

**CONDITIONS OF APPROVAL**  
**321 W. Ocean Blvd. and 121 Cedar Ave.**  
**Application No. 1908-14 (SPR19-035, VTTM19-003)**  
**March 19, 2020**

**Special Conditions:**

1. The following approvals are granted for this project:
  - a. Determination that no further CEQA review is required pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162, as the proposed project has been analyzed in accordance with the Civic Center Project SEIR (SCH#2015041054), and will not result in any new significant impacts upon the environment, or any impacts greater than those analyzed in the Civic Center Project SEIR or the Downtown Plan Program EIR (SCH #2009071006). A CEQA statement of support and environmental compliance determination has been prepared to document this finding (see CEQA Statement of Support/Environmental Compliance Determination for Mid-Block Project in File No. 1908-14).
  - b. Site Plan Review approval for the project as depicted on plans approved by the Planning Commission on March 19, 2020, consisting of 580 residential dwelling units in two eight-story, approximately 85-foot-tall buildings, with approximately 35,400 sq. ft. of ground floor retail space (and up to 40,000 sq. ft. approved) and a minimum of 725 to 729 off-street auto parking stalls (depending on retail space GFA) and 121 bicycle parking spaces; and
  - c. A Vesting Tentative Tract Map to create 2 master ground lots and 13 vertical airspace lots.
2. All applicable conditions of approval from Application No. 1505-04, dated November 9, 2015 and consisting of the master plan approval for the three-block Long Beach Civic Center project, shall continue in full force and effect. These conditions (1504-04) are attached to these conditions of approval (1908-14) and by this reference made a part hereof. If any of the conditions of 1505-04 conflict with these conditions (1908-14), the most current or up-to-date condition(s) shall control. In the event that it is unclear which condition should control, the Director of Development Services is authorized to determine the controlling condition.
3. The project shall include a minimum of 10% of the total number of dwelling units (58 out of 580) to be provided as affordable housing units at the Moderate Area-wide Median Income (AMI) level, as required in the regulatory agreement between the City of Long Beach and the Developer.
4. The Developer shall provide community benefits for the project as follows:
  - a. Promote workforce housing for teachers. Developer will actively market the project to teachers from Long Beach Unified School District, Long Beach Community College, and California State University Long Beach, and provide 100\* units with the following benefits to qualifying teachers:
    - 1) A two-week pre-leasing opportunity for teachers who register in advance with the Project leasing team, to apply for and select units before rentals are open to the public.
    - 2) One (1) month free rent; and waiver of the deposit and application fees, on approved credit. Pet deposits are not eligible for this waiver.

- 3) Developer will honor any additional rental concessions that are being offered at the time the rental application is submitted, up to a total of four *additional* weeks of rent.
- 4) The above offers shall be in effect for each building phase that is released for occupancy until 100 teachers' units have been leased, or until the last unit in the building is leased (excluding model units), whichever comes first. The 100 units will be allocated evenly (50/50) between the two residential buildings.

\* The 100 teachers' units will include both market rate units and income restricted units subject to the terms of the Regulatory Agreement and the Fair Housing and Employment Act.

- b. Promote Public Transit for 100 teachers' units. During the pre-leasing program, Developer will provide each of the 100 teachers' units a \$200 transit credit that is applied to tenant's choice of an annual Long Beach Bike Share pass or a Long Beach Transit pass. Transit credit of \$200 is available annually for up to a maximum of ten (10) years.
- c. First Street Promenade Public/Community Use Opportunities. Developer will make the First Street Promenade available, without charge, to the City, DLBA, and other community groups for special events subject to approval of Developer, and in compliance with City codes and regulations. Developer will work with Special Events staff in the City Manager's Office to establish a permit process for the use of this space.
- d. Community Space. Developer will offer, without charge, approximately 1,000 square feet of commercial tenant space on Ocean Boulevard for public use, education partners, art partners or non-profit organizations for a period of at least three (3) years from the date of a certificate of occupancy for the tenant space. The City will establish a process for permitting the use of this space for activities allowed by the project approvals and that activate the space by attracting visitors and users. Prior to the final Certificate of Occupancy (C of O), the City will enter into a lease agreement covering the terms and conditions of occupancy. The users of the space will be responsible for providing tenant improvements over and above the basic building finishes in place at the issuance of a C of O, as well as furniture, fixtures, and equipment for their use. If the space is unoccupied for any continuous period of 3 months or more, the Developer may cancel the lease. These uses may include gallery space; art displays; classes; or other active uses, subject to the approval of the Developer. The Developer, at its discretion, may extend use of this space for three (3) additional years.
- e. Security Patrols. Developer will provide active 24/7 security patrols within the project area that spans from the easterly boundary of the Chestnut Avenue right of way to the westerly boundary of the Cedar Avenue right of way, and between Ocean Boulevard to the south and the southerly boundary of the Broadway parking garage.

- f. On-Site Grocery/Market. Developer will make every effort to lease space to a grocer/market as the anchor ground floor retail tenant at the corner of Ocean Boulevard and Cedar Avenue. The Developer intends to lease at least 12,000 square feet to a full-service grocer/market that provides fresh meat, produce and a variety of prepared foods, meals, and other kitchen and household staples and goods, and that is open daily with standard hours of operation for a grocery/market.

#### Plans and Construction

5. The total code-required minimum of 725 to 729 (depending on commercial floor area) off-street parking stalls shall be provided as follows below. Any additional parking stalls provided above and beyond the code-required minimum may be used at the property owner's discretion, provided that the provisions of sub-condition e) below are met.
  - a. North Building residential: 290 stalls
  - b. South Building residential: 290 stalls
  - c. North and South Buildings commercial and shared residential guest: 36 stalls for 35,400 sq. ft., 40 stalls for 40,000 sq. ft.
  - d. North and South Buildings dedicated residential guest: 109 stalls
  - e. Tandem stalls shall be prohibited, unless
    - 1) Both spaces in a tandem stall are assigned to the same residential dwelling unit, or
    - 2) The tandem stall is for retail or restaurant commercial parking only and is served by a valet, or
    - 3) The tandem stall is for use by employees of the property's leasing office.
  - f. No more than 50% of the residential parking stalls may be provided as compact stalls. No non-residential parking may be provided as compact stalls.
  - g. Dead-end aisles and obstructed end stalls in the parking structure(s) shall be prohibited.
6. The full width of the pedestrian paseo shall be constructed and completed to the satisfaction of the Director of Development Services prior to the issuance of any Certificate of Occupancy for the project buildings.
7. The developer shall cause to be prepared Covenants, Conditions, and Restrictions (C,C,&Rs) for this project. A copy of the C,C,&Rs are to be provided to the Director of Development Services for review and approval prior to transmittal to the California Department of Real Estate or recordation with the County Recorder.
  - a. A minimum of one (1) garage parking space shall be permanently maintained as parking facilities for the each dwelling unit in the project. Parking spaces must be used solely for the parking of personal vehicles. Parking spaces may not be leased, subleased, rented, or sold, by tenants, and are to be used exclusively by the tenants of the assigned unit;
  - b. Any residential tandem parking spaces shall have both stalls assigned to the same residential unit. Any commercial tandem parking spaces shall be served by a valet.
  - c. A clear, detailed and concise written description of the common areas and facilities of the community shall be provided;

- d. The Homeowners' Association shall be responsible for the operation and maintenance of the following, and such responsibilities shall be provided for in the C,C,&Rs:
    - 1) The private sewer connection(s) to the public sewer in the public right-of-way;
    - 2) The site drainage system(s);
    - 3) The maintenance of all common areas, common landscaping, community buildings, facilities, and amenities;
    - 4) A provision for the maintenance of the exterior of each residence and the private landscaping associated with each residence;
    - 5) All private streets, sidewalks, parkways, and driveways;
    - 6) All perimeter fences, walls, and gates, and interior fences, walls, and gates;
    - 7) All adjacent public right-of-way street trees, parkways, sidewalks, and drive aprons;
    - 8) Enforcement of parking restrictions within the parking garages;
    - 9) Any costs or corrections due to building or property maintenance code enforcement actions.
  - e. Up to half of the required residential guest parking spaces may be shared with commercial parking. A detailed parking plan indicating the exact location of each residential guest parking space, including both the shared with commercial spaces, and the dedicated residential guest-only spaces, shall be prepared prior to Certificate of Occupancy, and shall be based on the parking layout depicted in approved construction documents.
  - f. Graffiti removal shall be the responsibility of the Homeowner's Association. Graffiti shall be removed within 24 hours of its discovery. This responsibility shall include graffiti on the outside of the perimeter walls in addition to any graffiti within the development.
8. The project buildings shall be allowed to project over the private property lines into the public right-of-way on Ocean Blvd., Chestnut Ave., and Cedar Ave., subject to review and approval by the City Engineer and Director of Public Works. In all cases, a minimum building setback of 10 feet from the face of the curb shall be provided. No sign, awning, or other projection shall be located closer than 2 feet from the face of the curb. A minimum height clearance of at least 14 feet above the public right-of-way shall be provided; this may be increased as necessary by the City Engineer or Director of Public Works. Plans shall be revised as necessary to meet the requirements of the Public Works Department.
  9. The applicant shall provide for "bird-safe" glazing on all buildings as follows:
    - a. Fritting, permanent stencils, frosted, nonreflective or angled glass, exterior screens, decorative latticework or grills, physical grids placed on the exterior of glazing, or UV patterns visible to birds shall be used to reduce the amount of untreated glass or glazing to less than thirty-five percent (35%) of the building facade.

- b. Where applicable, vertical elements within the treatment pattern should be at least one-quarter inch (1/4") wide at a maximum spacing of four inches (4") and horizontal elements should be at least one-eighth inch (1/8") wide at a maximum spacing of two inches (2").
  - c. No glazing shall have a "Reflectivity Out" coefficient exceeding thirty percent (30%). That is, the fraction of radiant energy that is reflected from glass or glazed surfaces shall not exceed thirty percent (30%).
10. The applicant shall design and provide for "solar-ready" building rooftops and "solar-ready" infrastructure on flat-roof buildings, for possible future installation of solar panels, unless otherwise exempted by the provisions of the applicable Building Code.
11. The project buildings shall be constructed to meet the intent of the "LEED Certified" level of green building certification as required by Section 21.45.400 of the Zoning Regulations. Prior to issuance of a Certificate of Occupancy, the project may be registered with the USGBC to obtain the required LEED certification, or a project may be certified by a third party as meeting the intent of LEED at the level required by Section 21.45.400.
12. Prior to issuance of a Certificate of Occupancy, any unused curb cuts adjacent to the project site shall be closed and reconstructed to full-height curb and gutter under a permit from the Department of Public Works, to the satisfaction of the Director of Development Services.
13. Prior to the issuance of any building permit (not including demolition, excavation, or grading permits), the developer shall complete recordation of the Final Map to the satisfaction of the Directors of Development Services and Public Works.
14. Prior to issuance of a grading or demolition permit (whichever occurs first), the developer shall submit a proposed haul route/trucking route for all construction truck trips for review by the Director of Development Services and the City Engineer. The Director of Development Services and/or City Engineer may modify this proposed haul route/trucking route prior to its approval, as they deem necessary to protect the public safety and welfare, and to prevent negative impacts upon neighboring uses. Said modifications (if any) and approval shall be binding upon all hauling activities and construction truck trips by the developer.
15. The developer shall abide by the haul route/trucking route approved by the Director of Development Services and City Engineer. Failure to do so shall cause the City to issue a stop work order and withhold issuance of further construction permits, inspections, or certificates of occupancy, until such time as the Director of Development Services and City Engineer determine the developer's hauling practices to be remedied.
16. The project shall be developed in substantial conformance with the plans approved by the Planning Commission on March 19, 2020. Each project component shall be designed and constructed as depicted on these plans, maintaining the same architectural style, quality of materials, and consistency of design.
17. Any murals proposed on the project site shall be submitted for review and approval by the Director of Development Services prior to installation.
18. The applicant shall submit an application for a Sign Program for all project site buildings prior to issuance of a building permit (not including demolition, excavation, or grading permits) for the project buildings. No permanent on-site signs requiring a sign permit shall be installed prior to approval of a Sign Program.

19. Minor changes to these approved plans, in keeping with the intent and spirit of the project approvals, may be approved at the discretion of the Director of Development Services. For any major changes, including changes to building/architectural materials, on-site improvements, site plan or layout, landscaping, or other significant items (including deviations from any of these conditions of approval), the developer shall be required to submit an application for a Modification of Approved Permit (Planning Commission approval).
20. The developer shall provide final architectural plans and a sample of all final exterior finish and architectural materials and colors selected for construction to the Site Plan Review Committee for review, prior to issuance of a building permit. If the final building design or materials specifications are found to be below the standards approved in concept, the developer shall remedy the deficiency by revising plans to include exterior finish and architectural materials and colors to the satisfaction of the Site Plan Review Committee.
21. All groundcover and shrubs shall be drought-tolerant and low-water requirement species. The project landscaping shall comply with the Water Efficient Landscaping standards of Chapter 21.42 of the Zoning Regulations.
22. All forms of barbed wire and razor wire shall be prohibited throughout the site.
23. The applicant shall provide for all CPTED (crime prevention through environmental design) recommendations issued for the project by the Long Beach Police Department, in the memo dated November 12, 2019, attached to these conditions of approval and by this reference made a part hereof.
24. Any street lights, pedestrian lights, parking lot lights, and other exterior lights to be provided within the development or adjacent public rights-of-way shall be subject to review by the Director of Development Services prior to issuance of building and electrical permits. All lights shall be adequately shielded so as to prevent the intrusion of light and glare upon any adjacent property or structure, in compliance with the appropriate backlight/uplight/glare (BUG) rating requirements of the Illuminating Engineering Society of North America (IESNA) equivalent to the previous standard for certified full-cutoff fixtures, or meeting IESNA specifications for full-cutoff fixtures.
25. The developer shall provide for the construction of trash receptacle areas of sufficient number and size to meet all reasonably foreseeable refuse needs of the project. All trash receptacle areas shall be located and constructed in accordance with Section 21.45.167 of the Zoning Regulations.
26. Prior to issuance of a grading permit, the developer shall provide a construction staging plan to the Director of Development Services for review and approval.
27. All trucks, construction vehicles, and equipment not actively in use on the project site, including those queuing off-site, shall be prohibited from engine idling for more than 5 minutes, and the developer shall utilize best management practices (BMPs) and best available technology to achieve this. The developer shall post a clearly-legible sign on the exterior construction fencing with the phone number of a construction site complaint/issues coordinator responsible for managing truck and equipment idling. Complaints of violations regarding truck and equipment idling shall be resolved within 24 hours of the receipt of the complaint. The Director of Development Services is authorized to issue stop work orders and withhold the issuance of building permits if the developer fails to remedy engine idling violations as required, until such time as the violations are remedied.

