DRAFT

ENVIRONMENTAL IMPACT REPORT

ALAMITOS BAY MARINA REHABILITATION PROJECT

SCH NO. 2008041028

Submitted to:

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This Executive Summary has been prepared according to the California Environmental Quality Act (CEQA) Guidelines Section 15123 for the City of Long Beach (City) Environmental Impact Report (EIR) for the proposed Alamitos Bay Marina Rehabilitation Project. This EIR has been prepared by the City to analyze the proposed project's potential impacts on the environment, to discuss alternatives, and to propose mitigation measures for identified potentially significant impacts that will minimize, offset, or otherwise reduce or avoid those environmental impacts.

1.2 SUMMARY OF PROJECT DESCRIPTION

The Alamitos Bay Marina is located in the southeastern portion of Los Angeles County within the City. Alamitos Bay Marina was opened in the late 1950s and early 1960s; the Marina facilities are operated by the City of Long Beach. Although Alamitos Bay Marina is comprised of eight basins, the proposed project includes renovations only to Basins 1–7. Basin 8 is not included in the project, as addressed in this Draft EIR.

The proposed project would renovate the existing Marina facilities and enhance the existing recreational boating facilities within the harbor. The project encourages boating use by providing upgraded American with Disabilities (ADA) compliant facilities, upgraded restrooms, and dredged basins to ensure safe navigation. There are currently 1,967 existing slips in Basins 1 through 7. The proposed project includes installation of 1,646 slips in these basins, resulting in the loss of approximately 321slips. As of the date of this EIR, there are 1,430 customers in the Marina, so there would be a slip for every customer once the renovations are complete. However, should the number of correctly sized slips not be available at project completion, those customers would be placed in alternate slips until the appropriately sized slips become available.

Implementation of the project is anticipated to be accomplished in a 12-phase program, extending over approximately 6 years. The proposed project consists of a number of improvements to the existing Marina and includes the following: (1) dredging the Marina basins down to original design depths and/or original basin depths; (2) replacing and/or upgrading 13 restrooms along with their associated water and sewer laterals; (3) repairing the sea wall where necessary to reestablish the rock revetment along the slope to the basin floor; (4) completing dock and piling replacement; and (5) replacing the pavement in the Marina's parking lots. The project also includes the construction of an approximately 565-foot (ft) long dock located adjacent to Basin 4 at the southeast corner of the Long Beach Yacht Club

(LBYC). The long dock includes a 200 ft temporary section that would accommodate boaters during the renovations and would be removed upon project completion. Based on preliminary analysis, dredging activities would require mitigation for potential impacts to marine eelgrass. Therefore, the City has identified a site adjacent to the northeast shore of Marine Stadium to convert to an open space/habitat mitigation site The project includes two construction staging areas: one located in a parking lot on Marina Drive near Basin 2 and one located in a parking lot on Marina Drive near Basin 3, adjacent to the Marina Shipyard. Each of these project components is described in greater detail in Chapter 3.0, Project Description.

1.3 ALTERNATIVES

The following three alternatives to the proposed project were selected for consideration, including the No Project Alternative and alternative sites as required by CEQA:

- Alternative 1: No Project/No Development
- Alternative 2: Reduced Project Alternative
- Alternative 3: On-Site Dry Stack Storage Alternative

In evaluating an appropriate range of alternatives to the proposed project, a number of alternatives were considered and rejected by the Lead Agency. These included an alternative location, alternative habitat mitigation sites (Alamitos Bay Peninsula between Balboa and 56th Place, Cerritos Channel and Wetlands, Basin 6 North – Cerritos Channel, Downtown Marina/Long Beach Shoreline between Junipero Ave to 1st Street, Rainbow Marina along the south jetty/breakwater, and the Huntington Beach Wetlands Restoration Project) and an existing layout alternative. Each of these alternatives was rejected for differing reasons, as described further in Chapter 5.0, Alternatives.

The No Project/No Development Alternative would be environmentally superior to the proposed project on the basis of the physical impacts that would occur with this alternative. If there were no changes to the existing conditions on site, there would be no increase in construction traffic, construction noise, or construction and cumulative air emissions. However, the No Project Alternative would not provide Americans with Disabilities Act (ADA)-compliant facilities or provide upgraded and new dock facilities to safely serve the boating community and extend the useful life of the Marina.

The CEQA Guidelines require that if the environmentally superior alternative is the No Project Alternative, "the EIR also identify an environmentally superior alternative among the other alternatives" (CEQA Guidelines Section 15126.6(e)(2)). The Environmentally Superior Alternative, in terms of direct physical effects on the environment, is the Reduced Project Alternative.

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

Although this alternative would reduce the duration of project emissions, it would still result in the same significant construction-related and cumulative air quality emission impacts associated with the proposed project. Also, due to the existing location of sensitive receptors and type of construction, this alternative would still result in significant and unavoidable construction noise impacts. The Reduced Project Alternative would result in reduced construction impacts for cultural resources, geology and soils, hazardous materials, hydrology/water quality, and traffic compared to the proposed project because the improvements to landside facilities would not occur with this alternative. However, impacts related to these topics would still be less than significant, which is the same as what would occur with implementation of the proposed project.

For operational considerations, Alternative 2 would not increase energy efficiency or reduce potable water demand, as would occur with the renovation of restrooms under the proposed project. In addition, ADA access to the restroom facilities for handicapped and disadvantaged residents would not be provided, and no beneficial improvements to storm drain facilities would be implemented.

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

The alternatives analysis is described in greater detail in Chapter 5.0, Alternatives.

1.4 AREAS OF CONTROVERSY

Pursuant to State CEQA Guidelines Section 15123, this EIR acknowledges the areas of controversy and issues to be resolved that are known to the City of Long Beach or were raised during the scoping process.

In accordance with State CEQA Guidelines Section 15082, the City circulated a Notice of Preparation (NOP) on May 11, 2009, to agencies and interested individuals for a period of 30 days, during which time written comments were solicited pertaining to environmental issues/topics that the Draft EIR should evaluate. The major issues identified by the agencies included the following:

- Impacts related to identification and handling of potentially hazardous materials (refer to Section 4.6, Hazards and Hazardous Materials)
- Impacts to air quality (refer to Section 4.2, Air Quality)
- Impacts related to increased traffic and circulation conditions (refer to Section 4.12, Traffic and Circulation)
- Impacts related to regional planning and transportation policies (refer to Sections 4.8, Land Use, and 4.12, Traffic and Circulation)
- Impacts to marine biological resources (refer to Section 4.3, Biological Resources)
- Consistency with the provisions of the State Tidelands Grant (refer to Section 4.8, Land Use)

The City held a public scoping meeting on May 28, 2009, to present the proposed project and to solicit input from interested individuals regarding environmental issues that should be addressed in this Draft EIR. Major issues and concerns raised at the scoping meeting included: (1) project impacts to recreation within Marine Stadium and within the Marina (particularly to rowers); (2) project impacts to Marine Stadium, a historic resource; (3) safety concerns related to the narrowing of the Marina Channel between Basins 3 and 4; (4) public access to and availability of guest docks and other facilities during construction; (5) project impacts to water quality (e.g., silt and hazardous materials); (6) project-related noise impacts; (7) project impacts to views and aesthetics; (8) impacts to and/or loss of habitat; (9) consideration of alternatives; and (10) traffic-related project impacts.

The Draft EIR addresses each of these areas of concern or controversy in detail, examines project-related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures designed to reduce or eliminate potentially significant impacts.

1.5 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.A identifies the project environmental impacts, a significance determination, proposed mitigation measures, and level of significance after mitigation is incorporated into the project. Table 1.A also identifies cumulative impacts resulting from the proposed project in conjunction with the approved and pending cumulative projects. Environmental topics addressed in this EIR include: Aesthetics, Air Quality, Biological Resources, Cultural

Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Noise, Public Services and Utilities, Recreation, and Traffic and Circulation.

Refer to Section 2.4 of this EIR for a discussion of additional effects found not to be significant through the Initial Study/Notice of Preparation process.

