

1 RESOLUTION NO. RES-15-0152

2
3 A RESOLUTION OF THE CITY COUNCIL OF THE
4 CITY OF LONG BEACH CERTIFYING THAT THE FINAL
5 SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
6 FOR THE CIVIC CENTER PROJECT (STATE
7 CLEARINGHOUSE NO. 2015041054) HAS BEEN
8 COMPLETED IN ACCORDANCE WITH THE PROVISIONS
9 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT
10 AND STATE AND LOCAL GUIDELINES AND MAKING
11 CERTAIN FINDINGS AND DETERMINATIONS RELATIVE
12 THERETO; ADOPTING A STATEMENT OF OVERRIDING
13 CONSIDERATIONS, AND A MITIGATION MONITORING
14 AND REPORTING PROGRAM (MMRP)

15
16 WHEREAS, the City of Long Beach has proposed the Civic Center Project
17 ("Project"). The proposed project involves demolishing existing buildings on the
18 approximately 16-acre project site and developing a new City Hall, a new Port Building
19 for Harbor Department Administration, a new and relocated Main Library, a redeveloped
20 Lincoln Park, a residential development, and a commercial mixed use development. In
21 total, the project includes six new buildings, three parking garages, related infrastructure
22 and landscaping, and two new public street extensions of Chestnut Avenue and Cedar
23 Avenue through the project site. Existing buildings that would be demolished include the
24 former Long Beach Courthouse, Long Beach City Hall, and the Long Beach Main Library.
25 The project site is within the Long Beach Downtown Plan project area.

26 Said Project is more fully described in the Draft Supplemental
27 Environmental Impact Report (DSEIR), a copy of which DSEIR, including the complete
28 Project description, is incorporated herein by this reference as though set forth in full,

1 word for word.

2 WHEREAS, Project implementation will require certification of the Final
3 Supplemental Environmental Impact Report (FSEIR) and approval of a Site Plan Review.

4 WHEREAS, the City began an evaluation of the proposed project by issuing
5 a Notice of Preparation (NOP) that was circulated from April 16, 2015 to May 15, 2015. A
6 Notice of Completion was prepared and filed with the State Office of Planning and
7 Research on August 4, 2015. The Draft Supplemental Environmental Impact Report was
8 completed on August 4, 2015, and circulated between August 4, 2015 and September
9 17, 2015.

10 WHEREAS, on November 9, 2015, the Planning Commission conducted
11 duly noticed public hearings on the DSEIR and FSEIR and the Project. At said time, the
12 Planning Commission determined that the DSEIR and FSEIR were fully compliant with
13 CEQA and the CEQA Guidelines and recommended that the City Council certify the
14 DSEIR and FSEIR as being fully compliant with CEQA and that the City Council approve
15 all applied for project entitlements as previously described in this resolution and in the
16 DSEIR and FSEIR.

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

20 WHEREAS, it was determined during the initial processing of the Project
21 that it could have potentially significant effects on the environment, requiring the
22 preparation of a DSEIR;

23 WHEREAS, the City prepared full and complete responses to the
24 comments received on the DSEIR, and distributed the responses in accordance with
25 Public Resources Code section 21092.5;

26 WHEREAS, the City Council has reviewed and considered the information
27 in, and the comments to, the DSEIR and the responses thereto, and the FSEIR at a duly
28 noticed City Council meeting held on December 15, 2015, at which time evidence, both

1 written and oral, was presented to and considered by the City Council;

2 WHEREAS, the City Council has read and considered all environmental
3 documentation comprising the FSEIR, including the DSEIR, the comments and the
4 responses to comments, and errata included in the FSEIR, and has determined that the
5 FSEIR considers all potentially significant environmental impacts of the Project and is
6 complete and adequate and fully complies with all requirements of CEQA;

7 WHEREAS, the City Council evaluated and considered all significant
8 impacts, mitigation measures, and project alternatives identified in the DSEIR and
9 FSEIR;

10 WHEREAS, CEQA and the State CEQA Guidelines require that where the
11 decision of a public agency allows the occurrence of significant environmental effects that
12 are identified in the FSEIR, but are not mitigated to a level of insignificance, that the
13 public agency state in writing the reasons to support its action based on the FSEIR
14 and/or other information in the record; and

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

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

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

25 Section 2. The City Council finds that the FSEIR is adequate and has
26 been completed in compliance with CEQA and the State CEQA Guidelines.

27 Section 3. The City Council finds that the FSEIR, which reflects the City
28 Council's independent judgment and analysis, is hereby adopted, approved, and certified

1 as complete and adequate under CEQA.

2 Section 4. Pursuant to Public Resources Code Section 21081 and State
3 CEQA Guidelines section 15091, the City Council has reviewed and hereby adopts the
4 CEQA Findings and Facts in Support of Findings for the Civic Center Project as shown
5 on the attached Exhibit "A", which document is incorporated herein by reference as
6 though set forth in full, word for word.

7 Section 5. The City Council finds that on balance, there are specific
8 considerations associated with the proposed Project that serve to override and outweigh
9 those Project impacts that cannot be mitigated to a level of insignificance, and the City
10 Council hereby adopts that certain document, and the contents thereof, entitled
11 "Statement of Overriding Considerations" for the Civic Center Project, a copy of which is
12 included in the attached Exhibit "A" and incorporated herein by this reference as though
13 set forth in full, word for word.

