builders

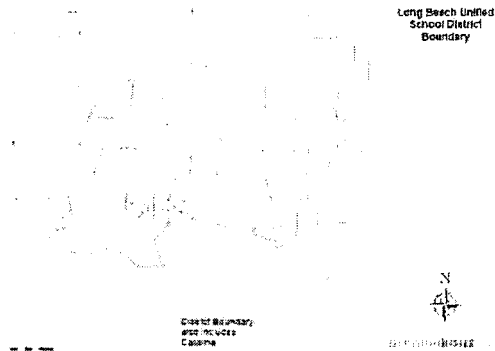
Your proposed construction is located within the boundaries of Long Beach Unified School District.

This district, by authority of Education Code 17620 and Government Code Section 65995, adopted an increase of statutory school facility fees on June 2, 2008 for level I fees and September 3, 2008 for the level II fees.

How is the money used?

Fees are collected for the purpose of funding the construction or reconstruction of school facilities within the District necessitated by new development.

School Boundaries and Jurisdictions



Any residential, commercial and industrial properties within the school district boundaries located in the following cities:

City of Avalon, City of Lakewood, City of Long Beach, City of Signal Hill, and County of Los Angeles

Where are the applications Available?

Developer Fee applications are available at the place of collection:

Long Beach Unified School District
2425 Webster Avenue
Long Beach, CA 90810

Where are the fees paid?

Developer Fees for the cities of Avalon, Lakewood, Signal Hill and the County of Los Angeles are paid in person at the Long Beach Unified School District, to the collection agent of the school district. Developer fees for the city of Long Beach are paid at the city of Long Beach.

Place of collection

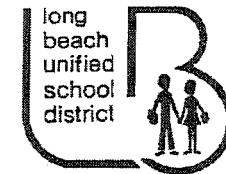
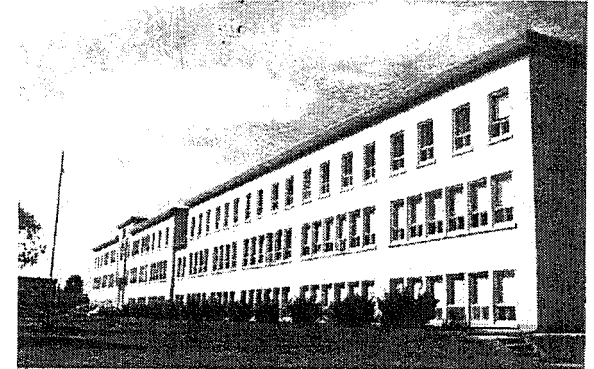
Cities of Avalon, Lakewood, Signal Hill & County of Los Angeles
Long Beach Unified School District
2425 Webster Avenue
Long Beach, CA 90810
(562) 997-7550

Checks or money orders are made payable to:
LBUSD Developer Fee Collector

Collection Hours:
Monday through Friday
9:00 am – 3:00 pm

Developer Fees

(School Facility Fees)



**Long Beach
Unified School District**

Assessment

All new residential, commercial and industrial construction and/or an addition of covered or enclosed space are subject to the collection of developer fees. According to the law, this fee is determined by square footage of assessable space. Level I fees are statutory school fees assessed to residential development over 500 square feet and commercial development. Level II fees are alternative school fees assessed to new residential construction.

What is assessable space?

Assessable space used to determine the fees due is: All square footage within the perimeter of a residential structure not including the carport, walkways, garage, overhang or patio, including enclosed patio, detached accessory structure, or similar enclosed area. Assessable space is determined by the city or county issuing the building permit.

Fees due at time of filing

(Rates effective as of
June 2, 2008 and September 3, 2008
respectively)

Residential Rate (per sq ft)

\$2.97 (level I-statutory school fees-
additions over 500 sq ft.)

\$3.39 (level II-Alternative School Fees-
new construction)

Commercial/Industrial (per sq ft)

\$0.47 (level I-statutory school fees)

Do building plans have to be submitted?