28. All equipment reverse signal alarms utilized by construction vehicles and equipment on the site, as required per OSHA regulations and provided in Code of Federal Regulations 29 CFR 1926.601(b)(4) and 1926.602(a)(9), shall not be of the single-tone high-pitch type. Alternate pitch, broad-spectrum sound, or other non-single-tone non-high-pitch alarms meeting the requirements of 29 CFR 1926.601(b)(4) and 1926.602(a)(9) shall be utilized instead. A specification and sound sample, as well as OSHA certification for the proposed alternate alarm sound(s), shall be provided to the Director of Development Services for review and approval prior to issuance of a grading permit. The Director of Development Services is authorized to issue stop work orders and withhold the issuance of building permits if the developer fails to abide by this condition, until the violation is remedied.
29. The property owner shall maintain the pedestrian paseo between Chestnut Ave. and Cedar Ave. open and available to public pedestrian access at all times. Prior to approval of a building final inspection or issuance of a Certificate of Occupancy, the developer shall provide for an easement or other legal instrument to guarantee this access, to the satisfaction of the Director of Development Services.
30. Prior to issuance of a building permit, the developer shall provide one or more design options to the Director of Development Services for review of the pedestrian paseo between Chestnut Ave. and Cedar Ave. This paseo may be used for vehicular traffic flow but with the option of closure to vehicles for special events. When closed for special events, the paseo shall be protected by K-rated bollards to the satisfaction of the Director of Development Services.
31. Any removed or replaced trees shall be replaced at a ratio of no less than one-to-one (1:1).
32. The developer shall provide for new street trees on Ocean Blvd., Chestnut Ave., and Cedar Ave. adjacent to the project site at an average of 1 tree per 25 linear feet of frontage, (existing trees protected in place may be subtracted from this requirement). Tree species shall be Mexican fan palm (*Washingtonia robusta*) on Ocean Blvd. On Chestnut Ave. and Cedar Ave., street tree species shall be specified by the Department of Public Works in accordance with current streetscape plans. All street tree work shall be carried out under a Department of Public Works street tree permit.
33. The developer shall coordinate all demolition work of the old City Hall with the City's Public Works Department to ensure compliance with required mitigation measures and other applicable laws, rules, and regulations.
34. The developer shall comply with all applicable laws, rules, and regulations regarding abatement of building materials hazards prior to and during the demolition process of the old City Hall and all appurtenant structures and buildings, in accordance with the Mitigation Monitoring and Reporting Program (MMRP) of the Civic Center Project Supplemental EIR.
35. The developer shall provide for the complete fumigation of the old City Hall building, basement levels, and any other appurtenant structures or building volumes on the site to be demolished, prior to any demolition activities and again as needed throughout the demolition process to kill all pests and vermin on-site and prevent their escape from the demolition site. This shall be carried out in accordance with the Mitigation Monitoring and Reporting Program (MMRP) of the Civic Center Project Supplemental EIR.
36. Prior to issuance of a building permit, the applicant shall provide the final driveway and access plans as part of the permit set submitted to the Department of Public Works.

37. Prior to the issuance of a building permit, the applicant shall depict all utility apparatus, such as, but not limited to, backflow devices and Edison transformers, on both the site plan and the landscape plan. Wherever feasible, these devices shall not be located in any front, side, or rear yard area that is adjacent to a public street. Furthermore, these devices shall be screened to the greatest extent feasible by landscaping or another screening method approved by the Director of Development Services.

#### Use and Operation

38. Each individual residential dwelling unit shall be assigned at least one permanent parking stall. Priority shall be given to two- and three-bedroom units (if any) for assignment of additional parking stalls.
39. No refuse collection shall take place on Ocean Blvd. All trash receptacles shall be moved internally within the project site to the collection point(s), and movement on or across public rights-of-way to collection points shall be minimized. Trash receptacles shall be collected and serviced with sufficient frequency to avoid unsightly and undesirable buildup of refuse at each trash receptacle.
40. All exterior on-site newsstands and racks (including free publications, classifieds, etc.), vending machines, donation bins, and publicly-accessible telephones shall be prohibited, and any existing ones shall be removed.
41. If, in the judgment of the Director of Development Services, criminal or nuisance behaviors become a problem at the project site to the detriment of neighboring businesses, residents, or land uses, the Director of Development Services or Chief of Police may require the property owner to provide for on-site security services or other measures as necessary to remedy the problem.

#### Public Works Conditions

42. The developer shall provide for the following to the satisfaction of the Director of Public Works. Final project plans may result in additional or modified requirements from the Department of Public Works.

#### **GENERAL REQUIREMENTS**

- a. The submission of a final map based upon criteria established by the California Subdivision Map Act and/or Title 20 of the Long Beach Municipal Code as well as the Vesting Tentative Tract Map (VTTM).
- b. Prior to final map approval, the Developer shall obtain utility clearance letters for any public entity or public utility holding any interest in the subdivision as required by the Subdivision Map Act.
- c. All off-site and/ or public improvements and facilities as well as on site grading required but not in place and accepted prior to final map approval, must be guaranteed by instrument of credit or bond.
- d. Prior to final occupancy, the Developer shall submit its on-site parking management plan, on street loading plan, and project Conditions, Covenants and Restrictions (CC&R's) for review and approval.
- e. The Developer and successors shall be responsible for the maintenance of the site drainage system, and for the operation and maintenance of any private sewer connection to the public sewer in the abutting public right-of-way, and for the maintenance of the sidewalk, parkway, street trees and other landscaping,

including irrigation, within and along the adjacent public right-of-way. Such responsibilities shall be enumerated and specified in the project CC&R's, and a recorded copy of said document shall be provided to the Director of Public Works.

- f. The proposed building drainage system will be used by multiple lots and therefore the drainage infrastructure will extend across lots. Drainage easement(s), CC&R's, and/or other City approved methods to allow for such cross-lot drainage, shall be provided.
- g. Prior to the start of ANY demolition, excavation, or construction, the Developer shall,
  - i. Submit a construction plan for pedestrian protection, construction staging, scaffolding and excavations, and
  - ii. Submit a traffic control plan with street lane closures and routing of construction vehicles (excavation hauling, concrete and other deliveries, etc.) prepared by a registered Civil or Traffic Engineer in the State of California, with wet seal and signature, and
  - iii. Submit a plan for construction area and/or site perimeter fencing with custom printed screen(s),
  - iv. All for review and approval by the Department of Public Works and installed in accordance with the latest version of the Public Works Development Guideline.

Work, including hauling soils or other debris, is not allowed within the right-of-way without a valid Public Works permit. The Developer shall comply with all requirements outlined within the latest version of the Public Works Development Guideline and all referenced standards at the time of application submittal.

- h. The Developer proposes architectural projection encroachments into the public right-of-way that include architectural features, signage, balconies and awnings. Construction plans shall comply with section 14.48 of the municipal code and shall be submitted to the Department of Public Works for review and approval of all projections over the public right-of-way.
- i. Doors and/or gates shall not swing or project into the public right-of-way. All door openings swinging into public rights-of-way shall be eliminated.
- j. The Developer is proposing a refuse and recycling receptacle area as part of the proposed development. All proposed refuse and recycling structures and receptacles must be placed entirely on private property, outside of the public right-of-way. The Developer and/ or successors shall be responsible for the cleanliness of the sidewalk/roadway adjacent to the refuse and recycling area and the overall development.
- k. The Developer shall construct all off-site improvements needed to provide full Americans with Disabilities Act (ADA) accessibility compliance within the adjacent public right-of-way. If a dedication of additional right-of-way is necessary to satisfy ADA requirements, as determined during the plan check process, the right-of-way dedication shall be provided.
- l. Public improvements shall be constructed in accordance with Public Works construction standards, and per plans reviewed and approved by the Department of Public Works. Detailed off-site improvement plans shall be prepared by a

licensed Civil Engineer, stamped, signed and submitted to Public Works for review and approval. **This is in addition to, and separate from, any plan check required by the Department of Development Services, Building & Safety Bureau.** The City's Public Works Engineering Standard Plans are available online at [www.longbeach.gov/pw/resources/engineering/standard-plans](http://www.longbeach.gov/pw/resources/engineering/standard-plans).

#### **PUBLIC RIGHT-OF-WAY**

- m. The Developer shall revise the vesting tentative tract map to include dedications of 80 feet for public street purposes along Chestnut Ave from Ocean Blvd to Broadway, except for that subsurface area (8 feet west of existing property line) needed for construction of subterranean parking and except for the airspace above 20 vertical feet from the established grade needed for habitable space (maximum 4 feet west from the proposed property boundary plane). The developer shall dedicate 40' along the entire property line. The City shall dedicate the remaining area to provide for a complete 80' dedicated right of way from Ocean Blvd. to Broadway.
- n. The Developer shall revise the vesting tentative tract map to include dedications of 80 feet for public street purposes along Cedar Ave from Ocean Blvd to Broadway, except for that subsurface area (to center line of Cedar Ave) needed for construction of subterranean parking and except for the airspace above 20 vertical feet from the established grade needed for habitable space (maximum 4 feet east from the proposed property boundary plane). The developer shall dedicate 40' along the entire property line. The City shall dedicate the remaining area to provide for a complete 80' dedicated right of way from Ocean Blvd. to Broadway.
- o. Per the submitted site plan, the Developer proposes construction beneath the established grades of the adjacent public rights-of-way, along Chestnut and Cedar Avenues, consisting of subterranean parking. Construction plans shall be submitted to the Department of Public Works for all construction beneath the public right-of-way, for review and approval.
- p. The Developer's proposed boundary along Ocean Boulevard, shall not encroach into the existing right-of-way. Any right-of-way improvements (i.e. sidewalk) on private property shall be dedicated as additional right-of-way.
- q. The developer proposes loading zone(s) within Cedar Ave. An operational plan for loading shall be submitted for review and approval. The operational plan shall specifically limit peak hour impacts due to loading within the right of way. The loading zone(s) shall be the minimum required to effectively serve the market and residential move in/ move out both of which shall utilize the same loading zone if possible. Appropriate curb markings, signage, and other improvements necessary to facilitate a loading zone shall be the responsibility of the developer.
- r. Unless approved by the Director of Public Works, easements shall not be granted to third parties within areas proposed to be granted, dedicated, or offered for dedication to the City of Long Beach for public streets, alleys, utility or other public purposes until the final map filing with the County Recorder. If easements are granted after the date of tentative map approval and prior to final map recordation, a notice of subordination must be executed by the third-party easement holder prior to the filing of the final map.

### **OFF-SITE IMPROVEMENTS**

- s. Chestnut Avenue is currently subject to a street pavement cut moratorium ending in June 2024. Anything less than a grind and overlay from Ocean Blvd. to Broadway shall be reviewed and approved by Public Works and may require discretionary approval from City Council.
- t. Broadway is currently subject to a street pavement cut moratorium ending in March 2024. Anything less than a grind and overlay from Chestnut Ave to Cedar Ave shall be reviewed and approved by Public Works and may require discretionary approval from City Council. NOTE: It is not clear if utility connections or other work is required within Broadway. If work is not required within Broadway, this condition shall not apply.
- u. Cedar Ave Improvements – The developer shall construct the new roadway, west side sidewalks, curb and gutters, ramps, parkway, street trees, and striping from Ocean Blvd to Broadway. NOTE: The adjacent park development to the east is anticipated to complete the eastside curb, gutter, and sidewalk improvements. The developer shall coordinate with the Park project.
- v. Chestnut Ave Improvements - The developer shall construct the sidewalks, ramps, parkways, and street trees from Ocean Blvd to the northern terminus of the project frontage or as needed to properly tie into the existing infrastructure to the north of the site. NOTE: The existing infrastructure may need to be demolished to accommodate the new development. Any such demolition shall be completed by the developer.
- w. Ocean Ave Improvements – The developer shall construct the sidewalk, ramps, parkways, and street trees to carry forward the master design as constructed by the Civic Center project (i.e. mix of palm trees and canopy trees).
- x. All undersized storm drains within the adjacent rights-of-way shall be reconstructed to satisfy the master drain size plan.
- y. The Developer shall remove all unused driveways and curb cuts, or portions thereof along Ocean Boulevard, and replace with full-height curb, curb gutter and sidewalk pavement. Sidewalk improvements shall be constructed with Portland cement concrete.
- z. The Developer shall reconstruct cracked, deteriorated, or uplifted/depressed sections of sidewalk pavement, curb and curb gutter adjacent to the project site along Ocean Boulevard. Sidewalk improvements shall be constructed with Portland cement concrete. All sidewalk removal limits shall consist of entire panel replacements (from joint line to joint line).
- aa. All off-site improvements shall provide a minimum of 5 feet clear dedicated right-of-way between any and all obstructions for pedestrian travel purposes compliant with the most recent ADA standards.
- bb. The Developer shall prepare a street lighting study (stamped) for this project under the supervision and approval of a registered Engineer in the State of California to determine the off-site and interior street lighting requirements. The Developer shall submit street lighting system plans with lighting calculations for review and approval by Public Works.