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

24 Section 7. Pursuant to State CEQA Guidelines section 15091(e), the
25 record of proceedings relating to this matter has been made available to the public at,
26 among other places, the Department of Development Services, 333 West Ocean
27 Boulevard, 5th Floor, Long Beach, California, and is, and has been, available for review
28 during normal business hours.

OFFICE OF THE CITY ATTORNEY
CHARLES PARKIN, City Attorney
333 West Ocean Boulevard, 11th Floor
Lona Beach, CA 90802-4664

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Section 8. The information provided in the various staff reports submitted in connection with the Project, the corrections and modifications to the SDEIR, and FSEIR made in response to comments and any errata which were not previously recirculated, and the evidence presented in written and oral testimony at the public hearing, do not represent significant new information so as to require recirculation of the SFEIR pursuant to the Public Resources Code.


Section 9. This resolution shall take effect immediately upon its adoption by the City Council, and the City Clerk shall certify the vote adopting this resolution.

I hereby certify that the foregoing resolution was adopted by the City Council of the City of Long Beach at its meeting of December 15, 2015, by the following vote:

Ayes: Councilmembers: Gonzalez, Lowenthal, Price, Supernaw,
Mungo, Andrews, Uranga, Austin,
Richardson.

Noes: Councilmembers: None.

Absent: Councilmembers: None.



City Clerk

CITY OF LONG BEACH RESOLUTION NO. _____

EXHIBIT "A"

**FACTS, FINDINGS AND STATEMENT OF OVERRIDING
CONSIDERATIONS REGARDING THE ENVIRONMENTAL
EFFECTS FOR THE CIVIC CENTER PROJECT**

Lead Agency:
City of Long Beach
Development Services
333 W. Ocean Boulevard, 5th Floor
Long Beach, California 90802
Contact: Mr. Craig Chalfant, Planner
(562) 570-6368

November 2015

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STATEMENT OF FACTS AND FINDINGS

I INTRODUCTION

The California Environmental Quality Act (CEQA) requires a Lead Agency to issue two sets of findings prior to approving a project that will have a significant impact on the environment. The Statement of Facts and Findings is the first set of findings where the Lead Agency identifies the significant impacts, presents facts supporting the conclusions reached in the analysis, makes one or more of three findings for each impact, and explains the reasoning behind the agency's findings.

The following statement of facts and findings has been prepared in accordance with CEQA and Public Resources Code Section 21081. *CEQA Guidelines* Section 15091 (a) provides that:

No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding.

There are three possible finding categories available for the Statement of Facts and Findings pursuant to Section 15091 (a) of the *CEQA Guidelines*.

- (1) *Changes or alterations have been required in, or incorporated into, the project which avoids or substantially lessens the significant environmental effect as identified in the final EIR.*
- (2) *Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
- (3) *Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.*

The findings relevant to the Civic Center Project are presented in Sections V and VI.

The Statement of Overriding Considerations is the second set of findings. Where a project will cause unavoidable significant impacts, the Lead Agency may still approve the project where its benefits outweigh the adverse impacts. As provided in the Statement of Overriding Considerations, the Lead Agency sets forth specific reasoning by which benefits are balanced against effects, and approves the project.



The City of Long Beach, the CEQA Lead Agency, finds and declares that the Long Beach Civic Center Final Supplemental Environmental Impact Report (SEIR) has been completed in compliance with CEQA and the CEQA Guidelines. The City of Long Beach finds and certifies that the Final SEIR was reviewed and information contained in the SEIR was considered prior to any approval associated with the proposed Civic Center Project, herein referred to as the "project."

Based upon its review of the Final SEIR and the Downtown Plan Final EIR that the SEIR supplements, the Lead Agency finds that the SEIR is an adequate assessment of the potentially significant environmental impacts of the proposed project and represents the independent judgment of the City.

The remainder of this document is organized as follows:

- II. Description of project proposed for approval
- III. Effects determined to be less than significant in the Supplemental Initial Study
- IV. Effects determined to be less than significant
- V. Effects determined to be less than significant with mitigation and findings
- VI. Environmental effects that remain significant and unavoidable after mitigation and findings
- VII. Statement of Overriding Considerations



II DESCRIPTION OF PROPOSAL

The proposed project involves demolishing existing buildings on the approximately 16-acre project site and developing six new buildings, three new parking garages, related infrastructure and landscaping, and two new public street extensions of Chestnut Avenue and Cedar Avenue through the project site. Existing buildings that would be demolished include the former Long Beach Courthouse, Long Beach City Hall, and Long Beach Main Library.

At the Civic Block, an 11-story, 240,000 gross square foot (gsf) Port Building would be constructed for Harbor Department administration. In addition, an 11-story, 270,000 gsf City Hall Building would be built in the Civic Block and share a common underground parking structure with the Port Building. At Lincoln Park, a new two-story, 92,000 gsf Main Library would be built on top of the existing Lincoln Parking Garage roof deck. The existing Main Library would then be demolished and redeveloped into a new Lincoln Park of approximately 3.17 acres. At the Third and Pacific Block, a seven-story, 235,000 gsf multi-family residential complex would be constructed with a parking structure. At the Center Block, a mixed use project would replace the existing City Hall structure and include up to 650,000 gsf of residential units, 32,000 gsf of retail, and 8,000 gsf of restaurant space. The development at the Center Block also includes an underground parking garage, a seven-story building adjacent to Ocean Boulevard, and a 36-story building adjacent to Broadway Garage.