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
AESTHETICS			
Substantial adverse effect on a viewshed from a public viewing area (such as a park, scenic highway, scenic roadway, or other scenic vista)	Implementation of the proposed project will not disrupt existing scenic vistas or viewsheds visible on or from the project site.	No mitigation is required.	Less Than Significant
Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	Portions of Pacific Coast Highway (PCH) are designated as an Eligible State Scenic Highway. The closest historical resource to the project site is Marine Stadium, which is located to the north of the Marina, outside of the project boundaries, and not within view of the portion of PCH designated as an Eligible State Scenic Highway. Impacts are considered less than significant. The project will not impact any other scenic resources such as trees or rock outcroppings.	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
Substantial degradation of the existing visual character or quality of the site and its surroundings	The visual character of the Marina Basins would not change. The views of the newly renovated restroom facilities would be considered visual improvements from the existing condition. Views of the long dock after project completion would be visible. The seawall on Naples Island would be partially obstructed, and depending on the size of boats docked at the long dock, views of Long Beach Yacht Club (LBYC) may be partially obstructed. Views of the open marine waters or sky would not be blocked, and these changes would not impact the visual character of this area of Alamitos Bay.	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
Creation of a new source of substantial light or glare, which would adversely affect day or nighttime views in the area	The replacement of lighting associated with the proposed project would not create a substantial new source of light or glare affecting day or nighttime views in the area or illuminate areas outside the project boundary. The replacement lighting would not increase the intensity of light to sensitive viewers such as residents in the surrounding area due to the distance and intervening uses between residences and the Marina. Lighting associated with recreational boats is generally low-level safety lighting and is not expected to significantly increase with project implementation. Therefore, visual impacts relating to light or glare would be considered less than significant.	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
Contribute to cumulative impacts	The proposed project would not contribute to potential cumulative impacts related to aesthetics or visual resources.	No mitigation is required.	Less Than Significant
AIR QUALITY			
Conflict with or obstruct implementation of the applicable air quality plan	The proposed project would not result in any population growth and is consistent with the City's General Plan designation for the site. In addition, the proposed project is not expected to result in any increase in long-term regional air quality emissions. Therefore, the project will not conflict with the Air Quality Management Plan (AQMP).	No mitigation required.	Less Than Significant
Violate any air quality standard or contribute substantially to an existing or projected air quality violation	The project would result in an exceedance of the South Coast Air Quality Management District (SCAQMD) daily threshold for nitrogen oxide (NO_X) during construction. Implementation of Mitigation Measure 4.2-1 would reduce the	**4.2-1** Prior to commencement of construction, the Marine Bureau Manager shall ensure that the final project plans and the construction contract include, but are not limited to, the following energy conservation and emission reduction measures:	Significant and Unavoidable

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	vehicle exhaust emissions during construction. However, the impact would remain significant and unavoidable for the duration of construction activities in Phases 2 and 3.	**Fugitive Dust Controls.** The project construction contractor shall develop and implement dust-control methods that shall achieve this control level in a South Coast Air Quality Management District (SCAQMD) Rule 403 dust control plan, designate personnel to monitor the dust control program, and order increased watering, as necessary, to ensure a 90 percent control level. Their duties shall include holiday and weekend periods when work may not be in progress. Additional control measures to reduce fugitive dust shall include, but are not limited to, the following: • Provide temporary wind fencing around sites being graded or cleared • Cover truck loads that haul dirt, sand, or gravel or maintain at least 2 feet (ft) of freeboard in accordance with Section 23114 of the California Vehicle Code (CVC) • Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off tires of vehicles and any equipment leaving the construction site • Suspend all soil disturbance activities when winds exceed 25 miles per hour (mph) as	

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Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		instantaneous gusts or when visible dust plumes emanate from the site and stabilize all disturbed areas • Appoint a construction relations office to act as a community liaison concerning on-site construction activity, including resolution of issues related to particulate matter less than 10 microns in diameter (PM_{10}) generation • Sweep all streets at least once a day using SCAQMD Rule 1186, 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water) • Apply water three times daily, or nontoxic soil stabilizers according to manufacturers' specifications, to all unpaved parking or staging areas or unpaved road surfaces or as needed to areas where soil is disturbed **Emission Controls for Nonroad Construction Equipment.** Construction equipment shall meet the United States Environmental Protection Agency	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		(EPA) Tier 4 nonroad engine standards, where feasible. The Tier 4 standards become available starting in 2012. **Best Management Practices (BMPs) for Construction Equipment.** The construction contractor shall implement the following BMPs on construction equipment, where feasible, to further reduce emissions from these sources. • Use of diesel oxidation catalysts and/or catalyzed diesel particulate traps, as feasible • Maintain equipment according to manufacturer specifications • Restrict idling of equipment and trucks to a maximum of 5 minutes (per California Air Resources Board [ARB] regulation) • Use of high-pressure fuel injectors on diesel-powered equipment • Use of electricity from power poles rather than temporary diesel- or gasoline-powered generators **Construction Traffic Emission Reductions.** The	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		construction contractor shall implement the following measures to further reduce emissions from construction. • Trucks used for construction (a) prior to 2015 shall use engines certified to no less than 2007 nitrogen oxide (NO_x) emissions standards and (b) in 2015 and beyond shall meet EPA 2010 emission standards. • Provide temporary traffic control such as a flag person during all phases of construction to maintain smooth traffic flow • Schedule construction activities that affect traffic flow on arterial systems to off-peak hours where possible • Reroute construction trucks away from congested streets or sensitive receptor areas • Provide dedicated turn lanes for movement of construction trucks and equipment on and off site • Configure construction parking to minimize traffic interference • Improve traffic flow by signal synchronization	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		• All vehicles and equipment will be properly tuned and maintained according to manufacturer specifications. • Reduce traffic speeds on all unpaved roads to 15 mph or less **Emission Controls for Construction Tugboats.** All tugboats used in construction shall meet the EPA Tier 2 marina engine standards, and if feasible, use construction tugs that meet the EPA Tier 3 marine engine standards. The Tier 3 standards become available starting in 2009. **Construction Tugboat Home Fleeting.** The construction contractor shall require all construction tugboats that home fleet in the San Pedro Bay Port (SPBP) to (a) shut down their main engines, and (b) refrain from using auxiliary engines at dock or to use electrical shore power, if need be.	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
Result in a cumulative 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)	Building design and building operation for the proposed restroom facilities could contribute to increased amounts of carbon dioxide (CO_2) and other greenhouse gases (GHGs) from use of electricity, natural gas, and other fuels.	**4.2-2** Prior to issuance of building permits, the Marine Bureau Manager shall ensure that the final construction drawings include the following building design energy conservation measures: **Green Building Design for Restroom Buildings:** Incorporate measures from the Leadership in Energy and Environmental Design (LEED) certification program and other green building guidelines that reduce greenhouse gas (GHG) emissions through either development density/ design and/or energy conservation. The LEED for Retail–New Construction and LEED for Commercial Interiors programs developed by the United States Green Building Council are good sources for identifying measures and examples of energy conservation measures, including the following: • Meet or exceed Title 24 requirements • Incorporate ENERGY STAR-rated windows • Incorporate ENERGY STAR-rated space heating and cooling equipment • Incorporate hot water systems that are energy	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		efficient • Incorporate ENERGY STAR-rated light fixtures • Incorporate ENERGY STAR-rated appliances • Install/operate renewable electric generation systems, as appropriate and economically feasible **4.2-3** Prior to issuance of building permits, the Marine Bureau Manager shall ensure that the final construction drawings of the building operations and maintenance plan include, but are not limited to, the following energy conservation measures: • **Compact Fluorescent Light Bulbs:** All interior building lighting shall use compact fluorescent light bulbs. Fluorescent light bulbs produce less waste heat and use substantially less electricity than incandescent light bulbs. • **Energy Audits:** Conduct a third-	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		party energy audit every 5 years and install innovative power-saving technology where feasible, such as power factor correction systems and lighting power regulators. Such systems help to maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use.	
	The project would not result in increases in long-term operational emissions because the capacity of the Marina would not be increased with the proposed project, and operations are not anticipated to change significantly. Therefore, the project would not contribute cumulatively to long-term local and regional air quality degradation.	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]		Level of Significance After Mitigation
	The project will not result in a new, ongoing source of GHG emissions; therefore, the project's contribution to cumulative GHG emissions and global climate change GCC is less than significant.	No mitigation is required.		Less Than Significant
Expose sensitive receptors to substantial pollutant concentrations	Calculated emissions rates for the proposed construction activities would not exceed the localized significance thresholds for the nearest sensitive receptors, under the condition that no more than 1 acre (ac) of parking lot repaving occurs at any one time.	**4.2-4**	Prior to issuance of building permits, the Marine Bureau Manager shall ensure that the final construction drawings and the construction contract indicate that no more than 1 acre (43,560 square feet) of parking lot pavement area shall be under construction for replacement at any one time during each phase of the project.	Less Than Significant
	Construction activities are expected to generate a temporary increase in carbon dioxide (CO_2) emissions for the duration of such activities.	**4.2-5**	During all phases of demolition, dredging, and construction, the Marine Bureau Manager shall ensure that the contract to construct complies with the following rules for construction and operation to minimize the air quality impacts from the proposed project. The following measures are required and will reduce or minimize air pollutants	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		generated by construction vehicles and equipment and fugitive dust emissions associated with earthmoving or excavation operations, or other soil disturbances, as identified in South Coast Air Quality Management District (SCAQMD) Rules 402 and 403. The following measures shall be printed on all final plans and drawings associated with the project: During earthmoving or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust-preventive measures using the following procedures: • All material excavated shall be sufficiently watered to prevent excessive amounts of dust. Watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day. • All earthmoving or excavation activities shall cease during periods of high winds (i.e., winds greater than 20 miles per hour [mph] averaged	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		over 1 hour). • All material transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. • The area disturbed by earthmoving or excavation operations shall be minimized at all times. After earthmoving or excavation operations, fugitive dust emissions shall be controlled using the following measures: • Portions of the construction area to remain inactive longer than a period of 3 months shall be revegetated and watered until cover is grown. • All active portions of the construction site shall be watered to prevent excessive amounts of dust. At all times, fugitive dust emissions shall be controlled using the following procedures: • On-site vehicle speed shall be limited to 15 mph.	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		• Road improvements shall be paved as soon as feasible, watered periodically, or chemically stabilized. At all times during the construction phase, ozone precursor emissions from mobile equipment shall be controlled using the following procedures: • Equipment engines shall be maintained in good condition and in proper tune according to manufacturer's specifications. • On-site mobile equipment shall not be left idling for a period longer than 60 seconds. Outdoor storage piles of construction materials shall be kept covered, watered, or otherwise chemically stabilized with a chemical wetting agent to minimize fugitive dust emissions and wind erosion.	
Create objectionable odors affecting a substantial number of people	Some objectionable odors may emanate from operation of diesel-powered construction equipment during construction of the project. These odors, however, would be limited to the	No mitigation required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]		Level of Significance After Mitigation
	site only during the construction period and therefore would not be considered a significant impact.			
	The dredged material from Basin 1 may generate unpleasant odors when exposed to air and may result in odor impacts at the adjacent and nearby sensitive land uses. Mitigation Measure 4.6-3 in Section 4.6, Hazards and Hazardous Materials, requires the application of a mixture of Simple Green and water to the excavated sediment as part of an overall Soil Management Plan. Simple Green accelerates the decomposition process and will have the overall result of shortening the duration of odor emissions.	**4.6-3**	**Soil Management Plan:** The Office of Environmental Health Hazard Assessment (OEHHA) shall review the dredge materials removal workplan and shall list any additional requirements. Implementation of the workplan shall be overseen by the OEHHA for compliance with local, State, and federal regulations. Any additional sampling or contaminant material removal shall be subject to these same regulations. As part of the soil management plan, all disposal material will be characterized prior to disposal at a State landfill site. All hazardous waste will be disposed of in a Class I landfill. All other soils or solid waste will be disposed of at an unclassified landfill. In addition, during construction activities of the potentially impacted soils on site, monitoring will be required by the South Coast Air	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		Quality Management District (SCAQMD). After removal of the contaminated materials from Basin 1 and during the drying process of these sediments/soils, a mixture of Simple Green and water (10:1) shall be lightly applied to the excavated sediments/soils. Simple Green accelerates the decomposition process and will have the overall result of shortening the duration of odor emissions.	
Contribute to cumulative impacts	The proposed project's construction activities would contribute cumulatively to the local and regional air pollutants, together with other projects under construction, and would result in temporary significant cumulative air quality impacts during construction activities associated with Phases 2 and 3. Mitigation Measure 4.2-1 would reduce construction emissions, but the impact would remain significant and adverse for the	See Mitigation Measure 4.2-1, Air Quality.	Significant and Unavoidable