- cc. The Developer shall provide for and install street lights and underground street lighting conduit within the public streets (Chestnut, Cedar, and Ocean Avenues) adjacent to the site.
- dd. The Developer proposes improvements that may impact and/ or conflict with existing above ground or underground utilities adjacent to and/ or within the project site. The Developer is responsible for all design, applicable utility approval, permitting, relocation and/or undergrounding work, removal if abandoned in place, and/ or replacement or repair of any damaged utilities and commissioning as required by the interested agency and shall work with each utility directly.
- ee. The Developer shall be responsible for the maintenance, repair and replacement of off-site improvements abutting the project boundary during construction of the on-site improvements, until final inspection of the on-site improvements by the City. All off-site improvements found damaged as a result of construction activities shall be reconstructed or replaced by the Developer to the most current City standards.
- ff. The Developer shall provide for the resetting to grade of manholes, pull boxes, meters, and other existing facilities in conjunction with the required off-site improvements.
- gg. All rough grading shall be completed prior to the approval of the final map, otherwise, the Developer shall be responsible for processing an appropriate grading bond.
- hh. The Developer shall submit a precise grading plan with hydrology and hydraulic calculations showing building elevations and drainage pattern and slopes, for review and approval by Development Services and Public Works, prior to issuance of a building permit.
- ii. The Developer shall upgrade the existing storm drain system(s) in connection with this development as required to satisfy the master drain size plan. Storm drain plans shall be submitted to Public Works for review and approval. If a connection is made to Los Angeles County infrastructure, a connection permit may be required from LA county. The Developer shall contact Los Angeles Department of Public Works to initiate plan review. The Developer shall also provide said plans to Public Works for review.
- jj. Prior to approving an engineering plan, all projects greater than 1 acre in size must demonstrate coverage under the State Construction General NPDES Permit. To meet this requirement, the Developer must submit a copy of the letter from the State Water Resource Control Board acknowledging receipt of the Notice of Intent (NOI) and a certification from the developer or engineer that a Storm Water Pollution Prevention Plan (SWPPP) has been prepared. Should you have any questions regarding the State Construction General NPDES Permit or wish to obtain an application, please call the State Regional Board Office at (213) 576-6600 or visit their website for complete instructions at [www.waterboards.ca.gov/water\\_issues/programs/stormwater/construction.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml). Left-click on the Construction General Permit Order 2009-0009-DWQ link.
- kk. All work within the public right-of-way must be performed by a contractor holding a valid State of California Contractor's License and City of Long Beach Business License, sufficient to qualify the contractor to do work. The Contractor shall have on file a Certificate of General Liability insurance, and endorsement evidencing minimum City of Long Beach limits of required general liability insurance.

- ll. The Developer shall install Custom Printed Flex Mesh screen(s) along the perimeter of the development site, such as FenceScreen.com Series 311, or equivalent, fence screening. The graphics shall depict positive images of the City or other artistic concepts. Prior to submitting the graphic design for printing, the Developer shall consult with the Department of Public Works to review and approve.

#### **TRAFFIC AND TRANSPORTATION**

- mm. A traffic impact analysis (TIA) was completed as part of the Civic Center master plan project and subsequently has been updated to reflect this development. Any conditions or requirements outlined within the TIA shall be made a part of these conditions.
- nn. If during the course of the project, the Developer is required to modify traffic signals, the developer shall be responsible to design and construct traffic signal related equipment to current California Manual on Uniform Traffic Control Devices (CA MUTCD) and/or City of Long Beach Standards. The traffic signal related equipment shall include, but may not be limited to the following:
  - i. All Traffic Signal indications installed shall be 12-inch Light-Emitting Diode (LED) units.
  - ii. Vehicular detection shall be installed on all approaches to the signalized intersection. This may include presence, mid or advance detection per City direction. Options will include standard Type E loops or video detection.
  - iii. All pedestrian indications shall be upgraded to LED Countdown Modules within all pedestrian crossings.
  - iv. All pedestrian push buttons shall be upgraded to the most current City Standard.
  - v. All signalized intersections will require the installation of Emergency Vehicle Pre-Emption (EVPE) equipment. The equipment and installation must be completed per the most current City Standard.
  - vi. GPS Modules shall be installed at all traffic signals to create accurate time-based communications between nearby traffic signals.
  - vii. The Developer shall install a new traffic signal controller, McCain 2070, or the most current City Standard.

The Developer shall install thermoplastic continental crosswalks per City Standard Plans at the new intersections on Cedar Avenue, Chestnut Ave, and Ocean.

- oo. The Developer shall provide for the painting and/or striping of all new streets in connection with this development, including, but not limited to bike lane striping along Chestnut Avenue, and Cedar Avenue. The Developer shall also repaint and/or re-stripe all existing traffic markings obliterated or defaced by construction activities. The Developer shall submit a signing and striping plan for review and approval by the City Traffic Engineer.
- pp. The size, configuration and location of all proposed driveways serving the project site shall be subject to review and approval of the City Traffic Engineer. Driveways greater than 28 feet in width require a variance.

- qq. The Developer shall replace all traffic signs and mounting poles damaged or misplaced as result of construction activities, and install new signs as required.
- rr. All traffic control device installations, including pavement markings within the private parking area, shall be installed in accordance with the current edition of the California Manual on Uniform Traffic Control Devices (CA MUTCD).

Civic Center Project Supplemental EIR and Mitigation Measures

- 43. The developer shall provide for compliance all mitigation measures of the Civic Center Project Supplemental EIR (CCP SEIR) that apply to this project. These mitigation measures are attached to these conditions of approval and by this reference made a part hereof.

**Standard Conditions – Plans, Permits, and Construction:**

- 44. Prior to the issuance of a building permit, the applicant shall submit a revised set of plans reflecting all of the design changes set forth in the conditions of approval, to the satisfaction of the Director of Development Services.
- 45. All conditions of approval shall be printed verbatim on all plans submitted for plan review to the Department of Development Services. These conditions shall be printed on the site plan or a subsequent reference page.
- 46. The plans submitted for plan review shall explicitly call out and describe all materials, textures, accents, colors, window, door, planter, and paving details that were approved by the Site Plan Review Committee or the Planning Commission. No substantial changes shall be made without prior written approval of the Site Plan Review Committee or the Planning Commission.
- 47. The Director of Development Services is authorized to approve minor modifications to the approved design plans or to any of the conditions of approval if such modifications shall not significantly change or alter the approved project. Any major modifications shall be reviewed by the Zoning Administrator, Site Plan Review Committee, or Planning Commission, respectively.
- 48. All rooftop mechanical equipment shall be fully screened from public view. Said screening shall be architecturally compatible with the building in terms of theme, materials, colors and textures. If the screening is not specifically designed into the building, a rooftop mechanical equipment screening plan shall be submitted for approval by the Director of Development Services prior to the issuance of a building permit.
- 49. Upon plan approval and prior to issuance of a building permit, the applicant shall submit a reduced-size set of final construction plans for the project file.
- 50. A permit from the Department of Public Works shall be required for any work to be performed in or over the public right-of-way.
- 51. Any off-site improvements found to be damaged as a result of construction activities related to this project shall be replaced to the satisfaction of the Director of Public Works.
- 52. Separate building permits are required for fences, retaining walls, flagpoles, and pole mounted yard lighting foundations.
- 53. The applicant shall file a separate landscaping plan check submittal to the Department of Development Services for review and approval prior to issuance of a building permit.

54. The applicant shall file a separate plan check submittal to the Long Beach Fire Department for review and approval prior to the issuance of a building permit.
55. All structures shall conform to the Long Beach Building Code requirements. Notwithstanding this subject permit, all other required permits from the Building Bureau shall be secured.
56. Site development, including landscaping, shall conform to the approved plans on file with the Department of Development Services. At least one set of approved plans containing Planning, Building, Fire, and, if applicable, Health Department stamps shall be maintained at the job site, at all times for reference purposes during construction and final inspection.
57. For projects consisting of new buildings, parking lots, or landscaped area, the applicant shall submit complete landscape and irrigation plans for the approval of the Director of Development Services prior to application for a temporary certificate of occupancy, or certificate of occupancy. The landscaping plan shall include drought tolerant street trees to be installed consistent with the specifications of the Street Tree Division of the Department of Public Works. Approved root guards shall be provided for all street trees. On-site landscaping shall comply with Chapter 21.42 (Landscaping Standards), as applicable, to the satisfaction of the Director of Development Services.
58. For new construction, all landscaped areas shall comply with the State of California's model landscape ordinance. Landscaped areas shall be planted with drought tolerant plant materials and shall be provided with water conserving automatic irrigation systems designed to provide complete and adequate coverage to sustain and promote healthy plant life. The irrigation system shall not cause water to spray or flow across a public sidewalk.
59. All landscaping irrigation systems shall use high efficiency sprinkler nozzles. The models used and flow rates shall be specified on the landscaping plan. For residential-type or small-scale sprinkler systems, sprinkler head flow rates shall not exceed 1.00 GPM and shall be of the rotating type. Where feasible, drip irrigation shall be used instead. If an in-ground irrigation system is to be installed, such system shall be controlled by an automatic self-adjusting weather-based irrigation controller.
60. All outdoor fountains or water features shall utilize water recycling or re-circulation systems. The plans submitted for review shall specifically identify such systems.
61. Energy conserving equipment, lighting, and construction features shall be utilized in this project.
62. Low-flow fixtures shall be used for all lavatory faucets, kitchen faucets, showerheads, toilets, and urinals. Toilets may be either low-flow or dual flush. Maximum flow rates for each fixture type shall be as follows: lavatory faucet – 2.75 GPM, kitchen faucet – 2.20 GPM, showerhead – 2.00 GPM, toilet – 1.3 GPF, dual flush toilet – 0.8/1.6 GPF, urinal – 1.0 GPF. Plans submitted for review shall specifically identify such fixtures and flow rates.
63. Demolition, site preparation, and construction activities are limited to the following (except for the pouring of concrete which may occur as needed):
  - a. Weekdays and federal holidays: 7:00 a.m. to 7:00 p.m.;
  - b. Saturday: 9:00 a.m. - 6:00 p.m.; and
  - c. Sundays: not allowed

**Standard Conditions – General:**

64. This permit and all development rights hereunder shall terminate two years from the effective date of this permit unless construction is commenced, or a time extension is granted based on a written and approved request submitted prior to the expiration of the two-year period as provided in Section 21.21.406 of the Long Beach Municipal Code.
65. This permit shall be invalid if the owner(s) and/or applicant(s) have failed to return written acknowledgment of their acceptance of the conditions of approval on the *Conditions of Approval Acknowledgment Form* supplied by the Planning Bureau. This acknowledgment shall be submitted within 30 days from the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date).
66. If, for any reason, there is a violation of any of the conditions of this permit or if the use/operation is found to be detrimental to the surrounding community, including public health, safety or general welfare, environmental quality or quality of life, such shall cause the City to initiate revocation and termination procedures of all rights granted herewith.
67. This approval is required to comply with these conditions of approval as long as the use is on the subject site. As such, the site shall allow periodic re-inspections, at the discretion of city officials, to verify compliance. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council (Sec. 21.25.412, 21.25.212).
68. In the event of transfer of ownership of the property involved in this application, the new owner shall be fully informed of the permitted use and development of said property as set forth by this permit together with all conditions that are a part thereof. These specific requirements shall be recorded with all title conveyance documents at time of closing escrow.
69. Approval of this development project is expressly conditioned upon payment (prior to building permit issuance or prior to Certificate of Occupancy, as specified in the applicable Ordinance or Resolution for the specific fee) of impact fees, connection fees and other similar fees based upon additional facilities needed to accommodate new development at established City service level standards, including, but not limited to, sewer capacity charges, Park Fees and Transportation Impact Fees.
70. No publicly accessible telephones shall be maintained on the exterior of the premises. Any existing publicly accessible telephones shall be removed.
71. The property shall be developed and maintained in a neat, quiet, and orderly condition and operated in a manner so as not to be detrimental to adjacent properties and occupants.
72. The operator of the approved use shall prevent loitering in all parking and landscaping areas serving the use during and after hours of operation. The operator shall clean the parking and landscaping areas of trash and debris on a daily basis. Failure to do so shall be grounds for permit revocation. If loitering problems develop, the Director of Development Services may require additional preventative measures such as but not limited to, additional lighting or private security guards.
73. Exterior security bars and roll-up doors applied to windows and pedestrian building entrances shall be prohibited.
74. Any graffiti found on site shall be removed within 24 hours of its appearance.