The project site is located within the Long Beach Downtown Plan project area, which encompasses approximately 725 acres roughly bounded by the Los Angeles River on the west and Ocean Boulevard on the south. The north boundary generally follows portions of 7th and 10th streets and Anaheim Street, and the east boundary includes property land on both sides of Alamitos Avenue. Full implementation of the Downtown Plan could increase the density and intensity of existing Downtown land uses by allowing up to approximately: (1) 5,000 new residential units; (2) 1.5 million square feet of new office, civic, cultural, and similar uses; (3) 384,000 square feet of new retail; (4) 96,000 square feet of restaurants; and (5) 800 new hotel rooms. The additional development assumed in the Downtown Plan could occur over a 25-year time period.

The objectives of the proposed project are as follows:

- *Replace seismically deficient City Hall and Main Library in an expeditious manner.*
- *Reduce public safety hazards by eliminating the risk of fire, structural collapse, personal injury to trespassers, vandalism and crime, by demolishing the structurally unsound, abandoned, and deteriorated former Long Beach Courthouse building.*
- *Meet the long term goal of the Harbor Department to bring its headquarters downtown.*
- *Redevelop the Civic Center mega-block into a vibrant mix of public and private space, including a grand Civic Plaza, which asserts the value and importance of the public realm, and which functions as the City's center for governance, civic engagement and cultural and educational exchange.*
- *Consider opportunities to redevelop Old Courthouse site with public uses as part of the Civic Center mega-block redevelopment.*



- *Improve connections between the new Civic Center and greater Downtown through the reestablishment of the small block grid of the historic downtown street fabric and encouragement of a more pedestrian friendly environment.*
- *Redevelop the Main Library within Lincoln Park and ensure that future library space needs will be considered in the context of the changing role of the modern city library, and revolutionary change in media and technology that will influence the library of the future.*
- *Revitalize Lincoln Park into a destination park with amenities appropriate for visitors, residents and Downtown workers.*
- *Cap the City's ongoing maintenance costs, increase energy efficiency, and consolidate offsite City leases, when feasible.*
- *Consider private development elements and/or disposition of surplus property for private development, such as new housing, office, hotel and retail. If housing is proposed, 10 percent of all housing units must be affordable to moderate income persons.*
- *Design buildings to interface with the streets and draw pedestrians into the civic spaces. Proposed solutions must address the vision, guiding principles and design guidelines of the Downtown Plan 2012 (see Planned Development District Ordinance PD-30).*
- *Connect the Civic Center to surrounding business and residential uses. Be highly accessible to pedestrians and bicycles and include convenient automobile access. All private uses should complement the civic functions.*
- *Activate the perimeter streetscape, access points and all public components. Provide appropriate lighting and wayfinding signage for pedestrians, bicycles and automobiles.*

III EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT IN THE CIVIC CENTER PROJECT SEIR INITIAL STUDY

The Initial Study prepared for the Civic Center Project and circulated with a Notice of Preparation (NOP) of a Draft SEIR made a less than significant environmental impact determination for each topic area listed below. For these issues, it was determined that the proposed Civic Center Project would not create any significant impact beyond that identified in the Downtown Plan Final EIR that the SEIR supplements.

AESTHETICS

New source of substantial light and glare. The Downtown Plan Final EIR determined that impacts related to light and glare would be significant but mitigable for the Downtown Plan. The Civic Center Project would be subject to the same general mitigation measures identified and analyzed in the Final EIR, specifically AES-2(a-d), which require submittal of lighting plans and specification building material plans and specifications, light fixture shielding, and window tinting. However, the project is within an urbanized area already characterized by high levels of light and glare and all project development would comply with existing City requirements as well as the light and glare measures included in the Downtown Plan Final EIR. Thus, no project-specific light/glare impacts beyond those identified in the Final EIR would occur.

AGRICULTURE RESOURCES

No agricultural zones. There are no agricultural zones or forest lands within Long Beach, which is a fully urbanized community that has been urbanized for over half a century. The Downtown Plan Final EIR determined that the Downtown Plan would not have any significant irreversible impacts on agricultural resources because the area is not conducive to agricultural production. The project site was included in the analysis of the Downtown Plan. Therefore, the Civic Center Project would not result in any significant impacts to agricultural resources.

AIR QUALITY

Odors affecting a substantial number of people. As stated in the Downtown Plan Final EIR, project construction activities associated with development of onsite land uses could result in odorous emissions from diesel exhaust generated by construction equipment. However, because of the temporary nature of these emissions and the highly diffusive properties of diesel exhaust, nearby receptors would not be affected by diesel exhaust odors associated with project construction and the impact related to the Downtown Plan was determined to be less than significant. The Civic Center Project would occur within the 25-year buildout assessed in the Downtown Plan Final EIR and would not include any uses expected to generate odors beyond what was considered in the Final EIR. Therefore, the Civic Center Project would not result in any new significant odor impacts to or increase the severity of significant odor impacts beyond those identified in the Downtown Plan Final EIR.



BIOLOGICAL RESOURCES

Native biological resources or habitats. The City of Long Beach is a fully urbanized community that has been urbanized for over half a century. The Initial Study and Final EIR for the Downtown Plan (June 29, 2009) determined that the Downtown Plan would not have any significant impacts on biological resources, as the area does not include any native biological resources or habitats, nor is it within the area of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project area was included in this determination. The Civic Center Project would involve the relocation of Lincoln Park, which would require the removal of vegetation. All vegetation within the park is ornamental landscaping that does not include native biological resources or habitats. Therefore, the Civic Center Project would not result in any significant impacts to biological resources or increase the severity of significant impacts to biological resources beyond those identified in the Downtown Plan Final EIR.