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]		Level of Significance After Mitigation
	duration of construction.			
BIOLOGICAL RESOURCES				
Substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-interest species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.	Although there are no nesting sites in the vicinity of project construction, and construction phasing will disturb only small areas of the Marina at any one time, construction activities may disturb the California brown pelican (*Pelecanus occidentalis*) and the California least tern (*Sterna antillarum browni*) if present during such ac activities.	**4.3-1**	Prior to the start of any construction or dredging activities, the Marine Bureau Manager shall verify that a qualified biologist has been retained and shall be on site to assess the roosting (and foraging) behavior of waterbirds at the Marina immediately prior to any major construction disturbance. In the event of an imminent threat to a special-status species, the monitor shall immediately contact the Construction Manager. In the event the Construction Manager is not available, the monitor shall have the authority to redirect or halt construction activities if determined to be necessary.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	Construction activities may disturb green sea turtles, if present during such activities.	**4.3-2** Prior to the start of any construction or dredging activities, the Marine Bureau Manager shall verify that the following measures have been incorporated into the final project plans and construction contract in order to further reduce any potential impacts to green sea turtles: • A qualified marine biologist shall be on site during the construction period to monitor the presence of endangered species. The on-site biological monitor shall have the authority to halt construction operations and shall determine when construction operations can proceed. • Construction crews and work vessel crews shall be briefed on the potential for this species to be present and will be provided with identification characteristics of sea turtles, since they may occasionally be mistaken for seals or sea lions. • In the event that a sea turtle is	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		sighted within 100 meters of the construction zone, all construction activity shall be temporarily stopped until the sea turtle is safely outside the outer perimeter of construction. The on-site biological monitor shall have the authority to halt construction operation and shall determine when construction operations can proceed. • The biological monitor shall prepare an incident report of any green sea turtle activity in the project area and shall inform the construction manager to have his/crews be aware of the potential for additional sightings. The report shall be provided within 24 hours to the California Department of Fish and Game (CDFG) and the National Marine Fisheries Service (NMFS).	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]		Level of Significance After Mitigation
	Dredging will remove approximately 0.03 ac (1,373 sf) of eelgrass vegetation in Basins 2, 4, and 6.	**4.3-3**	Prior to the start of any construction or dredging activities, the Marine Bureau Manager shall ensure that an Eelgrass Mitigation Plan has been included in the contract for construction. The Plan shall require that any direct losses to eelgrass will be mitigated at a ratio of 1.2:1 according to the Southern California Eelgrass Mitigation Policy (SCEMP) requirement. According to current surveys, eelgrass to be impacted by the project is 1,373 square feet (sf), which would result in 1,648 sf to be mitigated at the 1.2:1 mitigation ratio. As detailed in the SCEMP, the actual amount of eelgrass to be mitigated shall depend on preconstruction surveys, postconstruction surveys, and surveys at a control site at the appropriate time prior to the beginning of project activities. The preferred mitigation area is located adjacent to the northeast end of Marine Stadium on a City of Long Beach-owned storage site. A qualified biologist shall monitor the successful	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]		Level of Significance After Mitigation
			establishment of the eelgrass mitigation site for a period of 5 years, in accordance with the Southern California Eelgrass Mitigation Policy.	
	No invasive *Caulerpa taxifolia* was present during surveys within the project site. However, if present, construction activities could contribute to the propagation of such species.	**4.3-7**	The Marine Bureau Manager shall ensure that a field survey to investigate the presence of the invasive algae *Caulerpa taxifolia* is conducted 30 to 60 days prior to commencement of construction by qualified divers certified by the California Department of Fish and Game (CDFG) and National Marine Fisheries Service (NMFS) to conduct such surveys. The preconstruction *Caulerpa* surveys will be conducted ac according to the ac accepted criteria of the Southern California *Caulerpa* Action Team (SCCAT) for conducting surveys for the invasive algae and in ac accordance with the NMFS and CDFG *Caulerpa* survey protocols. In ac accordance with the recommendations of the Southern California Caulerpa Action Team (SCCAT), and according to the NMFS *Caulerpa* Control Protocol	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		(Version 3, adopted March 12, 2007 [NMFS 2007]), a survey must be conducted in harbor areas that may be disturbed. In areas that are expected to be free of *Caulerpa*, a 20 percent visual Surveillance Level survey is required prior to any dredging. The survey will also identify any other marine vegetation in the proposed construction area, including eelgrass. The Marine Bureau Manager, or his/her designee, will transmit the survey results via *Caulerpa* Survey Reporting Form to NMFS and the CDFG within 48 hours of completion of the survey. If *Caulerpa* is identified in the project area, the City, NMFS, and CDFG will be notified within 24 hours of completion of the survey. In the event that *Caulerpa* is detected, disturbance shall not be conducted until such time as the infestation has been isolated, treated, or the risk of spread from the proposed disturbing ac activity is eliminated in ac accordance with Section F of the	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		Caulerpa Control Protocol.7	
Substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFG or USFWS.	The land side portion of the project site is currently developed with parking lots and restroom facilities and is sparsely landscaped with nonnative landscape and ornamental vegetation. Long-term operations at the renovated Marina would result in conditions similar to the existing setting and would not have impacts on wildlife or habitat from ongoing Marina operations.	No mitigation is required.	Less Than Significant
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.	Dredging and pile replacement will generate temporary increases in turbidity, reductions in dissolved oxygen, and possible localized increases in the dissolved concentrations of sediment-bound contaminants. The City will implement the required dredging water quality monitoring plan as set forth by	See Mitigation Measures 4.7-5 and 4.7-6 as required in Section 4.7, Water Quality and Hydrology: No additional mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]		Level of Significance After Mitigation
	the Regional Water Quality Control Board (RWQCB). Mitigation Measures 4.7-5 and 4.7-6 (as outlined in Section 4.7, Water Quality and Hydrology) require that the appropriate dredging permits are obtained and that dredging Best Management Practices (BMPs) are incorporated into the project to ensure that impacts related to the effects of turbidity, construction dredging, and piling replacement are reduced to a less than significant level. No additional mitigation is required.			
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.	The project includes relocation of several trees to accommodate the restroom renovations. Construction activities may cause the potential abandonment of nests by migratory birds. Construction activities associated with the proposed	**4.3-6**	Prior to issuance of any demolition or construction permits, the Marine Bureau Manager shall ensure that the following provisions are incorporated into the final project plans and construction contract for the purpose of protecting nesting birds within the study area during construction:	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	project may result in some temporary disruptions to the roosting activities of the great blue heron.	• Tree and vegetation removal shall be restricted to outside the likely ac active nesting season (January 1–September 1) for those bird species present or potentially occurring within the project area. That time period is inclusive of most other birds' nesting periods, thus maximizing avoidance of impacts to any nesting birds. If construction must be completed during the breeding season listed above, surveys for nesting birds shall be conducted at least 15 days prior to construction. Should an occupied nest be detected, the City will consult with the California Department of Fish and Game (CDFG) to determine an appropriate means for reducing impacts to nesting birds prior to tree removal. If nesting birds are observed within the vicinity, a buffer from the nest shall be established. The size of the buffer	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		is dependent on the species and shall be determined by a qualified biologist. The buffer shall be delineated by roping the boundaries of construction and shall remain in place until the nest is abandoned or the young have fledged.	
Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance.	The City also requires that the project remove existing trees adjacent to the existing restroom structures in the parking lots. The project will comply with City of Long Beach Municipal Code (Ordinance C-7642) requiring that a permit be obtained from the Director of Public Works prior to any demolition or construction activities. As required, the trees would be identified, mapped, and measured prior to removal, and landscape ornamental trees would be replaced on a 1:1 basis, per the City's Tree Removal Ordinance. Therefore,	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	impacts related to this issue are considered less than significant, and no mitigation is required.		
Conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan.	No conservation plans exist for the project site. Therefore, no impacts to the provisions of any adopted conservation plan are expected.	No mitigation is required.	Less Than Significant