75. All required utility easements shall be provided to the satisfaction of the concerned department, agency, or utility company.
76. All trash and refuse containers shall be fully screened from public view to the satisfaction of the Director of Development Services.
77. As a condition of any City approval, the applicant shall defend, indemnify, and hold harmless City and its agents, officers, and employees from any claim, action, or proceeding against City or its agents, officers, and employees to attack, set aside, void, or annul the approval of City concerning the processing of the proposal/entitlement or any action relating to, or arising out of, such approval. At the discretion of the City and with the approval of the City Attorney, a deposit of funds by the applicant may be required in an amount sufficient to cover the anticipated litigation costs.

## **MITIGATION MONITORING AND REPORTING PROGRAM**

CEQA requires adoption of a monitoring and reporting program (MMRP) for the mitigation measures necessary to mitigate or avoid significant effects on the environment. The MMRP is designed to ensure compliance with adopted mitigation measures during project implementation.

This MMRP includes applicable mitigation measures from both the Downtown Plan Final Program Environmental Impact Report (PEIR) and the Civic Center Project Supplemental Environmental Impact Report (SEIR). For each measure, specifications are made herein that identify the action required and the monitoring that must occur. In addition, the party for verifying compliance with individual mitigation measures is identified.

In some cases, applicable measures from the Downtown Plan PEIR were fully or partially implemented as part of the Civic Center Project SEIR. In such cases, the MMRP indicates that no further action is required or revises the monitoring requirements outlined in the PEIR to reflect the specific circumstance for the Civic Center Project. When monitoring requirements from the PEIR and the SEIR differ, the requirements of the SEIR supersede those of the PEIR.



**Section 9 Mitigation Monitoring and Reporting Program**

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
<b>AESTHETICS</b>							
<b>DT Mitigation Measure AES-2(a) <u>Lighting Plans and Specifications</u>.</b> Prior to the issuance of building permits for new large development projects, the applicant shall submit lighting plans and specifications for all exterior lighting fixtures and light standards to the Development Services Department for review and approval. The plans shall include a photometric design study demonstrating that all outdoor light fixtures to be installed are designed or located in a manner as to contain the direct rays from the lights onsite and to minimize spillover of light onto surrounding properties or roadways. All parking structure lighting shall be shielded and directed away from residential uses. Rooftop decks and other similar amenities are encouraged in the Plan. Lighting for such features shall be designed so that light is directed so as to provide adequate security and minimal spill-over or nuisance lighting.	Review and approval of final building plans for individual project components	Prior to issuance of building permits	Once per individual project component	LBPWD, LBDS			
<b>DT Mitigation Measure AES-2(b) <u>Building Material Specifications</u>.</b> Prior to the issuance of any building permits for development projects, applicants shall submit plans and specifications for all building materials to the Development Services Department for review and approval. The Plan provides measures to ensure that the highest quality materials are used for new development projects. This is an important consideration, since high-quality materials last longer. Quality development provides an impression of permanence and can encourage additional private investment in Downtown Long Beach.	Review and approval of final building plans for individual project components	Prior to issuance of building permits	Once per individual project component	LBPWD, LBDS			

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<b>DT Mitigation Measure AES-2(c) Light Fixture Shielding.</b> Prior to the issuance of building permits for development projects within the Downtown Plan Project area, applicants shall demonstrate to the Development Services Department that all night lighting installed on private property within the project site shall be shielded, directed away from residential and other light-sensitive uses, and confined to the project site. Rooftop lighting, including rooftop decks, security lighting, or aviation warning lights, shall be in accordance with Airport/Federal Aviation Administration (FAA) requirements. Additionally, all lighting shall comply with all applicable Airport Land Use Plan (ALUP) Safety Policies and FAA regulations.	Review and approval of final building plans for individual project components	Prior to issuance of building permits	Once per individual project component	LBPWD, LBDS			
<b>DT Mitigation Measure AES-2(d) Window Tinting.</b> Prior to the issuance of any building permits, the applicant shall submit plans and specifications showing that building windows are manufactured or tinted to minimize glare from interior lighting and to minimize heat gain in accordance with energy conservation measures.	Review and approval of final building plans for individual project components	Prior to issuance of building permits	Once per individual project component	LBPWD, LBDS			
<b>DT Mitigation Measure AES-3 Shadow Impacts.</b> Prior to the issuance of building permits for any structure exceeding 75 feet in height or any structure that is adjacent to a light sensitive use and exceeds 45 feet in height, the applicant shall submit a shading study that includes calculations of the extent of shadowing arches for winter and equinox conditions. If feasible, projects shall be designed to avoid shading of light sensitive uses in excess of the significance thresholds outlined in this EIR. If avoidance of shadows exceeding significance thresholds is determined to be infeasible, the shadow impact will be disclosed as part of a project environmental impact report (EIR).	Implemented in Civic Center Project SEIR; no further action required	Prior to issuance of building permits	Once per individual project component	LBDS			

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<p><b>SEIR Mitigation Measure AES-2 Construction Screening.</b> Temporary fencing comprising of chainlink or wood with screening material attached shall be used around the perimeter of the active construction site to buffer views of construction activities, as well as the staging of vehicles, equipment, and materials. In addition, the contractor shall affix or paint a plainly visible sign on publically accessible portions of the temporary fencing, with the following language: "POST NO BILLS." Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier. The contractor shall ensure through daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that such temporary barriers and walkways are maintained in a visually attractive manner, including the prompt removal of graffiti, throughout the construction period.</p>	Verification that temporary fencing is installed around the perimeter of the construction site and that signs are posted on fencing	During construction	Periodically throughout construction	OCM			
<b>AIR QUALITY</b>							
<p><b>DT Mitigation Measure AQ-1(a)</b> To reduce short-term construction emissions, the City shall require that all construction projects that would require use of heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used during construction shall require their contractors to implement the Enhanced Exhaust Control Practices (listed below) or whatever mitigation measures are recommended by SCAQMD at the time individual portions of the site undergo construction.</p> <p><u>Enhanced Exhaust Control Practices</u></p> <ul style="list-style-type: none"> <li>The project applicant shall provide a plan for approval by the City, demonstrating that the heavy-duty (50 hp or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NO<sub>x</sub> reduction, 20 percent VOC reduction, and 45 percent particulate reduction compared to the 2011 ARB fleet average, as contained in the URBEMIS</li> </ul>	Field verification of compliance for individual project components	During construction	Periodically throughout construction of individual project components	OCM			

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<p>output sheets in Appendix C. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. SCAQMD, which is the resource agency for air quality in the Project area, can be used in an advisory role to demonstrate fleet-wide reductions. SCAQMD's mitigation measures for off-road engines can be used to identify an equipment fleet that achieves this reduction (SCAQMD 2007b).</p> <ul style="list-style-type: none"> <li>The project applicant shall submit to the City a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the hp rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide the City with the anticipated construction timeline including start date and name and phone number of the project manager and onsite foreman. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed and the dates of each survey. SCAQMD staff and/or other officials may conduct periodic site inspections to determine compliance.</li> <li>If, at the time of construction, SCAQMD, CARB, or the EPA has adopted a regulation or new guidance applicable to construction emissions, compliance with</li> </ul>							

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<p>the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if the City so permits. Such a determination must be supported by a project-level analysis and be approved by the City.</p> <ul style="list-style-type: none"> <li>•</li> </ul>							
<p><b>DT Mitigation Measure AQ-1(b)</b> Prior to construction of each development phase of onsite land uses that are proposed within 1,500 feet of sensitive receptors, each project applicant shall perform a project-level CEQA analysis that includes a detailed LST analysis of construction-generated emissions of NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> to assess the impact at nearby sensitive receptors. The LST analysis shall be performed in accordance with applicable SCAQMD guidance that is in place at the time the analysis is performed. The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.</p>	<p>Implemented in Civic Center Project SEIR; no further action required</p>						
<p><b>DT Mitigation Measure AQ-2</b> Mitigation to reduce mobile source emissions due to implementation of the Plan addresses reducing the number of motor vehicle trips and reducing the emissions of individual vehicles under the control of the project applicant(s). The following measures shall be implemented by project applicant(s) unless it can be demonstrated to the City that the measures would not be feasible.</p> <ul style="list-style-type: none"> <li>• The project applicant(s) for all project phases shall require the commercial development operator(s) to operate, maintain, and promote a ride-share program for employees of the various businesses.</li> <li>• The project applicant(s) for all project phases shall include one or more secure bicycle parking areas within the property and encourage bicycle riding for both employees and customers.</li> </ul>	<p>Review and approval of final building plans for individual project components</p>	<p>Prior to issuance of building permits</p>	<p>Once per individual project component</p>	<p>OCM, LBDS</p>			

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<ul style="list-style-type: none"> <li>The proposed structures shall be designed to meet current Title 24 + 20 percent energy efficiency standards and shall include photovoltaic cells on the rooftops to achieve an additional 25 percent reduction in electricity use on an average sunny day.</li> <li>The City shall ensure that all new commercial developments include or have access to convenient shower and locker facilities for employees to encourage bicycle, walking, and jogging as options for commuting.</li> <li>The project applicant(s) for all project phases shall require that all equipment operated by the businesses within the facility be electric or use non-diesel engines.</li> <li>All truck loading and unloading docks shall be equipped with one 110/208-volt power outlet for every two-dock door. Diesel trucks shall be prohibited from idling more than 5 minutes and must be required to connect to the 110/208-volt power to run any auxiliary equipment. Signs outlining the idling restrictions shall be provided.</li> </ul> <p>If, at the time of construction, SCAQMD, CARB, or EPA has adopted a regulation or new guidance applicable to mobile- and area-source emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if the City so permits. Such a determination shall be supported by a project-level analysis that is approved by the City.</p>							

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<p><b>DT Mitigation Measure AQ-4(a)</b> The following measures shall be implemented to reduce exposure of sensitive receptors to operational emissions of TACs:</p> <ul style="list-style-type: none"> <li>Proposed commercial land uses that have the potential to emit TACs or host TAC-generating activity (e.g., loading docks) shall be located away from existing and proposed onsite sensitive receptors such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0.</li> <li>Where necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle-reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as IdleAire, electrification of truck parking, and alternative energy sources for TRUs to allow diesel engines to be completely turned off.</li> <li>Signs shall be posted in at all loading docks and truck loading areas to indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by the California Office of Administrative Law in January 2005.</li> <li>Proposed facilities that would require the long-term use of diesel equipment and heavy-duty trucks shall develop a plan to reduce emissions, which may include such measures as scheduling activities when the residential uses are the least occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling.</li> <li>When determining the exact type of facility that would occupy the proposed commercial space, the City shall take into consideration its toxic-producing potential.</li> </ul>	<p>HRA implemented in Civic Center Project SEIR; verification of compliance with requirements related to diesel equipment and signage required during final building plan review</p>	<p>Prior to issuance of building permits</p>	<p>Once per individual project involving loading docks and/or diesel equipment</p>	<p>OCM, LBDS</p>			

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<ul style="list-style-type: none"> <li>Commercial land uses that accommodate more than 100 trucks per day, or 40 trucks equipped with TRUs, within 1,000 feet of sensitive receptors (e.g., residences or schools) shall perform a site-specific project-level HRA in accordance with SCAQMD guidance for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles (SCAQMD 2003b). If the incremental increase in cancer risk determined by the HRA exceeds the threshold of significance recommended by SCAQMD or ARB at the time (if any), then all feasible mitigation measures shall be employed to minimize the impact.</li> </ul>							
<p><b>DT Mitigation Measure AQ-4(b)</b> The City shall verify that the following measures are implemented by new developments to reduce exposure of sensitive receptors to emissions of TACs from POLB and stationary sources in the vicinity of the Downtown Plan Project area:</p> <ul style="list-style-type: none"> <li>All proposed residences in the Downtown Plan Project area shall be equipped with filter systems with high Minimum Efficiency Reporting Value (MERV) for removal of small particles (such as 0.3 micron) at all air intake points to the home. All proposed residences shall be constructed with mechanical ventilation systems that would allow occupants to keep windows and doors closed and allow for the introduction of fresh outside air without the requirement of open windows.</li> <li>The heating, ventilation, and air conditioning (HVAC) systems shall be used to maintain all residential units under positive pressure at all times.</li> <li>An ongoing education and maintenance plan about the filtration systems associated with HVAC shall be developed and implemented for residences.</li> <li>To the extent feasible, sensitive receptors shall be located as far away from the POLB as possible.</li> </ul>	Review of final building plans to verify that required systems are included	Prior to issuance of building permits	Once per each residential building	OCM, LBDS			

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<p><b>DT Mitigation Measure AQ-5</b> The following additional guidelines, which are recommended in ARB's <i>Land Use Handbook: A Community Health Perspective</i> (ARB 2005) shall be implemented. The guidelines are considered to be advisory and not regulatory:</p> <p>Sensitive receptors, such as residential units and daycare centers, shall not be located in the same building as dry-cleaning operations that use perchloroethylene. Dry-cleaning operations that use perchloroethylene shall not be located within 300 feet of any sensitive receptor. A setback of 500 feet shall be provided for operations with two or more machines.</p>	Review of occupancy clearance required for any proposed dry cleaning operation	Prior to issuance of occupancy permits	Once per individual dry cleaning operation proposal	OCM, LBDS			
<p><b>DT Mitigation Measure AQ-6</b> The following mitigation measures shall be implemented to control exposure of sensitive receptors to operational odorous emissions. The City shall ensure that all project applicant(s) implement the following measures:</p> <ul style="list-style-type: none"> <li>The City shall consider the odor-producing potential of land uses when reviewing future development proposals and when the exact type of facility that would occupy areas zoned for commercial, industrial, or mixed-use land uses is determined. Facilities that have the potential to emit objectionable odors shall be located as far away as feasible from existing and proposed sensitive receptors.</li> <li>Before the approval of building permits, odor-control devices shall be identified to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy an area zoned for commercial land use. The identified odor-control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use. The odor-producing potential of a source and control devices shall be determined in coordination with SCAQMD and based on the number of complaints associated with existing sources of the same nature.</li> <li>Truck loading docks and delivery areas shall be located</li> </ul>	Review and approval of final building plans and applicant-proposed odor control methods for individual project components	Prior to issuance of building permits	Once per individual project component involving potential odor issues	OCM, LBDS			