CULTURAL RESOURCES

Archaeological resources and human remains. The Downtown Plan Final EIR determined that the Downtown Plan would have a significant but mitigable impact on archaeological resources. This determination was due to the fact that no surveys could be conducted prior to onset of demolition or other ground-disturbing activities. The Civic Center Project would be subject to the same general mitigation measures identified and analyzed in the Final EIR, specifically CR-2(a) through CR-2(c), which require a qualified project archaeologist or archaeological monitor approved by the City to be present during excavation into native sediments; that the monitor shall also prepare a final report of any cultural resource finds; and that if human remains are encountered during excavation and grading activities, proper handling procedures shall be implemented, as regulated by the State Health and Safety Code. These measures apply to the Civic Center Project and would reduce impacts to a less than significant level.

Paleontological resources and unique geologic features. The Downtown Plan Final EIR determined that the Downtown Plan would have a significant but mitigable impact on paleontological resources. This determination was due to the fact that no surveys could be conducted prior to onset of demolition or other ground-disturbing activities. The Civic Center Project would be subject to the same general mitigation measures identified and analyzed in the Final EIR, specifically CR-3(a) and CR-3(b), which require a qualified paleontologist approved by the City to be present during excavation into native sediments and that if a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect excavation in the area and evaluate the find. CR-3(b) specifies further procedures for the handling of any fossils. These measures apply to the Civic Center Project and would reduce impacts to a less than significant level.



GEOLOGY AND SEISMICITY

Landslides and soil erosion/loss of top soil. The relatively level site conditions and extent of developed lands in the Downtown Plan project area and on the current project site would avoid potential impacts associated with landslides, erosion, and loss of top soil.

On-site septic systems. All development in the Downtown Plan project area, including the Civic Center Project site, would be served by the City's sewage disposal system.

Exposure of people or structures involving rupture of known earthquake faults or strong seismic ground shaking. As described in the Downtown Plan Final EIR, the Newport-Inglewood Fault Zone, which is mapped as an Alquist-Priolo Earthquake Fault Zone, is located within approximately two miles of the Downtown Plan area. Several other fault zones located within approximately five to 30 miles also have the potential to impact the area. Therefore, impacts related to seismically induced ground shaking were determined to be significant but mitigable. The Civic Center Project would be subject to the same general mitigation measures identified in the Downtown Plan Final EIR, specifically Geo-1, which requires that new construction or structural remodeling of buildings be engineered to withstand the expected ground acceleration that may occur at the site. The measure also requires structures to comply with applicable provisions of the most recent Uniform Building Code (UBC) adopted by the City of Long Beach. It was determined that this measure would reduce impacts to a less than significant level for all projects within the Downtown Plan area. With compliance with this measure, the Civic Center Project would not result in any new significant impacts related to Alquist-Priolo Earthquake Fault Zones or seismic ground shaking or increase the severity of significant impacts related to Alquist-Priolo Earthquake Fault Zones or seismic ground shaking beyond those identified in the Final EIR.

Seismic-related ground failure, including liquefaction. The Downtown Plan Final EIR determined that seismic activity could induce ground shaking that results in liquefaction and this impact would be significant but mitigable. Final EIR Measure Geo-2 requires that for any project involving a subterranean level, prior to issuance of a building permit for new structures, the City shall determine whether a comprehensive geotechnical investigation and geo-engineering study shall be completed. Adherence to this measure, which includes potential engineering measures to reduce liquefaction impacts, would ensure that impacts related to the Civic Center Project would also be less than significant. Therefore, the Civic Center Project would not result in any new significant liquefaction impacts or increase the severity of significant liquefaction impacts beyond those identified in the Downtown Plan Final EIR.

Unstable or expansive soil. The Downtown Plan Final EIR determined that the potential exists within the Downtown Plan area to encounter expansive soils or soils that are unstable or would become unstable as a result of new development. This could result in onsite or offsite lateral spreading or subsidence. The Civic Center Project would be subject to the same general mitigation measures identified and analyzed in the Final EIR, specifically Geo-3, which requires that the City Department of Development Services



determine the need for soil samples of final sub-grade areas and excavation sidewalls to be collected and analyzed for their expansion index. Implementation of this mitigation measure and any further engineering required, based on the City's determination as described in Geo-3, would reduce impacts to a less than significant level. Therefore, the Civic Center Project would not result in any new significant impacts related to expansive soils, lateral spreading, or subsidence or increase the severity of significant impacts related to expansive soils, lateral spreading, or subsidence beyond those identified in the Downtown Plan Final EIR.

HAZARDS AND HAZARDOUS MATERIALS

Airport safety hazards. The nearest boundary of the Downtown Plan project area is located approximately three miles from the nearest airport/ airstrip.

Emergency plans. The Downtown Plan and the currently proposed Civic Center Project may involve alterations to existing street patterns, but would maintain accessibility required.

Wildland fire hazard. The Downtown Plan project area, including the current Civic Center Project site, does not contain wildlands and is not adjacent to wildlands.

Transport, use, and disposal of hazards. The Downtown Plan Final EIR determined that the types of commercial and residential land uses envisioned for the Downtown Plan would not typically contain businesses involved in transport, use, or disposal of substantial quantities of hazardous materials. Impacts were determined to be significant but mitigable. The Civic Center Project would not create any significant environmental impacts beyond those identified in the Downtown Plan Final EIR.