Potential to degrade the environment, or 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, or reduce the number or restrict the range of a rare or endangered plant or animal.	Dredging and pile replacement could disturb sediments and cause turbidity effects, resulting in degradation of water quality that could affect several marine species, habitat, and fishes.	**4.3-4** Prior to issuance of any demolition or construction permits, the Marine Bureau Manager shall provide verification that the following provision has been included in the contract for project construction: that a qualified biologist has been retained to implement the following measures, which shall be incorporated during all phases of construction in order to minimize impacts on eelgrass and other biological resources: • Impacts to eelgrass beds shall be avoided where practical and feasible. A project marine biologist shall	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		mark the positions of eelgrass beds with buoys prior to the initiation of any construction to minimize damage to eelgrass beds outside the construction zone. To assist the construction crew in avoiding unnecessary damage to eelgrass, the project marine biologist shall meet with the construction crews prior to dredging to review areas of eelgrass to avoid and to review proper construction techniques. • Barges and work vessels shall avoid impacts to eelgrass beds in Basins 2 and 4. Barges and work vessels shall be operated in a manner to ensure that eelgrass beds are not impacted through grounding, propeller damage, or other ac activities that may disturb the seafloor. Such measures shall include speed restrictions, establishment of off-limit areas, and use of shallow draft vessels.	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		• A qualified marine biologist shall monitor the construction process on a weekly basis to ensure that all water quality best management practices (BMPs) are implemented and to assist the project engineer in avoiding and minimizing environmental effects to benthic communities, including eelgrass. Within 30 days after the project is completed, a post-construction marine biological survey shall be conducted to determine the extent of any construction impacts on eelgrass habitat. The survey report will be completed within 30 days and shall be submitted to the California Coastal Commission and the United States Army Corps of Engineers. **4.3-5** Prior to issuance of any demolition or construction permits, the Marine Bureau Manager shall verify that the following measures have been incorporated into the final project plans and construction	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		contract. The construction contractor shall be responsible for ensuring that the following measures are implemented during all phases of construction in order to minimize impacts on biological resources: • No construction materials, equipment, debris, or waste shall be place or stored where it may be subject to tidal erosion and dispersion. Construction materials shall not be stored in contact with the soil. Any construction debris within the temporary cofferdam area shall be removed from the site at the end of each construction day. • Reasonable and prudent measures shall be taken to prevent all discharge of fuel or oily waste from heavy machinery or construction equipment or power tools into Alamitos Bay. Such measures include deployed oil booms and a silt curtain around the proposed	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		construction zone at all times to minimize the spread of any ac accidental fuel spills, turbid construction-related water discharge, and debris. Other measures include training construction workers on emergency spill notification procedures, proper storage of fuels and lubricants, and provisions for on-site spill response kits. • All trash shall be disposed of in the proper trash receptacles at the end of each construction day. Any construction debris shall be removed from the site. • During construction, floating booms shall be used to assist in containing debris discharged. Any debris discharged shall be removed as soon as possible but no later than the end of each day. • If turbid conditions are generated during construction, including dredging or pile driving, a silt	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		curtain shall be utilized to control turbidity. The City of Long Beach shall limit, to the greatest extent possible, the suspension of benthic sediments into the water column. • The City shall implement all the requirements of the Department of the Army Permit and the RWQCB WQC, This includes the anticipated dredging water quality monitoring plan set forth by the RWQCB. • Construction methods shall be used that are the least damaging to benthic sediments and organisms. Reasonable and prudent measures shall be taken to prevent all discharge of fuel or oily waste from heavy machinery or construction equipment or power tools into Alamitos Bay. The City of Long Beach shall have adequate equipment available to contain such spills immediately.	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
Contribute to cumulative impacts	The proposed project would not contribute to potential cumulative impacts related to biological resources.	No mitigation is required.	Less Than Significant
CULTURAL AND HISTORIC RESOURCES			
Cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.5	Marine Stadium is listed on the California Register of Historical Resources (California Register), the California Historical Landmarks (CHL; No. 1014), and the California Points of Historical Interests (PHI; No. 19-186115). The proposed project, including the proposed open water habitat mitigation site, would not detract from the integrity of any historical, structural, or operational elements of Marine Stadium that contribute to its being a historic resource. Therefore, no substantial adverse change in the significance of a historic resource as defined in Section 15064.5 would occur.	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5	There are no recorded archaeological resources located within the project boundaries. The proposed improvements would be located in areas that were previously disturbed or dredged. Therefore, implementation of the proposed project would not disturb sensitive archaeological soils, and an adverse change in the significance of an archaeological resource pursuant to Section 15064.5 would not occur.	No mitigation is required.	Less Than Significant
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature	There are no recorded paleontological resources located within the project boundaries. The proposed improvements would be located in areas that were previously disturbed or dredged. Therefore, implementation of the proposed project would not disturb sensitive paleontological soils, and impacts are considered less	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	than significant.		
Disturb any human remains, including those found outside of formal cemeteries	Human remains are unlikely to be located in the project area due to previous disturbance of project area soils and waters. However, in the unlikely event that human remains are encountered during construction activities, adherence to existing standard construction regulations, including State Health and Safety Code Section 7050.5, would reduce potential adverse impacts to human remains to less than significant levels, and no further mitigation is necessary.	No mitigation is required.	Less Than Significant
Contribute to cumulative impacts	The proposed project would not contribute to potential cumulative impacts related to cultural resources.	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
GEOLOGY AND SOILS			
Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving 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, strong seismic ground shaking, and seismic-related ground failure, including liquefaction or landslides.	The project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone and is not expected to experience primary surface fault rupture or related ground deformation. However, significant ground shaking or secondary seismic ground deformation effects could occur at the site should a major seismic event occur along the Newport-Inglewood Structural Zone.	**4.5-1** Prior to issuance of building permits, the Marine Bureau Manager shall verify that recommendations contained in the Geotechnical Evaluation prepared for the proposed project (Ninyo and Moore, February 2007) have been incorporated into final construction drawings. Design and grading construction shall be performed in accordance with the most current California Building Code in use by the City of Long Beach, the most current local grading regulations, and recommendations of the project geotechnical consultant.	Less Than Significant
Substantial soil erosion or the loss of topsoil.	There is the potential for soil erosion to occur at the site during project implementation. Construction of the proposed project includes excavation of land side soils to develop the open space/habitat mitigation	See Mitigation Measure 4.2-5 (Section 4.2, Air Quality). See Mitigation Measures 4.7-2 and 4.7-3 (Section 4.7, Hydrology and Water Quality). No further mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	site, minor grading of land side soils associated with repaving of parking areas, trenching for utilities, and reconstruction of the restrooms. Mitigation measures are required to reduce fugitive dust and transport of soil (refer to Section 4.2, Air Quality, and Section 4.7, Hydrology and Water Quality, respectively). With implementation of these standard control measures, soil erosion potential will be reduced to less than significant levels. No additional mitigation is required.		
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-site or off-site landslide, lateral spreading,	There are no geologic units or soils that would become unstable as a result of the proposed project; however, seismically induced lateral spread could occur during an earthquake event.	See Mitigation Measure 4.5-1 above.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
subsidence, liquefaction, or collapse.	Due to the variability of the on-site soils, the potential for liquefaction would vary across the site. Seismically induced liquefaction could result in damage to structures. The project site is not located near any known historical landslides, and the site topography is relatively level. No impacts related to landslides are anticipated.		
Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property.	The soils underlying the project site include sand, clay, and silt. The clay material is considered expansive. However, due to the relatively high groundwater levels, the soils are anticipated to remain relatively wet, which would reduce the potential effects of the expansive soils on site.	See Mitigation Measure 4.5-1 above.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
Be incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	The proposed project would utilize the existing sewer system and does not include the use of septic tanks or alternative methods for disposal of wastewater. Therefore, no impacts related to this issue would occur.	No mitigation is required.	Less Than Significant
Contribute to cumulative impacts	The proposed project would not contribute to potential incremental or cumulative impacts related to geology and soils.	No mitigation is required.	Less Than Significant
HAZARDS AND HAZARDOUS MATERIALS			
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	Dredging within Basins 2–7 has been determined to be nonhazardous, and it is unlikely that any dredging activities in those basins will pose a concern through the routine transport, use, or disposal of sediment material. However, a portion of sediments in Basin 1 have tested for mercury levels that exceeded acceptable thresholds for ocean	**4.6-1** Prior to Prior to issuance of any permits allowing dredging in Basin 1, the City of Long Beach (City) shall conduct additional laboratory testing of the sediment materials from Basin 1. Additional testing shall be conducted prior to disposal of the contaminated soils to determine if concentrations of mercury exceed the Soluble Threshold Limit Concentration (STLC) for mercury at 0.2 milligrams per liter	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	disposal, and would be tested and disposed of at an appropriate State-certified landfill. Transport of these contaminated materials could potentially pose a hazard to the public or environment.	(mg/L) and are considered hazardous by State standards (California Code of Regulations [CCR], Title 22, Section 66261.1–66261.126), and/or are considered hazardous by federal standards (Resource Conservation Recovery Act [RCRA]), where mercury concentrations exceed the federal threshold of 0.2 mg/L, as determined from toxicity characteristic leaching procedure (TCLP) extract testing (TCLP method shall be determined by leaching potential). **4.6-2** Prior to issuance of any permits allowing dredging in Basin Basin 1, the City of Long Beach shall conduct a Human Health Risk evaluation to determine the level of exposure to potentially hazardous levels of mercury during construction activities. **4.6-3** **Soil Management Plan:** The Office of Environmental Health Hazard Assessment (OEHHA) shall review the	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		dredge materials removal workplan and shall list any additional requirements. Implementation of the workplan shall be overseen by the OEHHA for compliance with local, State, and federal regulations. Any additional sampling or contaminant material removal shall be subject to these same regulations. As part of the soil management plan, all disposal material will be characterized prior to disposal at a State landfill site. All hazardous waste will be disposed of in a Class I landfill. All other soils or solid waste will be disposed of at an unclassified landfill. In addition, during construction activities of the potentially impacted soils on site, monitoring will be required by the South Coast Air Quality Management District (SCAQMD). After removal of the contaminated materials from Basin 1 and during the drying process of these sediments/soils, a mixture of Simple Green and water (10:1) shall be lightly applied to the	