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<p>as far away as feasible from existing and proposed sensitive receptors.</p> <ul style="list-style-type: none"> <li>• Signs shall be posted at all loading docks and truck loading areas to indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by California’s Office of Administrative Law in January 2005. (This measure is also required by Mitigation Measure AQ-4 to limit TAC emissions.)</li> <li>• Proposed commercial and industrial land uses that have the potential to host diesel trucks shall incorporate idle-reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs to allow diesel engines to be completely turned off. (This measure is also required by Mitigation Measure AQ-4 to limit TAC emissions.)</li> </ul> <p>In addition, mitigation measures identified under AQ-4(b) to reduce indoor exposure to TACs would also result in a reduction in the intensity of offensive odors from the surrounding odor sources.</p>							
<p><b>SEIR Mitigation Measure AQ-2 Air Quality Safety Plan.</b> If demolition occurs by implosion, the City shall approve an Air Quality Safety Plan that protects public health. The Plan shall be prepared with and approved by the South Coast Air Quality Management District. Public safety measures include:</p> <ul style="list-style-type: none"> <li>• A radius around the project site in which the public is prevented from being outdoors.</li> <li>• Advanced notification of potential particulate matter and asbestos exposure to all land uses within 1,000 feet of the project site.</li> <li>• Notice that windows shall be closed at all buildings</li> </ul>	<p>Verification that an Air Quality Safety Plan approval by the South Coast Air Quality Management District has been prepared</p>	<p>Prior to issuance of demolition permit</p>	<p>Once per each demolition involving implosion</p>	<p>LBDS</p>			

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<p>within the safety radius during the implosion until the City has provided notice that particulate matter and asbestos concentrations have reached background concentrations.</p> <ul style="list-style-type: none"> <li>Air quality monitoring during the day of the implosion to confirm when particulate matter and asbestos concentrations have reached background concentrations.</li> </ul>							
<p><b>SEIR Mitigation Measure AQ-3(a) Low VOC Paint.</b> The project applicant shall require all development operator(s) to use low-VOC paint on all interior and exterior surfaces. Paint should not exceed 50 g/L for all interior surfaces and exterior surfaces.</p>	Review and approval of final building plans to verify use of low-VOC paint	Prior to issuance of building permits	Once per individual project component	OCM, LBDS			
<p><b>SEIR Mitigation Measure AQ-3(b) Barbecue Outlets.</b> Provide electric and propane barbecue outlets in all residential outdoor areas.</p>	Review and approval of final building plans to verify that electric and propane barbecue outlets are provided in all outdoor areas	Prior to issuance of building permits	Once per individual project component	OCM, LBDS			
<b>CULTURAL RESOURCES</b>							
<p><b>DT Mitigation Measure CR-1(a)</b> The City shall encourage the designation as local landmarks of 21 properties identified in Table 4.3-3 with the “Desired Outcome” of “Pursue Local Designation.” The City will encourage the on-going maintenance and appropriate adaptive reuse of all properties in Table 4.3-2 (existing landmarks), and Table 4.3-3 as historic resources.</p>	Review and approval of final building plans involving potential historic resources	Prior to issuance of demolition permits	Once per individual project component with the potential to adversely affect historic resources	LBDS			
<p><b>DT Mitigation Measure CR-1(b)</b> The following procedures shall be followed prior to issuance of a demolition permit or a building permit for alteration of any property listed in the Historic Survey Report (ICF Jones &amp; Stokes 2009) by Status Code 3S, 3CS, 5S1, or 5S3; designated as a Historic Landmark (City of Long Beach 2010a); listed in Tables 4.3-2 and 4.3-3 of this PEIR, or other property 45 years of age or older that was not previously determined by the Historic Survey Report to be ineligible for National Register, California Register, or</p>	Partially implemented in Civic Center Project SEIR; documentation program remains to be prepared to the satisfaction of the City Development Services Department	Prior to issuance of demolition permits	Once per individual project component with the potential to adversely affect historic resources	LBPWD, LBDS			

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<p>Local Landmark (Status Code 6L and 6Z):</p> <p><u>Notification of Historic Preservation Staff</u></p> <p>Historic Preservation staff in the City Development Services Department shall be notified upon receipt of any demolition permit or building permit for alteration of any property listed in the Historic Survey Report or other property 45 years of age or older that was not previously determined by the Historic Survey Report to be ineligible for National Register, California Register, or Local Landmark (Status Code 6L and 6Z)</p> <p><u>Determination of Need for Historic Property Survey</u></p> <p>In consultation with Historic Preservation staff, the City Development Services Department shall determine whether a formal historic property survey is needed and may require that the owner or applicant provide photographs of the property, including each building façade, with details of windows, siding, eaves, and streetscape views, and copies of the County Assessor and City building records, in order to make this determination.</p> <p><u>Determination of Eligibility</u></p> <p>If City Development Services Department staff determines that the property may be eligible for designation, the property shall be referred to the Cultural Heritage Commission, whose determination of eligibility shall be considered as part of the environmental determination for the project in accordance with CEQA.</p> <p><u>Documentation Program</u></p> <p>If the Cultural Heritage Commission determines that the property is eligible for historic listing, the City Development Services Department shall, in lieu of preservation, require that prior to demolition or alteration a Documentation Program be prepared to the satisfaction of the City Development Services Department, which shall include the following:</p> <p>A. Photo Documentation</p>							

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<p>Documentation shall include professional quality photographs of the structure prior to demolition with 35 mm black and white photographs, 4" x 6" standard format, taken of all four elevations and with close-ups of select architectural elements, such as but not limited to, roof/wall junctions, window treatments, decorative hardware, any other elements of the building's exterior or interior, or other property features identified by the City Development Services Department to be documented. Photographs shall be of archival quality and easily reproducible.</p> <p>B. Required Drawings Measured drawings of the building's exterior elevations depicting existing conditions or other relevant features shall be produced from recorded, accurate measurements. If portions of the building are not accessible for measurement or cannot be reproduced from historic sources, they should not be drawn, but clearly labeled as not accessible. Drawings shall be produced in ink on translucent material or archivally stable material (blue-line drawings are acceptable). Standard drawing sizes are 19" x 24" or 24" x 36" and standard scale is 1/4" = 1 foot.</p> <p>C. Archival Storage Xerox copies or CD of the photographs and one set of the measured drawings shall be submitted for archival storage with the City Development Services Department; and one set of original photographs, negatives, and measured drawings shall be submitted for archival storage with such other historical repository identified by the City Development Services Department.</p>							

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<p><b>DT Mitigation Measure CR-2(a)</b> A qualified project archaeologist or archaeological monitor approved by the City in advance of any ground-disturbing activities shall be present during excavation into native sediments and shall have the authority to halt excavation for inspection and protection of cultural resources. The archaeological monitor shall be empowered to halt or redirect ground-disturbing activities to allow the find to be evaluated. If the archaeological monitor determines the find to be significant, the project applicant and the City shall be notified and an appropriate treatment plan for the resources shall be prepared. The treatment plan shall include notification of a Native American representative and shall consider whether the resource should be preserved in place or removed to an appropriate repository as identified by the City.</p>	<p>Verification that a qualified monitor has been retained for individual project components involving excavation in native sediments; field verification of monitoring</p>	<p>Verification that a monitor has been retained prior to issuance of demolition permit; field verification during construction</p>	<p>Once for verification that a monitor has been retained; periodically throughout construction for field verification</p>	<p>LBDS, OCM</p>			
<p><b>DT Mitigation Measure CR-2(b)</b> The project archaeologist shall prepare a final report of the find for review and approval by the City and shall include a description of the resources unearthed, if any, treatment of the resources, and evaluation of the resources with respect to the California Register of Historic Resources and the National Register of Historic Places. The report shall be filed with the California Historic Resources Information System South Central Coastal Information Center. If the resources are found to be significant, a separate report including the results of the recovery and evaluation process shall be prepared.</p>	<p>Review and approval of report (if required)</p>	<p>Prior to re-initiating work (if resources unearthed)</p>	<p>As needed throughout construction</p>	<p>LBDS, OCM</p>			

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<b>DT Mitigation Measure CR-2(c)</b> If human remains are encountered during excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner is to notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will then identify the person(s) thought to be the Most Likely Descendent, who will help determine what course of action should be taken in dealing with the remains. Preservation in place and project design alternatives shall be considered as possible courses of action by the project applicant, the City, and the Most Likely Descendent.	Verification that County Coroner and/or NAHC consultation has occurred (if human remains unearthed)	Prior to re-initiating work (if human remains unearthed)	As needed throughout construction	LBDS, OCM			
<b>DT Mitigation Measure CR-3(a)</b> A qualified paleontologist approved by the City in advance of any ground-disturbing activities shall be present during excavation into native sediments and shall have the authority to halt excavation for inspection and protection of paleontological resources. Monitoring shall consist of visually inspecting fresh exposures of rock for fossil remains and, where appropriate, collection of sediment samples for further analysis. The frequency of inspections shall be based on the rate of excavation and grading activities, the materials being excavated, the depth of excavation, and, if found, the abundance and type of fossils encountered.	Verification that a qualified paleontologist has been retained for individual project components involving excavation of native sediments; field verification of monitoring	Verification that a monitor has been retained prior to issuance of demolition permit; field verification during construction	Once for verification that a monitor has been retained; periodically throughout construction for field verification	LBDS, OCM			

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<b>DT Mitigation Measure CR-3(b)</b> If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect excavation and grading in the area of the exposed fossil to evaluate and, if necessary, salvage the find. All fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected shall be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County and shall be accompanied by a report on the fossils collected and their significance, and notes, maps, and photographs of the salvage effort.	Verification that any paleontological resources identified during grading and construction of individual project components have been appropriately salvaged	Prior to re-initiating work (if fossils unearthed)	As necessary throughout construction of individual project components	LBDS, OCM			
<b>SEIR Mitigation Measure CR-1(a) <u>Historic Artifact Collection Program</u></b> . Impacts resulting from the demolition of the City Hall-Library Complex and Courthouse shall be minimized through development of an archival identification and collections program. The purpose of this program will be to identify the existing historic artifacts, documents and other objects that are currently stored at the Main Library, City Hall and Port of Long Beach facilities, as well as key components of the Old Courthouse and City Hall-Library Complex to be demolished, so that these important relics can be utilized in the future by researchers and the public for educational purposes. As part of the program, the City will itemize, catalogue and rehouse the items, and establish appropriate conservation and storage measures for long-term preservation. One possible location for rehousing items would be as a museum in the proposed project's new Library.	Identification of existing historic artifacts, documents, and other objects; itemize, cataloguing and rehousing of items	Prior to issuance of demolition permits	Once	LBDS			

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<p><b>SEIR Mitigation Measure CR-1(b) Building Documentation.</b> Impacts resulting from the demolition of the City Hall-Library Complex and Old Courthouse shall be minimized through archival documentation of as-built and as-found condition. Prior to issuance of the first occupancy permit for the project, the lead agency shall ensure that documentation of the building is completed in accordance with the general guidelines of Historic American Building Survey (HABS) documentation. The documentation shall include large-format photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History. The original archival-quality documentation shall be offered as donated material to repositories that will make it available for current and future generations. Archival copies of the documentation also would be submitted to the City of Long Beach Development Services Department, the downtown branch of the Long Beach Public Library, and the Historical Society of Long Beach where it would be available to local researchers.</p>	<p>Verification that archival documentation of the City Hall-Library Complex has been completed</p>	<p>Prior to issuance of demolition permits</p>	<p>Once</p>	<p>LBDS</p>			
<p><b>GEOLOGY AND SEISMICITY</b></p>							
<p><b>DT Mitigation Measure Geo-1</b> New construction or structural remodeling of buildings proposed within the Project area shall be engineered to withstand the expected ground acceleration that may occur at the project site. The calculated design base ground motion for each project site shall take into consideration the soil type, potential for liquefaction, and the most current and applicable seismic attenuation methods that are available. All onsite structures shall comply with applicable provisions of the most recent UBC adopted by the City of Long Beach.</p>	<p>Review and approval of final building plans for individual project components</p>	<p>Prior to issuance of building permits</p>	<p>Once per individual project component</p>	<p>LBPWD, OCM</p>			