Hazards from demolition and renovation. The Downtown Plan Final EIR Measures Haz-1(a) through Haz-1(c) would apply to the Civic Center Project. These measures would ensure that demolition and renovation of buildings potentially containing asbestos and lead-based paints and materials would avoid potential onsite impacts to construction workers as well as impacts from the release of hazardous materials from construction sites near residences, schools, or other properties. Surveys and proper handling procedures would be implemented prior to issuance of any demolition or renovation permits. The Civic Center Project would not create any significant environmental impacts beyond those identified in the Downtown Plan Final EIR.

Industrial uses and storage of potentially hazardous materials. The Downtown Plan Final EIR also determined that historic activity involving industrial uses and storage of potentially hazardous materials may have contaminated onsite soils and/or groundwater quality. This potential impact was significant but mitigable for the Downtown Plan and Measures Haz-3(a) through Haz-3(d) would apply to the Civic Center Project. All excavation and demolition projects conducted as part of the proposed project would be required to include contingency plans to be followed if contaminants are found or suspected, and appropriate sampling and remediation of soil and water must be completed. This would ensure that impacts would be reduced to a less than



significant level. Therefore, the Civic Center Project would not result in any new significant impacts related to hazards and hazardous materials or increase the severity of significant impacts related to hazards and hazardous materials beyond those identified in the Downtown Plan Final EIR.

HYDROLOGY AND WATER QUALITY

100-year flood zone/flooding. The entire Downtown Plan project area, including the Civic Center Project site, is located outside of the 100-year flood zone.

Dam or levee failure. There are no dams or levees located within the vicinity of the Downtown Plan project area.

Seiches and tsunamis. The Downtown Plan project area, including the Civic Center Project site, is substantially protected from inundation from seiches and tsunamis by its elevation approximately 30 feet above mean sea level.

Water quality. The Downtown Plan Final EIR determined that construction activities associated with development of the Downtown Plan could result in discharge of urban pollutants into the City drainage system. This determination included impacts associated with construction of the proposed project, and the impacts were determined to be significant but mitigable. Measure Hydro-1 from the Downtown Plan Final EIR would apply to the Civic Center Project and would require a determination regarding the necessity of a Storm Water Pollution Prevention Plan (SWPPP) prior to issuance of a grading permit. Implementation of this measure and development of a SWPPP would reduce Civic Center Project-related impacts to water quality to a less than significant level. Therefore, the Civic Center Project would not result in any new significant impacts related to water quality or increase the severity of significant impacts related to water quality beyond those identified in the Downtown Plan Final EIR.

Drainage pattern. The Downtown Plan Final EIR determined that development of the Downtown Plan would generate urban pollutants and could also result in an increase in impervious surfaces. Impacts associated with these changes would be mitigated to a less than significant level with implementation of Final EIR Measure Hydro-2, which would be applicable to the proposed project. The measure requires the Department of Development Services to determine the necessity for a Standard Urban Stormwater Mitigation Plan (SUSMP) to be developed for the Civic Center Project and, if necessary, for the development of one to be completed. The measures included in the Downtown Plan Final EIR, as well as new, more stringent municipal separate storm sewer system (MS4s) requirements adopted since 2010, would apply to the Civic Center Project. The new MS4 requirements include Order No. R4-2014-0024 from the California Regional Water Quality Control Board for the Los Angeles Region covers all areas within Long Beach boundaries that drain into the MS4 with the objective of ensuring that discharges from the MS4 comply with water quality standards, including protecting the beneficial uses of receiving waters. The Order requires permittees (the City of Long Beach) to implement a Planning and Land Development Program pursuant to part VII.J for all new development, including smart growth practices, compact development, and Best



Management Practices. The new requirements, as well as the other permitting requirements, would ensure that the Civic Center Project would not result in new significant impacts related to drainage patterns or increase the severity of significant impacts related to drainage patterns beyond those identified in the Downtown Plan Final EIR.

Stormwater drainage systems and runoff. The Downtown Plan Final EIR determined that the increased intensity of land use associated with the Downtown Plan could increase the volume of stormwater discharges into existing storm drain infrastructure. Impacts to storm drain infrastructure were determined to be significant but mitigable. Downtown Plan Final EIR Measure Hydro-3 would apply to the Civic Center Project and requires that prior to issuance of a building permit, a determination must be made regarding the necessity of a drainage system analysis and/or Low Impact Development practices and strategies. This measure would reduce impacts from potentially increased volumes of stormwater discharges to a less than significant level for all projects within the Downtown Plan area. Therefore, the Civic Center Project would not result in any new significant impacts related to stormwater discharge or increase the severity of significant impacts related to stormwater discharge beyond those identified in the Downtown Plan Final EIR.

LAND USE AND PLANNING

Divide an established community. As concluded in the Initial Study for the Downtown Plan, the Downtown Plan area, including the Civic Center Project site, is currently urbanized with street and circulation patterns that would not be altered by the Downtown Plan. The Downtown Plan would not have the potential to physically divide an established community and the Civic Center Project would not result in any new significant impacts related to physically dividing an established community or increase the severity of significant impacts related to physically dividing an established community beyond those identified in the Downtown Plan Final EIR.

Conflict with the local HCP. No habitat conservation plan applies to the Downtown Plan project area, including the Civic Center Project site.