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Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		excavated sediments/soils. Simple Green accelerates the decomposition process and will have the overall result of shortening the duration of odor emissions.	
Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment	Construction activities could result in the accidental spill or exposure of hazardous materials to workers or the public. Contaminated groundwater, if present on site, could be encountered during grading or excavation activities. Due to the age of the existing restroom structures, there is a potential for exposure to asbestos-containing materials (ACMs) and/or lead-based paints (LBPs) Proposed resurfacing of the parking lots may disturb or remove existing transformer-mounted utility poles. Impacted	**4.6-4** During all excavation activities, the Marine Bureau Manager shall ensure that all construction subcontractors comply with the appropriate health and safety measures required by the Occupational Safety and Health Administration (OSHA). In the event that groundwater is encountered during grading or excavation activities, all construction activities shall be terminated in the immediate area until the groundwater is investigated for potentially hazardous content. In the event that suspicious odors are observed in soil, construction shall also be terminated until the soil is properly characterized for hazardous waste content. Appropriate measures shall be taken in compliance with all applicable regulations for the characterization and disposal of hazardous materials.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	soil or groundwater from leaking transformers containing polychlorinated biphenyls (PCBs), if present on site, may pose a concern to worker safety.	**4.6-5** Prior to the issuance of any demolition permits and at least 10 days prior to any demolition work for proposed improvements, the Marine Bureau Manager shall notify and submit fees to the South Coast Air Quality Management District (SCAQMD) in compliance with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities. Contractors shall adhere to the requirements of SCAQMD Rule 1403 during all construction and demolition activities. **4.6-6** Prior to the issuance of any demolition permits, the Marine Bureau Manager shall provide evidence that a certified asbestos consultant has conducted an asbestos survey of the existing concrete materials. If asbestos-containing material (ACM) is found, it shall be removed and disposed of by a licensed and certified asbestos abatement	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		contractor in accordance with requirements outlined by the local county health department. **4.6-7** Prior to the issuance of any demolition permits, the Marine Bureau Manager shall provide evidence that a certified lead-based paint (LBP) consultant has conducted LBP surveys in the areas where paint materials may be removed or disturbed on existing structures. If LBPs are found, they shall be removed and disposed of by a licensed and certified LBP contractor in accordance with requirements outlined by the local county health department. **4.6-8** Prior to the issuance of any demolition permits, the City of Long Beach shall conduct the inspection of utility pole-mounted transformers within the project area for leaks. Leaking transformers shall be considered a potential for polychlorinated biphenyl (PCB) hazard unless tested and shall be handled	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		accordingly. If the removal of utility poles is anticipated, all treated wooden poles may have a potential for creosote. Areas immediately surrounding the utility pole shall be tested and handled accordingly.	
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mi of an existing or proposed school	Basin 7 of the project site is located approximately 0.25 mile (mi) south of Naples Elementary School. The uses proposed are similar to existing land uses on site and are not expected to introduce significant amounts of hazardous materials or waste. Although unlikely, sensitive receptors at the school could be exposed to hazardous emissions, materials, or substances.	See Mitigation Measures 4.6-1 through 4.6-8.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
Be located within an airport land use plan, or where such a plan has not been adopted within 2 mi of a public airport or public use airport, resulting in a safety hazard for people residing or working in the project area	The project site is not located within an airport land use plan area or within 2 mi of a public airport.	No mitigation is required.	Less Than Significant
Be located within the vicinity of a private airstrip, resulting in a safety hazard for people residing or working in the project area	The project site is not located within the vicinity of a private airport.	No mitigation is required.	Less Than Significant
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	The proposed project is a continuation of existing land uses and does not result in an intensification of use or alter access on or in the vicinity of the project site. Impacts to emergency response or access are considered less than significant.	No mitigation is required.	Less Than Significant
Expose people or structures to a significant risk of loss, injury, or death involving	The project site is not located adjacent to wildlands, and no impacts related to wildland fires	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
wildland fires, including where wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands	are anticipated.		
Contribute to cumulative impacts	Based on the distance to the nearest cumulative project and the amount of hazardous materials use associated with the proposed project, the project's contribution to cumulative hazards and hazardous materials impacts would be considered less than significant.	No mitigation is required.	Less Than Significant
HYDROLOGY AND WATER QUALITY			
Violate any water quality standards or waste discharge requirements, and/or otherwise substantially degrade water quality.	Impacts to water quality due to Marina operations and boater activities are expected to be less than significant because adherence to the Long Beach Marina Environmental Policies is required for boaters and Marina employees. In addition, the Marina provides four sewage	**4.7-1** Prior to issuance of a grading permit, the Marine Bureau Manager shall verify that construction plans for the project include features meeting the applicable construction activity Best Management Practices (BMPs) and erosion and sediment control BMPs published in the *California Storm Water BMP Handbook—Construction Activity* or	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	pump-out stations. Because uses on site would not change, and because there would be fewer boats in the Marina, operational impacts to water quality are expected to remain similar to existing conditions and are considered less than significant. Construction activities associated with the renovations to restrooms and parking lots have the potential to temporarily impact water quality. Construction activities associated with dredging activities have the potential to temporarily impact water quality. Construction activities associated with the replacement of pilings and docks and repairs to seawalls have the potential to	equivalent. The construction contractor shall be required to submit a Storm Water Pollution Prevention Plan (SWPPP) to the City that includes the BMP types listed in the handbook or equivalent. The SWPPP shall be prepared by a civil or environmental engineer and will be reviewed and approved by the City Building Official prior to the issuance of any grading or building permits. The SWPPP shall reduce the discharge of pollutants to the maximum extent practicable using BMPs, control techniques and systems, design and engineering methods, and such other provisions as appropriate. A copy of the SWPPP shall be kept at the project site. The SWPPP shall meet the requirements of the General Construction Permit and shall identify potential pollutant sources associated with construction activities; identify non-storm water discharges; develop a water quality monitoring and	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]		Level of Significance After Mitigation
	temporarily impact water quality.		sampling plan; and identify, implement, and maintain BMPs to reduce or eliminate pollutants associated with the construction site. The BMPs identified in the SWPPP shall be implemented during project construction. The SWPPP Notice of Termination (NOT) shall be submitted to the State Water Resources Control Board (SWRCB) upon completion of construction and stabilization of the site.	
		4.7-2	Prior to issuance of demolition and grading permits, the Marine Bureau Manager shall demonstrate to the Director of Long Beach Development Services, or their designee, that compliance with the provisions of the *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Construction and Land Disturbance Activities*, and any subsequent permit as they relate to construction activities for the project has been obtained. This will include	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		submission of the Permit Registration Documents, including a Notice of Intent (NOI), a risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and signed certification statement to the State Water Resources Control Board (SWRCB) at least 14 days prior to the start of construction. **4.7-3** Prior to issuance of demolition and grading permits, the Marine Bureau Manager shall provide evidence that a Standard Urban Storm Water Mitigation Plan (SUSMP) for the project has been prepared in accordance with the Los Angeles County SUSMP and the Municipal National Pollutant Discharge Elimination System (NPDES) Permit. The project SUSMP shall identify all of the Nonstructural and Structural Best Management Practices (BMPs) that will be implemented as part of the project in order to reduce impacts to water quality to the maximum extent practicable by	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		addressing typical land use pollutants and pollutants that have impaired the Alamitos Bay. The SUSMP shall be reviewed and approved by the City of Long Beach Building Official prior to issuance of a grading permit. **4.7-4** Prior to the issuance of any construction permits, the Marine Bureau Manager shall provide verification in the record that approval to initiate the City's contract with AES (to increase pumping rates) has been incorporated into project plans and will be implemented in the event that water quality standards are exceeded during construction activities associated with Basins 6-North and 6-South (Basins 6-N and 6-S). The construction contractor shall be responsible for notifying the Marine Bureau Manager in the event that increased flushing in the Bay is needed, should water quality remain impaired **(**i.e.**,** water quality standards are exceeded) beyond 2 days after dredging	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]		Level of Significance After Mitigation
			in Basins 6-N or 6-S.	