- The applicant must apply first with the respective city to determine the permissible square footage.
- Applicant must have an authorized letter from the responsible city department specifying the permissible square footage.
- In addition, one set of returnable plans is to be submitted with the application in order to review the calculated square footage.

What if construction is not started? Are there refunds?

The amount of the fee, minus a \$50 application charge, will be refundable if construction does not begin, or the project is suspended or abandoned. An authorized written notice declaring that the building permit has been canceled must be delivered or sent to the Long Beach Unified School District Developer Fee Department, 2425 Webster Avenue Long Beach, CA 90810. Refunds will be processed 30 to 60 days after receipt of notification. Refund Checks will only be issued to person(s) or entities listed on original check. In order to process your request, please supply our office with your Social Security Number, Tax Identification Number, and/or Employee Identification Number.

When must the fees be paid?

Fees must be paid and a "Certification of Compliance" issued by the school district prior to the issuance of a building permit by the respective City. Long Beach Unified School District will collect the fees and issue the certification.

Note: all returned checks will be assessed a \$25 processing fee.

What building projects are exempt from the fees?

Developer fees are assessed on all eligible residential construction, and industrial and commercial projects.

Exemption for commercial or industrial projects may be granted if the project qualifies for an exemption. Residential projects or additions with 500 or less square feet are exempt.

*There are additional exemptions under the statutes. Please inquire if you believe one may apply

Important:

To complete application at time of filing, developer must submit:

- 1 Letter from the responsible city department specifying the permissible square footage
- 2 Completed Certificate of Compliance
- 3 1 set of plans for project
- 4 Check or money order for fee. Cash and Credit/ATM Cards are NOT accepted



Metro

December 18, 2008

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

Dear Mr. Kinsey:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Golden Shore Master Plan project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with highway, freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2004 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

3. Evidence that in addition to Metro, all affected Municipal transit operators received the NOP for the Draft EIR;
4. A summary of the existing transit services in the area;
5. Estimated project trip generation and mode assignment for both morning and evening peak periods;
6. Documentation on the assumptions/analyses used to determine the number and percentage of trips assigned to transit;
7. Information on facilities and/or programs that will be incorporated into the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
8. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

Metro looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Draft EIR to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Susan Chapman

Sincerely,

A handwritten signature in black ink, appearing to read "Susan Chapman". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Susan Chapman
Program Manager, Long Range Planning

South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

December 10, 2008

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

Dear Mr. Kinsey:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Golden Shore Master Plan

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Electronic files include spreadsheets, database files, input files, output files, etc., and does not mean Adobe PDF files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address:
http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Daniel Garcia, Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.

Program Supervisor, CEQA Section

Planning, Rule Development and Area Sources

SS:DG:AK

LAC081209-05

Control Number



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

February 17, 2009

Scott Kinsey, Planner
City of Long Beach
Department of Development Services
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Dear Mr. Kinsey:

NOTICE OF PREPARATION, PROJECT TITLE: GOLDEN SHORE MASTER PLAN, NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING, LONG BEACH (FFER #200800321)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. This subject property is totally within the City of Long Beach and does not appear to have any impact on the emergency responsibilities of the Department. It is not a part of the emergency response area of the Consolidated Fire Protection District.

LAND DEVELOPMENT UNIT:

1. This project is located entirely in the City of Long Beach; therefore the City of Long Beach Fire Department has jurisdiction concerning this project and will be setting conditions. This project is located in close proximity to the jurisdictional area of the Los Angeles County Fire Department, however this project is unlikely to have an impact that necessitates a comment concerning general requirements from the Land Development Unit of the Los Angeles County Fire Department.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