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<p><b>DT Mitigation Measure Geo-2</b> Prior to issuance of a building permit for new structures, the City Department of Development Services shall determine, based on building height, depth, and location, whether a comprehensive geotechnical investigation and geo-engineering study shall be completed to adequately assess the liquefaction potential and compaction design of the soils underlying the proposed bottom grade of the structure. If a geotechnical investigation is required, borings shall be completed to at least 50 feet below the lowest proposed finished grade of the structure or 20 feet below the lowest caisson or footing (whichever is deeper). If these soils are confirmed to be prone to seismically induced liquefaction, appropriate techniques to minimize liquefaction potential shall be prescribed and implemented. All onsite structures shall comply with applicable methods of the UBC and California Building Code. Suitable measures to reduce liquefaction impacts could include specialized design of foundations by a structural engineer, removal or treatment of liquefiable soils to reduce the potential for liquefaction, drainage to lower the groundwater table to below the level of liquefiable soils, in-situ densification of soils, or other alterations to the sub-grade characteristics.</p>	<p>Review and approval of geotechnical investigations for individual project components and verification that appropriate standards have been incorporated into final building plans</p>	<p>Geotechnical investigation and final building plan review prior to issuance of building permits</p>	<p>Once per individual project component</p>	<p>LBPWD, OCM</p>			
<p><b>DT Mitigation Measure Geo-3</b> Prior to issuance of a building permit for new structures, the City Department of Development Services shall determine the need for soil samples of final sub-grade areas and excavation sidewalls to be collected and analyzed for their expansion index. For areas where the expansion index is found to be greater than 20, grading and foundation designs shall be engineered to withstand the existing conditions. The expansion testing may be omitted if the grading and foundations are engineered to withstand the presence of highly expansive soils.</p>	<p>Review and approval of final building plans for individual project components</p>	<p>Prior to issuance of building permits</p>	<p>Once per individual project component</p>	<p>LBDS</p>			

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<b>GREENHOUSE GAS EMISSIONS</b>							
<b>DT Mitigation Measure GHG-1(a) <u>Implement Mitigation Measure AQ-1.</u></b> Implementation of the mitigation measures described in Section 4.2, Air Quality, of the Downtown Plan PEIR, which would reduce construction emissions of criteria air pollutants and precursors, would also act to reduce GHG emissions associated with implementation of the Project. The construction mitigation measures for exhaust emissions are relevant to the global climate change impact because both criteria air pollutant and GHG emissions are frequently associated with combustion byproducts.	Review and approval of final building plans to verify compliance with applicable measures	Prior to issuance of building permits	Once per individual project component	LBDS			
<b>DT Mitigation Measure GHG-1(b) <u>Implement Additional Measures to Control Construction-Generated GHG Emissions.</u></b> To further reduce construction-generated GHG emissions, the project applicant(s) of all public and private developments shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by the City and/or SCAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of onsite equipment, worker commute trips, and truck trips carrying materials and equipment to and from the project site, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to the construction of each development phase, the project applicant(s) shall obtain the most current list of GHG-reduction measures that are recommended by the City and/or SCAQMD and stipulate that these measures be implemented during the appropriate construction phase. The project applicant(s) for any particular development phase may submit to the City a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG-reduction measures, shall be approved by the City.	Verification that construction specifications include City and SCAQMD recommended measures; field verification of compliance	Construction specification review and approval prior to issuance of grading permits; field verification during construction	Once per individual project component for construction specification review/approval; field verification periodically throughout construction	LBDS, OCM			

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<p>The City's recommended measures for reducing construction-related GHG emissions at the time of writing the Downtown Plan PEIR are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> <li>• Improve fuel efficiency from construction equipment:                             <ul style="list-style-type: none"> <li>○ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort),</li> <li>○ perform equipment maintenance (inspections, detect failures early, corrections),</li> <li>○ train equipment operators in proper use of equipment,</li> <li>○ use the proper size of equipment for the job, and</li> <li>○ use equipment with new technologies (repowered engines, electric drive trains).</li> </ul> </li> <li>• Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.</li> <li>• Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment (emissions of NO<sub>x</sub> from the use of low carbon fuel must be reviewed and increases mitigated). Additional information about low-carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2010a).</li> <li>• Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.</li> <li>• Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.</li> <li>• Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75 percent by weight).</li> <li>• Use locally sourced or recycled materials for</li> </ul>							

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<p>construction materials (goal of at least 20 percent based on costs for building materials, and based on volume for roadway, parking lot, sidewalk, and curb materials).</p> <ul style="list-style-type: none"> <li>Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.</li> <li>Produce concrete onsite if determined to be less emissive than transporting ready mix.</li> <li>Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle GHG Measure (ARB 2010b) and EPA (EPA 2010).</li> <li>Develop a plan to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source.</li> </ul>							
<p><b>DT Mitigation Measure GHG-2(a) Implement Mitigation Measure AQ-3.</b> Implementation of the mitigation measures described in Section 4.2, which would reduce operational emissions of criteria air pollutants and precursors, would also act to reduce GHG emissions associated with implementation of the Project. The operational mitigation measures for exhaust emissions are relevant to the global climate change impact because both criteria air pollutant and GHG emissions are frequently associated with combustion byproducts.</p>	<p>Verification that required measures have been incorporated into final building plans for individual project components</p>	<p>Prior to issuance of building permits</p>	<p>Once per individual project component</p>	<p>LBDS</p>			
<p><b>DT Mitigation Measure GHG-2(b) Implement Additional Measures to Reduce Operational GHG Emissions.</b> For each increment of new development within the Project area requiring a discretionary approval (e.g., tentative subdivision map, conditional use permit, improvement plan), measures that reduce GHG emissions to the extent feasible and to the extent appropriate with respect to the state's progress at the time toward meeting GHG emissions reductions required by the California Global Warming Solutions Act of 2006 (AB 32) shall be imposed, as follows:</p>	<p>Verification that required measures have been incorporated into final building plans for individual project components</p>	<p>Prior to issuance of building permits</p>	<p>Once per individual project component</p>	<p>LBDS</p>			

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<ul style="list-style-type: none"> <li>• The project applicant shall incorporate feasible GHG reduction measures that, in combination with existing and future regulatory measures developed under AB 32, will reduce GHG emissions associated with the operation of future project development phases and supporting roadway and infrastructure improvements by an amount sufficient to achieve the goal of 6.6 CO<sub>2</sub>e/SP/year, if it is feasible to do so. The feasibility of potential GHG reduction measures shall be evaluated by the City at the time each phase of development is proposed to allow for ongoing innovations in GHG reduction technologies and incentives created in the regulatory environment.</li> <li>• For each increment of new development, the project applicant shall obtain a list of potentially feasible GHG reduction measures to be considered in the development design from the City. The City's list of potentially feasible GHG reduction measures shall reflect the current state of the regulatory environment, which will continuously evolve under the mandate of AB 32. The project applicant(s) shall then submit to the City a mitigation report that contains an analysis demonstrating which GHG reduction measures are feasible for the associated reduction in GHG emissions, and the resulting CO<sub>2</sub>e/SP/year metric. The report shall also demonstrate why measures not selected are considered infeasible. The mitigation report must be reviewed and approved by the City for the project applicant(s) to receive the City's discretionary approval for the applicable increment of development. In determining what measures should appropriately be imposed by a local government under the circumstances, the following factors shall be considered:                         <ul style="list-style-type: none"> <li>○ The extent to which rates of GHG emissions generated by motor vehicles traveling to, from, and within the Project site are projected to decrease over time as a result of regulations, policies, and/or plans that have already been adopted or may be adopted</li> </ul> </li> </ul>							

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<p>in the future by ARB or other public agency pursuant to AB 32, or by EPA;</p> <ul style="list-style-type: none"> <li>o The extent to which mobile-source GHG emissions, which at the time of writing this PEIR comprise a substantial portion of the state’s GHG inventory, can also be reduced through design measures that result in trip reductions and reductions in trip length;</li> <li>o The extent to which GHG emissions emitted by the mix of power generation operated by SCE, the electrical utility that will serve the Project site, are projected to decrease pursuant to the Renewables Portfolio Standard required by SB 1078 and SB 107, as well as any future regulations, policies, and/or plans adopted by the federal and state governments that reduce GHG emissions from power generation;</li> <li>o The extent to which replacement of CCR Title 24 with the California Green Building Standards Code or other similar requirements will result in new buildings being more energy efficient and consequently more GHG efficient;</li> <li>o The extent to which any stationary sources of GHG emissions that would be operated on a proposed land use (e.g., industrial) are already subject to regulations, policies, and/or plans that reduce GHG emissions, particularly any future regulations that will be developed as part of ARB’s implementation of AB 32, or other pertinent regulations on stationary sources that have the indirect effect of reducing GHG emissions;</li> <li>o The extent to which the feasibility of existing GHG reduction technologies may change in the future, and to which innovation in GHG reduction technologies will continue, effecting cost-benefit analyses that determine economic feasibility; and</li> <li>o Whether the total costs of proposed mitigation for GHG emissions, together with other mitigation measures required for the proposed development, are so great that a reasonably prudent property</li> </ul>							

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<p>owner would not proceed with the project in the face of such costs.</p> <ul style="list-style-type: none"> <li>In considering how much, and what kind of, mitigation is necessary in light of these factors, the following list of options shall be considered, though the list is not intended to be exhaustive, as GHG-emission reduction strategies and their respective feasibility are likely to evolve over time. These measures are derived from multiple sources including the Mitigation Measure Summary in Appendix B of the California Air Pollution Control Officer's Association (CAPCOA) white paper, <i>CEQA &amp; Climate Change</i> (CAPCOA 2008); CAPCOA's <i>Model Policies for Greenhouse Gases in General Plans</i> (CAPCOA 2009); and the California Attorney General's Office publication, <i>The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level</i> (California Attorney General's Office 2010).</li> </ul> <p><b>Energy Efficiency</b></p> <ul style="list-style-type: none"> <li>Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines).</li> <li>Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of Title 24 [as of 2007] by 20 percent).</li> <li>Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use.</li> <li>Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings.</li> <li>Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes.</li> </ul> <p><b>Water Conservation and Efficiency</b></p>							

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<ul style="list-style-type: none"> <li>o With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependent spaces.</li> <li>o Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars.</li> <li>o Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.</li> <li>o Design buildings and lots to be water efficient. Only install water-efficient fixtures and appliances.</li> <li>o Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community.</li> <li>o Provide education about water conservation and available programs and incentives.</li> <li>o To reduce storm water runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single-family detached residences and parking lots and driveways of multi-family residential uses, with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers.</li> </ul> <p><b>Solid Waste Measures</b></p> <ul style="list-style-type: none"> <li>o Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</li> <li>o Provide interior and exterior storage areas for recyclables and green waste at all buildings.</li> </ul>							

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<ul style="list-style-type: none"> <li>o Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development.</li> <li>o Provide education and publicity about reducing waste and available recycling services.</li> </ul> <p><b>Transportation and Motor Vehicles</b></p> <ul style="list-style-type: none"> <li>o Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading zones and waiting areas for ride-share vehicles, and providing a website or message board for coordinating ride-sharing).</li> <li>o Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).</li> <li>o At industrial and commercial land uses, all forklifts, “yard trucks,” or vehicles that are predominately used onsite at non-residential land uses shall be electric-powered or powered by biofuels (such as biodiesel [B100]) that are produced from waste products, or shall use other technologies that do not rely on direct fossil fuel consumption.</li> </ul>							

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<b>HAZARDS AND HAZARDOUS MATERIALS</b>							
<b>DT Mitigation Measure Haz-1(a)</b> Prior to issuance of a demolition or renovation permit, a lead-based paint and asbestos survey shall be performed by a licensed sampling company. The lead-based paint survey shall be prepared for any structures pre-dating 1982; an asbestos survey shall be performed for asbestos-containing insulation for any structure pre-dating 1986; and an asbestos survey shall be performed for asbestos-containing drywall for all structures for which drywall is to be removed. All testing procedures shall follow California and federal protocol. The lead-based paint and asbestos survey report shall quantify the areas of lead-based paint and asbestos-containing materials pursuant to California and federal standards.	Review and approval of survey findings for individual project components involving demolition of a pre-1986 structure; verification that abatement has been conducted	Prior to issuance of demolition permits	Once per individual project component involving demolition of a pre-1986 structure	LBDS			
<b>DT Mitigation Measure Haz-1(b)</b> Prior to any demolition or renovation, onsite structures that contain asbestos must have the asbestos-containing material removed according to proper abatement procedures recommended by the asbestos consultant. All abatement activities shall be in compliance with California and federal OSHA and SCAQMD requirements. Only asbestos trained and certified abatement personnel shall be allowed to perform asbestos abatement. All asbestos-containing material removed from onsite structures shall be hauled to a licensed receiving facility and disposed of under proper manifest by a transportation company certified to handle asbestos. Following completion of the asbestos abatement, the asbestos consultant shall provide a report documenting the abatement procedures used, the volume of asbestos-containing material removed, where the material was moved to, and transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party and a copy shall be submitted to the City of Long Beach prior to issuance of a demolition or construction permit.	Review and approval of survey findings for individual project components involving demolition of a pre-1986 structure; verification that abatement has been conducted	Prior to issuance of demolition permits	Once per individual project component involving demolition of a pre-1986 structure	LBDS			

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<p><b>DT Mitigation Measure Haz-1(c)</b> Prior to the issuance of a permit for the renovation or demolition of any structure, a licensed lead-based paint consultant shall be contracted to evaluate the structure for lead-based paint. If lead-based paint is discovered, it shall be removed according to proper abatement procedures recommended by the consultant. All abatement activities shall be in compliance with California and federal OSHA and SCAQMD requirements. Only lead-based paint trained and certified abatement personnel shall be allowed to perform abatement activities. All lead-based paint removed from these structures shall be hauled and disposed of by a transportation company licensed to transport this type of material. In addition, the material shall be taken to a landfill or receiving facility licensed to accept the waste. Following completion of the lead-based paint abatement, the lead-based paint consultant shall provide a report documenting the abatement procedures used, the volume of lead-based paint removed, where the material was moved to, and transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party, with a copy submitted to the City of Long Beach prior to issuance of a demolition or construction permit.</p>	<p>Review and approval of survey findings for individual project components involving demolition of a pre-1982 structure; verification that abatement has been conducted</p>	<p>Prior to issuance of demolition permit</p>	<p>Once per individual project component involving demolition of a pre-1982 structure</p>	<p>LBDS, OCM</p>			