		4.7-5	Prior to the issuance of any construction permits, the Marine Bureau Manager shall provide verification that authorization has been obtained from: (1) the United States Army Corps of Engineers (Corps) under the Section 404 Permit program for the discharge of fill material into jurisdictional waters; (2) the Corps, under Section 10 of the Rivers and Harbors Act for the disposal of dredged material and placement of piles and riprap; and (3) the Corps, under Section 103 of the Marine Protection Research and Sanctuaries Act for the transportation of dredged material for ocean disposal. In addition, standard conditions of the Corps permits require Section 401 water quality certification by the Regional Water Quality Control Board (RWQCB). In order to obtain these authorizations, the City shall develop a mitigation plan subject to review and approval by the	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		appropriate resource agencies (Corps, United States Fish and Wildlife Service [USFWS], National Marine Fisheries Service [NMFS], California Department of Fish and Game [CDFG], and RWQCB).	
		4.7-6 Prior to the issuance of any construction permits, the Marine Bureau Manager shall demonstrate in the record that Best Management Practices (BMPs) for all dredging activities, as listed in Appendix F of this document, have been incorporated into project plans in order to reduce impacts to water quality to the maximum extent practicable. The construction contractor shall be responsible for performing and documenting the application of BMPs identified in this document.	
		4.7-7 Prior to the issuance of any construction permits, the Marine Bureau Manager shall provide verification in the record that a trash and debris containment	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		boom has been incorporated into project plans and will be implemented during all dock removal and replacement activities in order to reduce impacts to water quality to the maximum extent practicable. The construction contractor shall be responsible for performing and documenting the application of the trash and debris containment boom.	
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 level (e.g., the production rate of preexisting nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted).	The project site is not located within a groundwater recharge basin, and there would be no impact to groundwater supply with implementation of the proposed project. Historic high-water groundwater is estimated to be approximately 8 feet (ft) below the existing ground surface. This level is deeper than the proposed excavation for repaving the parking lots and renovating the restroom structures. Therefore, impacts to groundwater would	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	not be significant.		
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, or substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; and/or create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.	The surface area of the parking lot is not being increased, and therefore no increase in storm water runoff is expected. In addition, the proposed project includes installation of storm drain inserts (filters) into the storm drains located in the parking lot. Storm water collection and treatment prior to discharge into the Marina will reduce contaminant levels and protect the existing water quality. As a result, the proposed project will result in improved drainage and storm water treatment over existing conditions.	No mitigation is required.	Less Than Significant
Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood	No housing is proposed as part of the proposed project.	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
Insurance Rate Map or other flood delineation map.			
Place within a 100-year flood hazard area structures that would impede or redirect flood flows.	The proposed project replaces or renovates 13 restroom structures within their existing parking lots. No new structures are proposed that would impede or redirect flood flows.	No mitigation is required.	Less Than Significant
Expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam.	The proposed project is not within an inundation area for the failure of a levee or dam. Therefore, flooding as a result of the failure of a levee or dam is considered less than significant.	No mitigation is required.	Less Than Significant
Expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.	The proposed project is located in a coastal bay and is within a seiche and tsunami influence area. The proposed project would not change or worsen this existing condition and involves a renovation of existing facilities. Because the site is not located in a hilly area, it is not considered to be at a high risk for inundation by mudflow.	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	Therefore, the impacts of the proposed project related to potential inundation by seiche, tsunami, or mudflow are considered less than significant.		
Contribute to cumulative impacts	The proposed project would not contribute to cumulative water quality impacts. The installation of storm drain filters would improve water quality in the Marina waters.	No mitigation is required.	Less Than Significant
LAND USE			
Physically divide an established community	The proposed project would not change the existing uses within or adjacent to the project site. The Marina is an existing recreational/open space use, which would continue with implementation of the proposed project. Therefore, the proposed project would not divide an established community or disrupt the existing physical arrangement of the surrounding area.	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
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	The proposed project would make long-term improvements to the existing land uses on site. These improvements would enhance the value of the site's existing uses and not conflict with any applicable land use plan, policy, or regulation.	No mitigation is required.	Less Than Significant
Substantially conflict with existing on-site or adjacent land uses	The land uses and intensity of uses on the project site will remain essentially the same after implementation of the Marina improvements. The only change in use involves development of the open space/habitat mitigation site, which would convert a City-owned storage area (located adjacent to Marine Stadium's northeast shore) to an eelgrass habitat mitigation area. Development of the open space/eelgrass habitat area	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	would be consistent with the existing low-intensity uses and would complement the marine environment of Marine Stadium and the adjacent open space/ recreational uses. Therefore, no conflicts with on-site or adjacent land uses would occur.		
Conflict with any applicable habitat conservation plan or natural community conservation plan	There are no adopted Habitat Conservation Plans (HCPs) or Natural Communities Conservation Plans (NCCPs) applicable to the project site. Therefore, the proposed project would not result in effects to an adopted HCP or NCCP.	No mitigation is required.	Less Than Significant
Contribute to cumulative impacts	The proposed project is the continuation of an existing use and would not contribute to cumulative land use impacts.	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]		Level of Significance After Mitigation
NOISE				
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.	Noise associated with construction of the proposed project would result in a temporary periodic increase in existing ambient noise levels in the project area. Sensitive receptors located within 315 ft of the standard construction equipment and 706 ft of the pile driving would be exposed to noise levels in excess of the City's daytime exterior noise standard. Therefore, project-related construction activities would result in a significant noise impact that would be intermittent and temporary. These noise levels would no longer occur once construction of the project is completed.	**4.9-1**	Prior to the issuance of any permit, the Marine Bureau Manager shall demonstrate that the following requirements are printed on all final project plans: Consistent with the City of Long Beach (City) Noise Ordinance, construction activity that produces loud or unusual noise that could impact a reasonable person of normal sensitivity shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and federal holidays, and between 9:00 a.m. and 6:00 p.m. on Saturdays. No construction activities shall occur on Sundays.	Significant and Unavoidable
		4.9-2	Prior to the issuance of any permit, the Marine Bureau Manager shall demonstrate that the following requirement is printed on all final project plans: during construction and demolition, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		maintained mufflers consistent with manufacturers' standards. **4.9-3** Prior to the issuance of any permit, the Marine Bureau Manager shall demonstrate that the following requirement is printed on all final project plans: the project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site. **4.9-4** Prior to the issuance of any permit, the Marine Bureau Manager shall demonstrate that the following requirement is printed on all final project plans: the construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
		4.9-5 Prior to issuance of a grading permit, the Director of Parks, Recreation, and Marine shall hold a community preconstruction meeting in concert with the Construction Contractor to provide information regarding the construction schedule. The construction schedule information shall include the duration of each construction activity and the specific location, days, frequency, and duration of the pile driving that will occur during each phase of the project construction. Public notification of this meeting shall be undertaken in the same manner as the Notice of Availability mailings for this Draft Environmental Impact Report (EIR).	
Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.	The primary source of vibration during construction would be generated by the proposed pile driving. The closest pile-driving activities to a sensitive receptor would occur during Phase 12 at a distance of 100 ft from the nearest residence. Construction	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	vibration levels would exceed the threshold of perception, but would be below the annoyance threshold, below which there is virtually no risk of resulting in architectural damage to normal buildings. Therefore, the proposed project would not result in any significant vibration impacts.		
A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	The proposed project would retain the existing recreation and open space uses of the project site and would not result in additional noise sources. Therefore, long-term operation of the proposed project would not result in a permanent increase in ambient noise levels in the project vicinity.	No mitigation is required.	Less Than Significant
A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	Noise associated with construction of the proposed project would result in a temporary periodic increase in existing ambient noise levels in	See Mitigation Measures 4.9-1 through 4.9-5 above.	Significant and Unavoidable