| | | | | | | | |
|--------------|-----------|------------------|----------------------|-----------|----------------------|-----------------------|------------------|
| AGOURA HILLS | BRADBURY | CUDAHY | HAWTHORNE | LA MIRADA | MALIBU | POMONA | SIGNAL HILL |
| ARTESIA | CALABASAS | DIAMOND BAR | HIDDEN HILLS | LA PUENTE | MAYWOOD | RANCHO PALOS VERDES | SOUTH EL MONTE |
| AZUSA | CARSON | DUARTE | HUNTINGTON PARK | LAKESWOOD | NORWALK | ROLLING HILLS | SOUTH GATE |
| BALDWIN PARK | CERRITOS | EL MONTE | INDUSTRY | LANCASTER | PALMDALE | ROLLING HILLS ESTATES | TEMPLE CITY |
| BELL | CLAREMONT | GARDENA | INGLEWOOD | LAWNDALE | PALOS VERDES ESTATES | ROSEMEAD | WALNUT |
| BELL GARDENS | COMMERCE | GLEN DORA | IRWINDALE | LOMITA | PARAMOUNT | SAN DIMAS | WEST HOLLYWOOD |
| BELLFLOWER | COVINA | HAWAIIAN GARDENS | LA CANADA-FLINTRIDGE | LYNWOOD | PICO RIVERA | SANTA CLARITA | WESTLAKE VILLAGE |
| | | | LA HABRA | | | | WHITTIER |

Scott Kinsey, Planner
February 17, 2009
Page 2

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

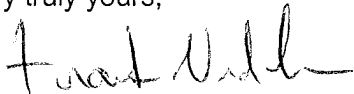
1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Final Environmental Impact Report.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. We have no comments at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:lj

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF REGIONAL PLANNING
AND PUBLIC TRANSPORTATION
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897- 6696
FAX (213) 897-1337



*Flex your power!
Be energy efficient!*

December 29, 2008

Mr. Derek Burnham
333 W. Ocean Boulevard
Long Beach, CA 90802

Re: Golden Shore Master Plan/NOP
IGR/CEQA No. 081207/ZJ
SCH#2008111094
Vic. LA-710-PM 5.057

Dear Mr. Burnham:

Thank you for including the California Department of Transportation in the environmental review process for the proposed Golden Shore Master Plan project located at Ocean Boulevard and Shoreline Drive, in the City of Long Beach. The proposed project would provide new residential, office, retail, and potential hotel uses, along with associated parking and open space. The project includes two development options, a Residential Option and a Hotel Option, both of which would be entitled through the City of Long Beach. Under the Residential Option, development would include 1,370 condominiums, an estimated 373,541 square feet of office/retail space, approximately 3,552 parking spaces, and other amenities. Under the Hotel Option, development would include 1,110 condominiums, a 400-room hotel, approximately 373,541 square feet of office/retail space.

Based on a review of information contained in the Notice of Preparation, we have the following comments:

We request that a traffic impact study be prepared to include an evaluation of traffic impacts to I-710 starting from the North at Willow Street to the end of I-710 South at Golden Shore Avenue, as well as the on and off-ramps between 6th Street and Broadway. Generally, we request that a traffic impact study include the following information:

- Inclusion of all appropriate traffic volumes. Analysis should include a) existing traffic b) cumulative traffic from all specific approved developments in the area, c) cumulative traffic from likely not-yet-approved developments in the area, and d) traffic growth other than from developments. Scenarios involving different assumptions on development and growth might be considered.
- Analysis of AM, and PM peak-hour volumes for both existing and future. Future conditions would include build-out of all projects and any plan-horizon years. Existing and buildout Level of Service should be specified (HCM2000 methodology is requested).

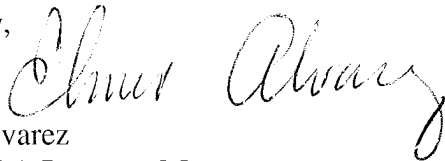
- Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. This discussion should include, but not be limited to, the following:
 - description of transportation infrastructure improvements
 - financial costs, funding sources and financing
 - sequence and scheduling considerations
 - implementation responsibilities, controls and monitoring

For additional information, please refer to State Guide for the Preparation of Traffic Impacts Studies at:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

If you have any questions regarding our comments, please call project coordinator Zeron Jefferson at (213) 897-1333 or myself at (213) 897-6696 and please refer to our record number 081207/ZJ.