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<p><b>DT Mitigation Measure Haz-3(a)</b> All excavation and demolition projects conducted within the Project area shall be required to prepare a contingency plan to identify appropriate measures to be followed if contaminants are found or suspected or if structural features that could be associated with contaminants or hazardous materials are suspected or discovered. The contingency plan shall identify personnel to be notified, emergency contacts, and a sampling protocol to be implemented. The excavation and demolition contractors shall be made aware of the possibility of encountering unknown hazardous materials and shall be provided with appropriate contact and notification information. The contingency plan shall include a provision stating under what circumstances it would be safe to continue with the excavation or demolition, and shall identify the person authorized to make that determination.</p>	<p>Review and approval of Contingency Plan prior to issuance of grading permits for individual project components</p>	<p>Prior to issuance of grading permits</p>	<p>Once per individual project component</p>	<p>LBDS, OCM</p>			
<p><b>DT Mitigation Measure Haz-3(b)</b> If contaminants are detected, the results of the soil sampling shall be forwarded to the local regulatory agency (Long Beach/Signal Hill Certified Unified Program Agency [CUPA], LARWQCB, or the state DTSC). Prior to any other ground disturbing activities at the site, the regulatory agency shall have reviewed the data and signed off on the property or such additional investigation or remedial activities that are deemed necessary have been completed and regulatory agency approval has been received.</p> <p>Groundwater is subject to pre-treatment during de-watering activities to meet National Pollutant Discharge Elimination System (NPDES) Construction Dewatering permit limits. The construction activities shall conform to the NPDES requirements. The RWQCB requires the water to be tested for possible pollutants. The developer shall collect groundwater samples from existing site wells to determine pre-treatment system requirements for extracted groundwater. A water treatment system shall be designed and installed for treatment of extracted groundwater removed during dewatering activities so that such water</p>	<p>Verification that a RWQCB de-water and discharge permit has been obtained for individual project components (if necessary)</p>	<p>Prior to issuance of demolition permits</p>	<p>As necessary for individual project components</p>	<p>LBDS</p>			

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complies with the applicable RWQCB and NPDES permit standards before disposal.							
<b>DT Mitigation Measure Haz-3(c)</b> If concentrations of contaminants warrant site remediation, contaminated materials shall be remediated either prior to construction of structures or concurrent with construction. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation. The remediation program shall also be approved by a regulatory oversight agency (Long Beach/Signal Hill CUPA, LARWQCB, or the state DTSC). All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, the environmental consultant shall prepare a report summarizing the project, the remediation approach implemented, the analytical results after completion of the remediation, and all waste disposal or treatment manifests.	Verification that remediation has occurred for individual project components (if necessary)	Prior to issuance of grading permits	As necessary for individual project components	LBDS			
<b>DT Mitigation Measure Haz-3(d)</b> If during the soil sampling, groundwater contamination is suspected or soil contamination is detected at depths at which groundwater could be encountered during demolition or construction, a groundwater sampling assessment shall be performed. If contaminants are detected in groundwater at levels that exceed maximum contaminant levels for those constituents in drinking water, or if the contaminants exceed health risk standards such as Preliminary Remediation Goals, 1 in 1 million cancer risk, or a health risk index above 1, the results of the groundwater sampling shall be forwarded to the appropriate regulatory agency (Long Beach/Signal Hill CUPA, LARWQCB, or the State DTSC). Prior to any other ground-disturbing activities at the site, the regulatory agency shall have reviewed the data and signed off on the property or such additional investigation or remedial activities that are deemed necessary have been completed and regulatory agency approval has been received.	Verification that site closure has been obtained from the applicable regulatory body for individual project components	Review prior to issuance of demolition permit; field verification during construction	Review; as needed throughout construction for field verification	LBDS			

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<b>HYDROLOGY AND WATER QUALITY</b>							
<p><b>DT Mitigation Measure Hydro-1</b> Prior to issuance of a grading permit, the City Department of Development Services shall determine the need for the developer to prepare a SWPPP for the site. If required, the SWPPP shall be submitted for review and approval by the Department of Development Services prior to the issuance of any grading or building permits. The SWPPP shall fully comply with City and LARWQCB requirements and shall contain specific BMPs to be implemented during project construction to reduce erosion and sedimentation to the maximum extent practicable. The following BMPs or equivalent measures to control pollutant runoff shall be included within the project's grading and construction plans, if applicable:</p> <p><u>Pollutant Escape: Deterrence</u></p> <ul style="list-style-type: none"> <li>• Cover all storage areas, including soil piles, fuel and chemical depots. Protect from rain and wind with plastic sheets and temporary roofs.</li> <li>• Implement tracking controls to reduce the tracking of sediment and debris from the construction site. At a minimum, entrances and exits shall be inspected daily and controls implemented as needed.</li> <li>• Implement street sweeping and vacuuming as needed and as required.</li> </ul> <p><u>Pollutant Containment Areas</u></p> <ul style="list-style-type: none"> <li>• Locate all construction-related equipment and related processes that contain or generate pollutants (i.e., fuel, lubricants, solvents, cement dust, and slurry) in isolated areas with proper protection from escape.</li> <li>• Locate construction-related equipment and processes that contain or generate pollutants in secure areas, away from storm drains and gutters.</li> <li>• Place construction-related equipment and processes that contain or generate pollutants in bermed and plastic-lined depressions to contain all materials within</li> </ul>	Review and approval of final grading and construction plans for individual project components to verify compliance with applicable SWPPP requirements	Prior to issuance of grading permits	Once per individual project component for which an SWPPP is required	LBDS, OCM			

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<p>that site in the event of accidental release or spill.</p> <ul style="list-style-type: none"> <li>• Park, fuel, and clean all vehicles and equipment in one designated, contained area.</li> </ul> <p><u>Pollutant Detainment Methods</u></p> <ul style="list-style-type: none"> <li>• Protect downstream drainages from escaping pollutants by capturing materials carried in runoff and preventing transport from the site. Examples of detainment methods that retard movement of water and separate sediment and other contaminants are silt fences, hay bales, sand bags, berms, and silt and debris basins.</li> </ul> <p><u>Recycling/Disposal</u></p> <ul style="list-style-type: none"> <li>• Develop a protocol for maintaining a clean site. This includes proper recycling of construction-related materials and equipment fluids (i.e., concrete dust, cutting slurry, motor oil, and lubricants).</li> <li>• Provide disposal facilities. Develop a protocol for cleanup and disposal of small construction wastes (i.e., dry concrete).</li> </ul> <p><u>Hazardous Materials Identification and Response</u></p> <ul style="list-style-type: none"> <li>• Develop a protocol for identifying risk operations and materials. Include protocol for identifying source and distribution of spilled materials.</li> <li>• Provide a protocol for proper clean-up of equipment and construction materials, and disposal of spilled substances and associated cleanup materials.</li> <li>• Provide an emergency response plan that includes contingencies for assembling response teams and immediately notifying appropriate agencies.</li> </ul>							

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<b>DT Mitigation Measure Hydro-2</b> Prior to issuance of a building permit, the Department of Development Services shall determine the need for the developer to prepare a SUSMP for the site. If required, the SUSMP shall be submitted for review and approval by the Department of Development Services prior to the issuance of any building permits. The City's review shall include a determination of whether installation of pollutant removal technology in existing or proposed storm drains adjacent to the project site should be required. The City's review is required to confirm that the SUSMP is consistent with the City's NPDES Permit No. CAS 004003 or a subsequently issued NPDES permit applicable at the time of project construction. A SUSMP consistent with the City's NPDES permit shall be incorporated into the project design plans prior to issuance of any building permits.	Review and approval of SUSMP for individual project components for which an SUSMP is required	prior to issuance of grading permits	Once per individual project component for which an SUSMP is required	LBDS			
<b>DT Mitigation Measure Hydro-3</b> Prior to issuance of a building permit, the City Stormwater Management Division shall determine the need for the developer to conduct an analysis of the existing stormwater drainage system and to identify improvements needed to accommodate any projected increased runoff that would result from the proposed Project. The evaluation conducted by the developer shall include a determination of whether Low Impact Development (LID) practices and strategies should be incorporated into the project to reduce post-development peak stormwater runoff discharge rates to not exceed the estimated pre-development discharge rates.	Verification that required review of storm drain systems has been conducted for individual project components and that needed improvements have been incorporated	Prior to issuance of building permits	Once per individual project component	LBDS, LBPWD			
<b>NOISE</b>							
<b>DT Mitigation Measure Noise-1(a)</b> The following measures shall be applied to proposed construction projects that are determined to have potential noise impacts from removal of existing pavement and structures, site grading and excavation, pile driving, building framing, and concrete pours and paving:  <ul style="list-style-type: none"> <li>All internal combustion-engine-driven equipment shall be equipped with mufflers that are in good operating</li> </ul>	Review of construction specifications to verify incorporation of applicable requirements; field verification of compliance	Construction specification review prior to issuance of demolition permits; field verification during construction	Once per individual project component for construction specification review; field verification periodically throughout	LBDS, OCM			

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condition and appropriate for the equipment. <ul style="list-style-type: none"> <li>• “Quiet” models of air compressors and other stationary construction equipment shall be employed where such technology exists.</li> <li>• Stationary noise-generating equipment shall be located as far as reasonable from sensitive receptors when sensitive receptors adjoin or are within 150 feet of a construction site.</li> <li>• Unnecessary idling of internal combustion engines (i.e., in excess of 5 minutes) shall be prohibited.</li> <li>• Foundation pile holes shall be predrilled, as feasible based on geologic conditions, to minimize the number of impacts required to seat the pile.</li> <li>• Construction-related traffic shall be routed along major roadways and away from noise-sensitive receptors.</li> <li>• Construction activities, including the loading and unloading of materials and truck movements, shall be limited to the hours specified in the City Noise Ordinance (Section 8.80.202).</li> <li>• Businesses, residences, and noise-sensitive land uses within 150 feet of construction sites shall be notified of the construction. The notification shall describe the activities anticipated, provide dates and hours, and provide contact information with a description of the complaint and response procedure.</li> <li>• Each project implemented as part of the Plan shall designate a “construction liaison” that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. A telephone number for the liaison shall be conspicuously posted at the construction site.</li> <li>• If a noise complaint(s) is registered, the liaison, or project representative, shall retain a City-approved noise consultant to conduct noise measurements at the</li> </ul>			construction of individual project components				

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location that registered the complaint. The noise measurements shall be conducted for a minimum of 1 hour and shall include 1-minute intervals. The consultant shall prepare a letter report summarizing the measurements and potential measures to reduce noise levels to the maximum extent feasible. The letter report shall include all measurement and calculation data used in determining impacts and resolutions. The letter report shall be provided to code enforcement for determining the adequacy and if the recommendations are adequate.							
<p><b>DT Mitigation Measure Noise-1(b)</b> The City will require the following measures, where applicable based on noise level of source, proximity of receptors, and presence of intervening structures, to be incorporated into contract specifications for construction projects within 150 feet of existing residential uses implemented under the proposed Plan:</p> <ul style="list-style-type: none"> <li>• Temporary noise barriers shall be constructed around construction sites adjacent to, or within 150 feet of, operational business, residences, or other noise-sensitive land uses. Temporary noise barriers shall be constructed of material with a minimum weight of 4 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales.</li> </ul> <p>If a project-specific noise analysis determines that the barriers described above would not be sufficient to avoid a significant construction noise impact, a temporary sound control blanket barrier, shall be erected along building façades facing construction sites. This mitigation would only be necessary if conflicts occurred that were irresolvable by proper scheduling and other means of noise control were unavailable. The sound blankets are required to have a minimum breaking and tear strength of 120 pounds and 30 pounds, respectively. The sound blankets shall have a minimum sound transmission classification of 27 and noise reduction coefficient of 0.70.</p>	Verification that construction specifications for individual project components within 150 feet of noise sensitive uses incorporate applicable requirements; field verification of compliance	Construction specification review prior to issuance of demolition permits; field verification during construction	Once per individual project component for construction specification review; field verification periodically throughout construction of individual project components	LBDS, OCM			

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The sound blankets shall be of sufficient length to extend from the top of the building and drape on the ground or be sealed at the ground. The sound blankets shall have a minimum overlap of 2 inches.							
<p><b>DT Mitigation Measure Noise-2</b> The City shall review all construction projects for potential vibration-generating activities from demolition, excavation, pile-driving, and construction within 100 feet of existing structures and shall require site-specific vibration studies to be conducted to determine the area of impact and to identify appropriate mitigation measures. The studies shall, at a minimum, include the following:</p> <ul style="list-style-type: none"> <li>• Identification of the project's vibration compaction activities, pile driving, and other vibration-generating activities that have the potential to generate ground-borne vibration; and the sensitivity of nearby structures to ground-borne vibration. This task should be conducted by a qualified structural engineer.</li> <li>• A vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted; establish a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies shall be identified for actions to be taken when vibration levels approached the defined vibration limits.</li> <li>• Maintain a monitoring log of vibrations during initial demolition activities and during pile driving activities. Monitoring results may indicate the need for a more or less intensive measurement schedule.</li> <li>• Vibration levels limits for suspension of construction activities and implementation of contingencies to either lower vibration levels or secure the affected structures.</li> <li>• Post-construction survey on structures where either monitoring has indicated high vibration levels or complaints of damage have been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.</li> </ul>	Vibration analysis conducted as part of the SEIR; verification that vibration plans, ongoing monitoring, and post-construction survey are conducted is required	Verification that vibration analysis and plan prepared prior to issuance of demolition/grading permits; verification that monitoring log maintained through construction; verification that post-construction survey conducted prior to issuance of occupancy permits	Once per individual project component for vibration analysis/plan and post-construction survey; periodically throughout construction for monitoring log	LBDS, OCM			