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	the project area. Sensitive receptors located within 315 ft of the standard construction equipment and 706 ft of the pile driving would be exposed to noise levels in excess of the City's daytime exterior noise standard. Therefore, project-related construction activities would result in a significant noise impact that would be intermittent and temporary. These noise levels would no longer occur once construction of the project is completed. The addition of construction haul truck trips per hour to the local roadways would not result in a perceptible change in traffic noise, and impacts related to truck traffic are considered less than significant.		

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
Contribute to cumulative impacts	Construction and operation of the proposed project would not contribute to potential cumulative impacts.	No mitigation is required.	Less Than Significant
PUBLIC SERVICES AND UTILITIES			
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for public services including fire protection, police protection, schools, libraries, or other public facilities.	The proposed project is not anticipated to result in an increase in calls for police or fire services or require additional personnel to maintain acceptable service ratios, response times, or other performance objectives. Similarly, the project will not require new or expanded police or fire facilities. The proposed project will not increase demand for or impact capacity in the Long Beach Unified School District (LBUSD) and would not create a need to expand or construct new school facilities. Similarly, the proposed project would not result in increased demands on	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	the existing library facilities.		
Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB).	The proposed project would not exceed wastewater treatment requirements of the Los Angeles RWQCB. Impacts to wastewater infrastructure and wastewater treatment requirements are considered less than significant	No mitigation is required.	Less Than Significant
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.	The proposed project includes the renovation and/or reconstruction of 13 existing restroom facilities. The new restrooms will be equipped with low-flow faucets and toilets (pursuant to Title 24 of the California Administrative Code) that would reduce the amount of water consumed by the fixtures, thereby also reducing the amount of wastewater generated when compared to existing conditions. In addition, the proposed project results in fewer slips, which may result in less demand for water	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	and generation of less wastewater on site. The project would not result in a significant increase in water use or necessitate new or expanded infrastructure. In addition, project-generated wastewater will not exceed the existing capacity of the sewer delivery system and will not require the construction of new sewer delivery facilities.		
Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	The proposed project includes the replacement of existing storm drain catch basins within the parking areas, but does not create additional demands for storm water drainage. In addition, the project will not require or result in the expansion or construction of new storm water drainage facilities.	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
Require new or expanded water entitlements to have sufficient water supplies available to serve the project.	The new restrooms will be equipped with low-flow faucets and toilets (pursuant to Title 24 of the California Administrative Code) that would reduce the amount of water consumed by the fixtures. In addition, the proposed project results in fewer slips, which may result in less demand for water. Therefore, the proposed project will not necessitate new or expanded water entitlements, as significant increases in water demands would not result from the proposed project.	**4.10-1** Prior to the issuance of building permits, the Marine Bureau Manager shall demonstrate on the final construction plans that applicable interior and exterior water conservation measures have been incorporated into all aspects of this project. At a minimum, measures shall include low-flush toilets, low-flow faucets and shower heads, and the installation of efficient irrigation systems to minimize runoff and evaporation.	Less Than Significant
Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve projected demand in addition to the provider's existing commitments.	Project-generated wastewater will not exceed the existing capacity of the sewer delivery system and will not require the construction of new sewer delivery facilities. The proposed project is not anticipated to result in a determination by the Los Angeles County Sanitation	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]		Level of Significance After Mitigation
	Districts (LACSD) that inadequate capacity exists to serve the project in addition to existing commitments.			
Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.	Construction of the project would result in solid waste that would need to be disposed of in off-site facilities. The amount of the project's construction-related solid waste would be spread out over the anticipated 6 years of construction and is not anticipated to result in a significant impact to the capacity of the off-shore disposal site (LA-2) or the land side solid waste facilities. In compliance with State Assembly Bill 939 (AB 939), the proposed project will be required to incorporate the collection of recyclable materials into project design and to require contractors to reuse construction supplies, including landscape containers,	**4.10-2**	Prior to the issuance of any demolition permit, a solid waste management plan for the proposed project shall be developed by the Marine Bureau, and submitted to the Environmental Services Bureau for review and approval. The plan shall identify methods to promote recycling and reuse of construction materials as well as safe disposal consistent with the policies and programs outlined by the City of Long Beach. The plan shall identify methods of incorporating source reduction and recycling techniques into project construction and operation in compliance with State and local requirements such as those described in Chapter 14 of the California Code of Regulations and Assembly Bill (AB) 939.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	where practicable or applicable to the extent feasible. Long-term operation of the proposed project is not anticipated to increase the amount of solid waste generated, as the existing land uses will not change, and fewer slips may result in less generation of solid waste. Therefore, solid waste impacts due to operation of the proposed project are considered less than significant, and no mitigation is required.		
Not be in compliance with federal, State, and local statutes and regulations related to solid waste.	Solid waste generated during construction of the proposed project would not result in significant impacts related to landfill capacity or prevent compliance with federal, State, and local statutes and regulations related to solid waste. The project would comply with Assembly Bill	See Mitigation Measure 4.10-2 above.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	(AB) 939, which requires that every city and county in California implement programs to recycle, reduce refuse at the source, and compost waste to achieve a 50 percent reduction in solid waste being taken to landfills.		
Contribute to cumulative impacts	With implementation of Mitigation Measures 4.10-1 and 4.10-2, the proposed project would not contribute to potential cumulative impacts related to public services or utilities.	See Mitigation Measures 4.10-1 and 4.10-2	Less Than Significant
RECREATION			
Increase demand on the City Department of Parks, Recreation, and Marine's services and facilities beyond its capacity, thereby accelerating or leading to substantial physical deterioration of existing recreation facilities.	The primary goal of the proposed project is to renovate the docks and slips, seawall, utilities, parking areas, and restroom facilities that are in a physical state of decline, thereby extending the Marina's useful life and improving safety for recreational users. Therefore, the proposed project would not	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	accelerate or lead to the physical deterioration of existing recreational facilities and would not increase demand on City Department of Parks, Recreation, and Marine services and facilities beyond its capacity.		
Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.	The proposed Marina improvements are not anticipated to result in any substantial increased use of the Marina and would not adversely impact other recreational opportunities in the project area. The proposed project includes a temporary dock to accommodate displaced boaters during construction activities, and all current customers in the Marina will continue to have a slip once the proposed project is implemented. Therefore, the proposed project would not require the construction or	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	expansion of additional recreational facilities, and impacts to these facilities are considered less than significant.		
Contribute to cumulative impacts	The proposed project would not contribute to potential cumulative impacts related to recreational facilities.	No mitigation is required.	Less Than Significant
TRAFFIC AND CIRCULATION			
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 v/c ratio on roads, or congestion at intersections).	The proposed project would result in fewer boat slips, and therefore no increase or significant change in operational traffic levels is expected. Although the proposed project itself would not generate new vehicle trips, there would be a temporary increase in traffic volumes during construction activities. Construction workers will add 64 daily passenger car trips (32 inbound in the morning and 32 outbound in the evening) to each phase of the project, but	**4.12-1** Prior to the issuance of demolition or building permits, the City of Long Beach (City) shall develop a Construction Traffic Management Plan for review and approval by the City of Long Beach Traffic Engineer. The plan shall be designed by a registered Traffic Engineer and shall address traffic control for any street closure, detour, or other disruption to traffic circulation and public transit routes. The plan shall identify the routes that construction vehicles will use to access the site, the hours of construction traffic, traffic controls and detours, and off-site vehicle staging areas. The plan shall also restrict	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	will not add a.m. or p.m. peak-hour trips to construction traffic because the workers will arrive on site before the 7:00 a.m.–9:00 a.m. peak period and will depart prior to the 4:00 p.m.–6:00 p.m. peak period. A total of 118 trucks are expected during the typical 6-month (26-week) construction phase, resulting in an average of 4–5 trucks per week. Therefore, an average of one truck per day (2 truck trips, equal to 4 passenger car equivalent [PCE] trips), with a maximum of one truck trip (2 PCE) during the a.m. peak hour, is estimated to occur during a typical construction phase. Construction-related vehicle trips associated with Phase 1A (the open space/habitat	construction trucks to no more than 19 during the a.m. peak hour for any one phase of the project, prohibit truck trips after 3:30 p.m., and require that a minimum of one travel lane in each direction on Marina Drive and 2nd Street be kept open during construction activities. The plan shall also require the City to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt.	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	mitigation site) are estimated to total 585 truckloads over a duration of 1.5 months. This would result in an average of approximately 18 trucks per day (36 truck trips [72 PCE]), with a maximum of 9 trucks (18 truck trips [36 PCE]) in the a.m. peak hour. A total of 836 trucks each are expected during Phases 2 and 3, resulting in an average of 7 trucks per day (14 truck trips [28 PCE]) occurring in the a.m. peak-hour period for each of these phases. The total daily construction-related trips are expected to be less than significant with implementation of a Construction Traffic Management Plan.		