Conflict with land use plans, policies, or regulations. The Downtown Plan Final EIR determined that implementation of the Downtown Plan would have a less than significant impact with regard to conflicts with land use plans, policies, or regulations. Development would be consistent with the Long Beach General Plan and the Downtown Plan. The Civic Center Project would be consistent with the Downtown Plan. All uses planned for the project are consistent with current zoning (Planned Development). The only zoning actions necessary for the Civic Center Project would be to make application for a general plan conformity finding and for a conditional use permit for the New Main Library. Therefore, the Civic Center Project would not result in any new significant impacts related to land use policies or increase the severity of significant impacts related to land use policies beyond those identified in the Downtown Plan Final EIR.



MINERAL RESOURCES

Loss of known or locally important mineral resources. The Initial Study for the Downtown Plan determined that the Downtown Plan would not have any significant irreversible impacts on mineral resources, as the area does not include mineral resource sites designated on any City land use plan. The Civic Center Project is located within the area analyzed in the Initial Study for the Downtown Plan and no new mineral resources sites have been designated since the Downtown Plan's adoption. Therefore, the Civic Center Project would not result in any new significant impacts to mineral resources or increase the severity of significant impacts related to mineral resources beyond those identified in the Downtown Final EIR.

NOISE

Aircraft noise. The Initial Study for the Downtown Plan determined that the Downtown Plan area is further than two miles from the Long Beach Airport and that there would be no impact associated with public or private airports. The Civic Center Project is located within the Downtown Plan area and is also greater than two miles from Long Beach Airport. Therefore, the proposed project would not result in any new significant noise impacts related to airport or increase the severity of significant noise impacts related to airports beyond those identified in the Downtown Plan Final EIR.

POPULATION AND HOUSING

Population growth. The Downtown Plan Final EIR determined that because the Downtown Plan was intended to accommodate substantial population growth in the Downtown area, population growth impacts would be significant and unavoidable. Development of the Civic Center Project, including the population growth that it would generate by creating employment opportunities and adding a residential building, would be within the growth forecasts in the Downtown Plan, which included 14,500 new residents and 5,200 jobs. Therefore, the Civic Center Project would not result in any new significant population growth impacts or increase the severity of significant population growth impacts beyond those identified in the Downtown Plan Final EIR.

Displaced houses and people. The Downtown Plan Final EIR determined that development of the Downtown Plan would result in the displacement of substantial numbers of housing and people, which could create a need for construction of housing elsewhere. It was determined that this impact would be significant and unavoidable. Development of the Civic Center Project would not involve the displacement of any existing housing or the permanent displacement of any people. It would create additional residential units in three buildings. In the 2015 Biennial Homeless Count, the Long Beach Community Health Bureau counted approximately 41 homeless people encamping on the project site during the day. This population camps at Lincoln Park and within the Civic Center area during the day, but does not live or sleep on the project site overnight. Although displacement of this population is a social impact, because of the temporary nature of proposed construction, the project would not necessitate the construction of replacement housing elsewhere, which could result in adverse



environmental impacts. Therefore, the Civic Center Project would not result in any new significant impacts related to the displacement of people or housing or increase the severity of significant impacts related to the displacement of people or housing beyond those identified in the Downtown Plan Final EIR.

PUBLIC SERVICES

Fire protection. Fire protection is provided by the Long Beach Fire Department (LBFD). The Downtown Plan Final EIR determined that the Downtown Plan would incrementally increase demands on the LBFD but that this increase would not require the construction of new fire protection facilities. The Civic Center Project is within the growth forecast considered in the Downtown Plan. Therefore, the Civic Center Project would not result in any new significant impacts to fire protection services or increase the severity of significant impacts to fire protection services beyond those identified in the Downtown Plan Final EIR.

Police protection. Police protection is provided by the Long Beach Police Department (LBPD). The Downtown Plan Final EIR determined that the Downtown Plan would incrementally increase demands on the LBPD and that this increase would have the potential to require the expansion or replacement of existing facilities. However, the potential impact from construction of such facilities was determined to be similar to the impact from construction of other development facilitated by the Downtown Plan and therefore would be less than significant. The Civic Center Project is within the growth forecast considered in the Downtown Plan. Therefore, the Civic Center Project would not result in any new significant impacts to police protection services or increase the severity of significant impacts to police protection services beyond those identified in the Downtown Plan Final EIR.

Schools. The Downtown Plan Final EIR determined that the Downtown Plan would generate an estimated 670 school-age students and that while this could adversely affect schools, payment of the required school impacts fees would reduce this impact to a less than significant level. The Civic Center Project is within the growth forecast considered as part of the Downtown Plan, and the developer of the private components of the project would be required pay school impact fees. Under Section 65996 of the California Government Code, the payment of such fees is deemed to fully mitigate the impacts of new development on school facilities. Therefore, the Civic Center Project would not result in any new significant impacts to schools or increase the severity of significant impacts to schools beyond those identified in the Downtown Plan Final EIR.

Parks. The Downtown Plan Final EIR determined that the Downtown Plan would have a significant and unavoidable impact on parks. Although applicants for residential development projects would be required to pay park and recreation facilities in-lieu fees, it would not be feasible to meet the City standard for parkland acreage per 1,000 residents. The Civic Center Project includes residential development that as a condition of approval would be required to pay in-lieu fees. Therefore, the Civic Center Project would not result in any new significant impacts to parks or increase the severity of significant impacts to parks beyond those identified in the Final EIR.