Sincerely,



Elmer Alvarez
IGR/CEQA Program Manager
Caltrans, District 7

cc: Scott Morgan, State Clearinghouse

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711

*Flex your power!
Be energy efficient!*

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

December 16, 2008

Dear Mr. Kinsey:

City of Long Beach Notice of Preparation of a Draft Environmental Impact Report, Golden Shore Master Plan

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

The proposal is for new residential, office, retail, and potential hotel uses. The project includes two development options. The "Residential Option" includes 1,380 condominiums, approximately 373,541 square feet of office/retail space, approximately 3,552 parking spaces and open space. The "Hotel Option" includes 1,110 condominiums, a 400-room hotel, approximately 373,541 square feet of office/retail space and approximately 3,637 parking spaces. The project site is located in the vicinity of Ocean Boulevard and Golden Shore, approximately 3.5 miles southwest of the Long Beach Airport; Daugherty Field.

State Public Utilities Code Section 21659 prohibits structural hazards near airports. Should any of the proposed structures exceed 200 feet in height, a Notice of Proposed Construction or Alteration (Form 7460-1) will be required by the Federal Aviation Administration (FAA) in accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace." Form 7460-1 is available on-line at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> and should be submitted electronically to the FAA.

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our Caltrans District 7 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

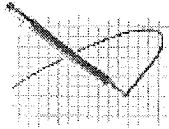
Sincerely,

A handwritten signature in cursive script that reads "Sandy Hesnard".

SANDY HESNARD

Aviation Environmental Specialist

c: State Clearinghouse, Long Beach Airport



Jimmy Chen/WA/CLB

12/30/2008 02:19 PM

To Scott Kinsey/CH/CLB@CLB

cc Isaac Pai/WA/CLB@CLB, Larry Oaks/WA/CLB@CLB,
Dennis Santos/WA/CLB@CLB

bcc

Subject LBWD Response to Notice of Preparation for Golden Shore
Master Plan

Scott:

In response to your Notice of Preparation (NOP) for the proposed Golden Shore Master Plan, the Long Beach Water Department (LBWD) has the following comments:

Potable Water:

There is an existing 20-inch water transmission line to the north boundary of the project in West Ocean Boulevard. There are existing 12-inch waterlines in Golden Shore and West Seaside Way available to supply potable water to the project. No service connection is allowed off the 20-inch transmission line. Due to the increased potable water demand and fire flow requirement for the proposed development, the developer is required to complete a hydraulic analysis and/or fire flow tests to confirm that there are enough flow rate and pressure off the existing 12-inch potable waterlines.

Sewer:

There are an existing 10-inch sewer main in West Ocean Boulevard and another existing 10-inch sewer main in West Seaside Way for sewer service connections for the proposed development. The developer is required to do a hydraulic study to verify the capacities of the sewer mains that he plans to connect to. The developer may be required to study the capacity of the existing pump station (S-25) if he plans to discharge a significant amount of the project generated sewage into the 10-inch sewer main in West Seaside Way, which eventually discharges sewage into S-25.

Water Conservation:

The proposed development falls into SB610 requirement and triggers LBWD, the water supplier, to prepare a water supply assessment within 90 days from receiving a notice from the lead agency and prior to the issuance of the Drafted Environmental Impact Report (DEIR). LBWD is in the process of preparing a water supply assessment for the proposed development. The findings of the water supply assessment must be incorporated and addressed in the DEIR.

If you have further questions regarding potable water and sewer, contact me at 562-570-2340. If you have questions on water conservation, you may contact Matt Lyons, LBWD's Director of Planning and Conservation, directly at 562-570-2315 or me at the number above.

Jimmy Chen
Senior Civil Engineer
Long Beach Water Department
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Long Beach, Ca 90807
(562)570-2340 Phone
(562)570-2330 Fax