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
Exceed, either individually or cumulatively, a LOS standard established by the county congestion management agency for designated roads or highways.	Phases 1/1A will be implemented concurrently. Based on the estimated trip generation, the construction activity during Phases 1/1A will add approximately 140 daily PCE trips and result in the most intense trucking phase of the project. The truck trips associated with Phases 1/1A would travel two separate routes leaving the project area. Trucks associated with Phase 1 (Basin 4) would utilize Appian Way, 2nd Street, and Studebaker Road to State Route 22 (SR-22). Trucks associated with Phase 1A would utilize Eliot Street, Colorado Street, Park Avenue, and Seventh Street to SR-22. Delivery trucks coming to the project site would travel via Studebaker Road, 2nd Street, and Marina Drive.		Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	The addition of 68 daily PCE associated with Phase 1 is expected to be insignificant to traffic flows along Appian Way, 2nd Street, and Studebaker Road. The 72 daily PCE of Phase 1A are also expected to be insignificant to traffic flows along Eliot Street, Colorado Street, Park Avenue, and 7th Street. Therefore, the total daily construction-related trips on area roadways are expected to be less than significant with implementation of a Construction Traffic Management Plan.		
Result in inadequate parking capacity.	The overall number of spaces provided at project completion exceeds the City's requirements by 1,289 spaces, including the addition of 23 Americans with Disabilities Act (ADA) accessible parking spaces. No impacts related to parking would	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	occur with implementation of the proposed project.		
Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	The proposed project would not result in any significant impacts related to hazardous design features.	No mitigation is required.	Less Than Significant
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	The proposed project would not result in any significant impacts related to air traffic patterns.	No mitigation is required.	Less Than Significant
Result in inadequate emergency access	The proposed project would not result in any significant impacts related to emergency access.	No mitigation is required.	Less Than Significant
Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	The proposed project would not result in any significant impacts related to adopted policies, plans, or programs supporting alternative transportation.	No mitigation is required.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]		Level of Significance After Mitigation
Contribute to cumulative impacts	There is the potential for construction of the proposed project and construction for the Home Depot Project and/or the Second+PCH Project to occur at the same time. Therefore, should either the Second+PCH Project or the Home Depot Project be under construction at the same time as the proposed Marina Rehabilitation Project, a construction traffic control measure requiring the City of Long Beach Traffic Engineer to address the truck route and circulation effects of construction traffic associated with these cumulative projects is warranted to ensure that potential cumulative construction traffic is addressed. With implementation of this measure, the project's contribution to cumulative traffic impacts is considered less	**4.12-2**	Prior to the issuance of demolition or building permits, the Marine Bureau Manager shall, under the direction of the City of Long Beach Traffic Engineer, address the truck route and circulation effects of the Home Depot and/or the Second+PCH Project construction, should either of these projects be under construction in the vicinity of the project site during construction of the Alamitos Bay Marina Rehabilitation project. The coordination shall identify the construction routes, the hours of construction traffic, traffic controls and detours, and off-site vehicle staging areas, and address traffic control for any street closure, detour, or other disruption to traffic circulation and public transit routes.	Less Than Significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures[1]	Level of Significance After Mitigation
	than cumulatively significant. The project would not contribute to long-term operational cumulative traffic impacts.		