Libraries and other public facilities. Buildout of the Downtown Plan was determined to have the potential to incrementally increase demand for library services in the City, and cause demands for library services to exceed the capacity of the Main Library and at branch libraries that serve the Downtown Plan area. Expansion of the Main Library or development of an additional branch library to serve the Downtown Plan area may be necessary during the life of the plan. However, the potential impact from construction of new library facilities was found to be similar to the impact from construction of development as analyzed in the Downtown Plan Final EIR and would therefore be less than significant. The Civic Center Project may generate additional demand on libraries. It also includes development of a new Main Library, and these expanded facilities may serve the additional population. Therefore, the Civic Center Project would not result in any new significant impacts to libraries or other public facilities or increase the severity of significant impacts to libraries or other public facilities beyond those identified in the Downtown Plan Final EIR.

RECREATION

Parks and recreational facilities. The City of Long Beach owns and operates approximately 3,100 acres of public land for recreation, including community parks, neighborhood parks, sports parks, open spaces, beaches, community centers, and marinas. While recreation impacts were not specifically addressed within the Downtown Plan Final EIR, impacts to parks and recreational facilities were discussed in the Final EIR Public Services section. The Civic Center Project would not create any recreation impacts beyond those identified in the Downtown Plan Final EIR.

TRANSPORTATION AND TRAFFIC

Air traffic patterns. The nearest boundary of the Downtown Plan project area is located approximately three miles from the nearest airport/airstrip.

Emergency access. The Downtown Plan Final EIR determined that impacts related to emergency access would be less than significant because the Downtown Plan would not alter through-traffic operations for emergency vehicles or eliminate existing roads or cause more circuitous access conditions. The proposed project is within the parameters of the Downtown Plan. Therefore, the Civic Center Project would not result in any new significant impacts to emergency access or increase the severity of significant impacts to emergency access beyond those identified in the Downtown Plan Final EIR.

Alternative transportation. The Downtown Plan would support adopted policies for providing alternative transportation modes and the currently proposed Civic Center Project is consistent with the Downtown Plan.

UTILITIES AND SERVICE SYSTEMS

Wastewater treatment. The Downtown Plan Final EIR determined that buildout of the Downtown Plan would incrementally increase wastewater treatment demand in the City. Wastewater treatment services would be supplied to the proposed project through



the Sanitation Districts of Los Angeles County (LACSD). Currently, a majority of the City's wastewater is delivered to the Joint Water Pollution Control Plant (JWPCP) of the LACSD. The remaining portion of the City's wastewater is delivered to the Long Beach Water Reclamation Plant (WRP) of the LACSD. Expansion of facilities would be sized and service phased in a manner that is consistent with the Southern California Association of Government's regional growth forecast. Treatment infrastructure serving the City has sufficient excess capacity to meet anticipated peak flow demands. Therefore, the impact on wastewater treatment facilities was determined to be less than significant. The Civic Center Project would implement the Downtown Plan, and the wastewater treatment demand was accounted for in the Downtown Plan Final EIR. Therefore, the Civic Center Project would not create any recreation impacts beyond those identified in the Downtown Plan Final EIR.

Sufficient water supplies available. The recent drought has led to restrictions on water use in southern California, increased incentives for water conservation, and the potential for water rationing during summer months. If MWD implements water rationing in the summer months, the proposed project would be required to comply with any additional restrictions on water use that the City implements, which may include additional restrictions on landscape irrigation and promotion of non-potable water use, such as grey water, as described in SWRCB's Resolution 2014-0038. Therefore, the Civic Center Project would not result in any new significant impacts to water supplies or increase the severity of significant impacts to water supplies beyond those identified in the Downtown Plan Final EIR.

Landfill and solid waste. Buildout of the Downtown Plan would incrementally increase solid waste disposal treatment demand in the City. Based on LACSD's operation of the Mesquite Regional Landfill, which is permitted for up to 20,000 tons per day for approximately 100 years, adequate landfill capacity exists to accommodate solid waste disposal needs of buildout under the Downtown Plan. The Downtown Plan Final EIR determined that impacts related to solid waste disposal would be significant but mitigable for the Downtown Plan. The Civic Center Project would be subject to the same general mitigation measures identified and analyzed in the Final EIR, specifically Utilities-3(a) through Utilities-3(d), which require verification that construction waste disposal services recycle all demolition and construction-related waste, the provisioning of temporary waste separation bins onsite during demolition and construction, and the provisioning of recycling bins and educational materials during operation of the project to residential and commercial tenants. The Downtown Plan Final EIR determined that impacts related to solid waste would be significant but mitigable for implementation of the Downtown Plan. The Civic Center Project is within the growth forecast considered in the Downtown Plan. Therefore, the Civic Center Project would not result in any new significant impacts related to solid waste or increase the severity of significant impacts related to solid waste beyond those identified in the Downtown Plan Final EIR.



IV EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT IN THE CIVIC CENTER PROJECT FINAL SEIR

The Civic Center Project Final SEIR studied several issues identified in the Initial Study as having potentially significant impacts, but for which the SEIR determined that the Civic Center Project would not create significant environmental impacts beyond those identified in the Downtown Plan Final EIR. These are discussed below.

AESTHETICS

Project Effects on Visual Character. The proposed project would alter site-specific visual features by replacing existing buildings and land uses, but would not substantially damage scenic resources, including those related to a scenic vista or state scenic highway.

Shadows. Shadows from high-rise structures would not fall on sensitive residential, public gathering, and school uses for more than three hours during winter months or for more than four hours during summer months.

AIR QUALITY

AQMP forecasts. The Civic Center Project would not directly or indirectly generate population growth beyond that anticipated in the Downtown Plan Final EIR and AQMP forecasts.