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<p><b>DT Mitigation Measure Noise-5</b> In areas where new residential development would be exposed to <math>L_{dn}</math> of greater than 65 dBA, the City will require site-specific noise studies prior to issuance of building permits to determine the area of impact and to present appropriate mitigation measures, which may include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>• Utilize site planning to minimize noise in shared residential outdoor activity areas by locating the areas behind the buildings or in courtyards, or orienting the terraces to alleyways rather than streets, whenever possible.</li> <li>• Provide mechanical ventilation in all residential units proposed along roadways or in areas where noise levels could exceed 65 dBA <math>L_{dn}</math> so that windows can remain closed at the choice of the occupants to maintain interior noise levels below 45 dBA <math>L_{dn}</math>.</li> </ul> <p>Install sound-rated windows and construction methods to provide the requisite noise control for residential units proposed along roadways or in areas where noise levels could exceed 70 dBA <math>L_{dn}</math>.</p>	<p>Implemented in Civic Center Project SEIR; no further action is required</p>						
<p><b>DT Mitigation Measure Noise-6</b> In areas where new residential development would be located adjacent to commercial uses, the City will require site-specific noise studies prior to issuance of building permits to determine the area of impact and to present appropriate mitigation measures, which may include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>• Require the placement of loading and unloading areas so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise sensitive uses.</li> <li>• Require the placement of all commercial HVAC machinery to be placed within mechanical equipment rooms wherever possible.</li> </ul> <p>Require the provision of localized noise barriers or rooftop</p>	<p>Implemented in Civic Center Project SEIR; no further action is required</p>						

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parapets around HVAC, cooling towers, and mechanical equipment so that line-of-sight to the noise source from the property line of the noise sensitive receptors is blocked.							
<b>DT Mitigation Measure Noise-7</b> The project developer shall retain the services of a qualified acoustical engineer with expertise in design of building sound isolations, who shall submit a signed report to the City during plan check for review and approval, which demonstrates that the proposed building design for the residential uses and the hotel building achieves an interior sound environment of 45 dBA (CNEL), as required by City's building code.	Verification that a signed acoustical report has been submitted by the applicant for individual project components	Prior to issuance of building permits	Once per individual project component	LBDS			
<b>SEIR Mitigation Measure Noise-1 Noise Control Plan.</b> If demolition occurs by implosion, the City shall approve a Noise Control Plan that protects public health and includes: <ul style="list-style-type: none"> <li>• A site-specific map that delineates the hearing damage radius.</li> <li>• Safety measures to ensure that community members would not be within this radius during implosion.</li> <li>• Control measures designed by an implosion expert to reduce noise at the source of the implosion.</li> <li>• A statement that all demolition-related damage shall be repaired.</li> </ul>	Verification that a Noise Control Plan is prepared	Prior to issuance of building permits	Once per individual project component	LBDS, OCM			
<b>SEIR Mitigation Measure Noise-2(a) Loading Areas.</b> The applicant shall submit site plans to the Department of Development Services showing that all loading and unloading areas would be oriented away from existing sensitive receptors and/or shielded by the proposed buildings such that the line-of-sight would be broken.	Review of final building plans to verify that loading areas are oriented away from existing sensitive receptors	Prior to issuance of building permits	Once per individual project component	LBDS, OCM			
<b>SEIR Mitigation Measure Noise-2(b) Sound-Rated Windows and Glass Doors Near Commercial Uses.</b> The applicant shall install sound-rated windows and sliding glass doors on all residential units that are within 50 feet of commercial uses. Windows shall be at least STC 35 to ensure that commercial activities do not result in interior noise levels exceeding 35 dBA when the windows are closed.	Review of final building plans to verify use of sound-rated windows and glass doors	Prior to issuance of building permits	Once per individual project component	LBDS, OCM			

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<p><b>SEIR Mitigation Measure Noise-3 <u>Vibration Control Plan</u>.</b> If demolition occurs by implosion, the City shall approve a Vibration Control Plan that promotes public health and adjacent buildings, and includes:</p> <ul style="list-style-type: none"> <li>• A site-specific estimate of the potential zones of vibration perceptibility and building damage.</li> <li>• A pre-construction survey to assess the foundations and facades of buildings within the damage zone.</li> <li>• A post-construction survey to assess damage, if any, caused by implosion.</li> <li>• A statement that all demolition-related damage shall be repaired.</li> </ul>	Verification that a Vibration Control Plan is prepared	Prior to issuance of building permits	Once per individual project component	LBDS, OCM			
<p><b>SEIR Mitigation Measure Noise-6(a) <u>Mechanical Ventilation</u>.</b> The applicant shall provide mechanical ventilation in all residential units proposed along Broadway, Pacific Avenue, Third Street, Cedar Avenue, Chestnut Avenue, and First Street so that windows can remain closed at the choice of the occupants to maintain interior noise levels below 35 dBA Ldn.</p>	Review of final building plans to verify use of mechanical ventilation in all residential units	Prior to issuance of building permits	Once per individual project component	LBDS, OCM			
<p><b>SEIR Mitigation Measure Noise-6(b) <u>Sound-Rated Windows and Sliding Glass Doors</u>.</b> The applicant shall install sound-rated windows and sliding glass doors on the residential units that face Broadway, Pacific Avenue, Third Street, and Cedar Avenue, as well as the proposed library, such that interior noise levels would not exceed 35 dBA Ldn when the windows are closed.</p>	Review of final building plans to verify use of sound-rated windows and sliding glass doors on residential units	Prior to issuance of building permits	Once per individual project component	LBDS, OCM			
<b>Traffic and Circulation</b>							
<p><b>DT Mitigation Measure Traf-1(a)</b> As the system's capacity is reached, it will become important to manage the street system in a more efficient and coordinated manner. Improvements to the Project area transportation system are proposed as part of the overall Downtown development, including improvements that have been required of other area projects previously approved by the City. Therefore, the mitigation focuses on improvements that would not require significant additional rights-of-way and are achievable within the life of the Plan. There are five proposed mitigation measures for the Downtown Plan,</p>	Implemented in Civic Center Project SEIR; no further action is required						

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as follows: 1. Implement traffic control system improvements in Downtown on selected arterials. 2. Improve the Alamitos Avenue corridor via removal of selected parking spaces and the implementation of additional travel lanes plus bike lanes in each direction. 3. Reconfigure the 6th Street and 7th Street intersections with Martin Luther King Jr. Avenue and Alamitos Avenue for safety and traffic flow enhancements. 4. Enhance freeway access to I-710 to and from Downtown Long Beach. 5. Implement transit facilities and programs to encourage public transit usage and Transportation Demand Management Policies.							
<b>DT Mitigation Measure Traf-1(b)</b> A series of traffic signal system improvements are recommended in Downtown to accommodate the anticipated growth in travel. The following traffic signal system improvements are recommended as part of this mitigation measure: 1. Implement Adaptive Traffic Signal Control System (ATCS) improvements throughout Downtown consistent with currently planned improvements on Ocean Boulevard and Atlantic Avenue. Streets that are proposed to be included in the ATCS as a mitigation measure for the Downtown Long Beach Strategic Plan include the following: <ul style="list-style-type: none"> <li>• Alamitos Avenue north of Ocean Boulevard</li> <li>• Pine Avenue north of Ocean Boulevard</li> <li>• Pacific Avenue north of Ocean Boulevard</li> <li>• 7th Street from I-710 to Alamitos Avenue</li> <li>• 6th Street from I-710 to Alamitos Avenue</li> <li>• Broadway from I-710 to Alamitos Avenue</li> <li>• Ocean Boulevard from Shoreline to Alamitos Avenue (to join the proposed system starting at Alamitos Avenue)</li> </ul>	Based on SEIR traffic analysis, these DT PEIR requirements not specifically needed for the Civic Center Project; no further action required						

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<ul style="list-style-type: none"> <li>Others as needed, to be determined by the City Traffic Engineer and Public Works Director</li> </ul> <ol style="list-style-type: none"> <li>Implement pan/tilt/zoom Closed Circuit Television Camera (CCTV) surveillance and communications with power and control capability to the Department of Public Works to monitor real-time traffic operations from rooftops of selected new buildings as needed and to be determined based on the location of appropriate new high-rise structures along the Alamitos Avenue, Shoreline Drive, and Ocean Boulevard corridors.</li> <li>Implement transit signal priority for Long Beach Boulevard and upgrade traffic signal system equipment and operations along the Blue Line light rail route.</li> <li>Upgrade and improve traffic signal equipment throughout Downtown for safety and operational enhancements.</li> </ol>							
<p><b>DT Mitigation Measure Traf-1(c)</b> As part of this mitigation measure, a number of intersections would receive major or minor signal modifications, depending on their current status. In addition to the enhancements listed, other potential improvements that can be included are:</p> <ul style="list-style-type: none"> <li>Bicycle improvements (detection, signalization, etc.)</li> <li>In-pavement LED crosswalk lights</li> <li>Automatic pedestrian detection (i.e., infrared, microwave, or video detection)</li> <li>Illuminated push buttons</li> <li>Countdown pedestrian signals</li> <li>Adaptive pedestrian clearance (increasing the flashing DON'T WALK time based on location of pedestrians in the crosswalk)</li> <li>Enhanced signal equipment including mast arms, poles, signal heads, and other necessary enhancements for safety and operations</li> </ul> <p>Communications enhancements as needed to tie the system together with the Traffic Control Center in City Hall.</p>	Review of traffic impacts completed as part of the Civic Center Project SEIR; no specific requirements identified, but final building plans to be reviewed to determine whether listed improvements would enhance conditions at study intersections	Prior to issuance of building permits	Once per individual project component				

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<b>DT Mitigation Measure Traf-1(d) <u>Traffic Calming and Pedestrian Amenities.</u></b> Appropriate traffic calming and pedestrian amenities shall be provided in conjunction with development projects. Potential improvements include corner curb extensions, enhanced paving of crosswalks, and pedestrian-activated signals at mid-block crossings to make it easier for pedestrians to cross the street and to make them more visible to motorists. Other potential improvements include wider sidewalks in locations where the existing sidewalks are less than 10 feet wide, pedestrian-scale street lights, and street furniture (City of Long Beach 2005).	Review and approval of improvement plans for individual project components to verify compliance with City requirements	Prior to issuance of building permits	Once per individual project component	LBPWD			
<b>DT Traf-1(e)</b> Currently, due to on-street parking, there is only one lane of travel on Alamitos Avenue in the southbound direction between 3rd Street and Broadway. Parking spaces on the west side of Alamitos Avenue will be removed, the street will be restriped and reconstructed, a bike lane will be added in each direction of travel, and the street will provide for two travel lanes in each direction plus exclusive left turn lanes from 7th Street to Ocean Boulevard. Traffic signal enhancements to implement the Alamitos Avenue improvements shall also be implemented as needed.	Not applicable to location of project site						
<b>DT Traf-1(f)</b> Developments in the project area will be required to coordinate with area transit providers to accommodate and encourage transit use by residents and patrons. For non-residential sites, appropriate programs and facilities will be included to encourage car and van pooling, provide information on transportation alternatives, and encourage trip reduction strategies in accordance with the City's TDM policies for non-residential development.	Review and approval of improvement plans for individual project components to verify compliance with City requirements	Prior to issuance of building permits	Once per individual project component	LBPWD, LBDS			

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<b>UTILITIES/SERVICE SYSTEMS</b>							
<b>DT Mitigation Measure Utilities-3(a)</b> All construction related to Project implementation shall include verification by the construction contractor that all companies providing waste disposal services recycle all demolition and construction-related wastes. The contract specifying recycled waste service shall be submitted to the City Building Official prior to approval of the certificate of occupancy	Verification that construction specifications for individual project components include use of a waste disposal company that recycles demolition and construction wastes	Prior to issuance of demolition or building permits	Once per individual project component	LBDS			
<b>DT Mitigation Measure Utilities-3(b)</b> In order to facilitate onsite separation and recycling of construction related wastes, all construction contractors shall provide temporary waste separation bins onsite during demolition and construction.	Review and approval of construction waste management plan for individual project components; field verification of compliance	Review and approval of construction waste management plan prior to issuance of demolition permit; field verification during construction	Once per individual project component for plan review; periodically throughout construction	LBDS, OCM			
<b>DT Mitigation Measure Utilities-3(c)</b> All future developments in the Project area shall include recycling bins at appropriate locations to promote recycling of paper, metal, glass, and all other recyclable materials. Materials from these bins shall be collected on a regular basis consistent with the City's refuse disposal program.	Review and approval of final building plans for individual project components; field verification of compliance	Building plan review and approval prior to issuance of building permit; field verification prior to issuance of occupancy permits	Once per individual project component for building plan review and approval; once for field verification	LBDS			
<b>DT Mitigation Measure Utilities-3(d)</b> All Project area residents and commercial tenants shall be provided with educational materials on the proper management and disposal of household hazardous waste, in accordance with educational materials made available by the Los Angeles County Department of Public Works.	Verification that educational materials are made available to project occupants of individual project components	Prior to issuance of occupancy permits	Once per individual project component	LBDS			

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<b>OTHER CEQA</b>							
<b>SEIR Mitigation Measure Other-1 Fumigation.</b> Prior to issuance of demolition permits, the project applicant shall fumigate all buildings.	Verification that fumigation has occurred	Prior to issuance of demolition permits	Once per individual project component	LBDS			

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