Traffic emissions. Civic Center Project traffic would generate CO emissions that have the potential to create high concentrations of CO or CO hotspots. However, traffic would not cause the level of service (LOS) of an intersection to change to E or F, nor would it increase the volume to capacity ratio (V/C) by two percent or more for intersections rated D or worse. Therefore, localized air quality impacts related to CO hotspots would be less than significant.

GREENHOUSE GAS EMISSIONS

GHG emissions. Development associated with the Civic Center Project would generate additional GHG emissions beyond existing conditions from construction and operational activities. The Downtown Plan Final EIR determined that both construction and operational GHG emissions associated with buildout of the Downtown Plan Final EIR determined that both construction and operational GHG emissions associated with buildout of the Downtown Plan would result in significant and unavoidable impacts. The Civic Center Project would contribute to this impact. However, GHG emissions would not exceed the 6.6 MT CO₂e per service population per year significance threshold as required by Downtown Plan Final EIR Mitigation Measure AQ-2, and no additional mitigation measures would be required.



GHG plans. The Civic Center Project would be consistent with the Climate Action Team GHG reduction strategies, the SCAG Sustainable Communities Strategy, and Long Beach Sustainable City Action Plan Goals.

NOISE

Expose persons to or generation of excessive ground-borne vibration. Operational activities associated with the proposed project could generate ground-borne vibration. The Downtown Plan Final EIR determined that impacts related to operational vibration would be less than significant. The Civic Center Project would not result in additional impacts beyond those determined in the Downtown Plan Final EIR.

Expose persons to traffic noise. Traffic generated by the Civic Center Project is not anticipated to result in noise level increases along roadways in the project vicinity. Traffic-related increases in noise would not exceed City thresholds at sensitive receptor locations along affected roadway segments. The Downtown Plan Final EIR also determined that traffic-generated noise increases resulting from the Downtown Plan would be less than significant.

TRANSPORTATION AND TRAFFIC

Traffic. Implementation of the proposed project would increase traffic on the surrounding street network. The Downtown Plan Final EIR determined that buildout of the Downtown Plan would result in Class I, significant and unavoidable, traffic impacts. The Civic Center Project would contribute to this impact; however, project-generated traffic would not cause any intersection to exceed City standards under existing plus project traffic conditions. Impacts associated with the Civic Center Project would be less than significant.

Hazardous design. The Civic Center Project does not include any hazardous design features. Impacts associated with the Civic Center Project would be less than significant.



V EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT WITH MITIGATION AND FINDINGS

The City of Long Beach, having reviewed and considered the information contained in the Civic Center Project Final SEIR, finds, pursuant to California Public Resources Code 21081 (a)(1) and CEQA Guidelines 15091 (a)(1), that changes or alterations have been required in, or incorporated into, the Civic Center Project to avoid or substantially lessen to below a level of significance the following potentially significant environmental effects identified in the Civic Center Project Final SEIR in the following categories: Aesthetics, Air Quality, and Noise.

AESTHETICS

Visual character. The Civic Center Project would alter existing visual characteristics of the project site and surroundings, but would be consistent with the Downtown Plan and would not degrade existing visual character or quality. While the Downtown Plan Final EIR determined that the buildout of the Downtown Plan would result in a less than significant impact, the Civic Center Project would result in temporary construction impacts to visual character and quality due to views of activities and staging of vehicles, equipment, and materials.

Finding

- *Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Civic Center Project Final SEIR.*

Facts in Support of Finding

The visual characteristics associated with the Civic Center Project construction activities have been eliminated or substantially lessened to a less than significant level by virtue of a mitigation measure identified in the Civic Center Project Final SEIR.

Mitigation Measure:

- AES-2** Construction Screening. Temporary fencing comprised of chain link 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.



Implementation of Measure AES-2 would reduce the additional impact associated with the Civic Center Project to a less than significant level.

AIR QUALITY

Onsite construction generating temporary emissions. Onsite construction activity would generate temporary emissions. The Civic Center Project would contribute to emissions from construction, but would not generate emissions exceeding SCAQMD regional thresholds or LSTs. However, if demolition occurs by implosion, the Civic Center Project would result in significant impacts related to localized PM₁₀ emissions and asbestos exposure without additional mitigation.

Finding

- *Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Civic Center Project Final SEIR.*

Facts in Support of Finding

The potential exposure to emissions from onsite construction have been eliminated or substantially lessened to a less than significant level by virtue of mitigation measures identified in the Downtown Plan Final EIR. Downtown Plan Final EIR Mitigation Measures AQ-1(a) through AQ-1(c) would apply as would the following mitigation measure from the Civic Center Project Final SEIR.

Mitigation Measure:

- AQ-2** Air Quality Safety Plan. 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:
- A radius around the project site in which the public is prevented from being outdoors.
 - Advanced notification of potential particulate matter and asbestos exposure to all land uses within 1,000 feet of the project site.
 - Notice that windows should be closed at all buildings within the safety radius during the implosion until the City has provided notice that particulate matter and asbestos concentrations have reached background concentrations.
 - Air quality monitoring during the day of the implosion to confirm when particulate matter and asbestos concentrations have reached background concentrations.



Implementation of Measure AQ-2 would reduce the additional impact associated with the Civic Center Project to a less than significant level.

NOISE

Operational activities may expose residents to increased noise levels. Operational activities associated with the Civic Center Project would generate noise that could exceed City of Long Beach standards at existing receptors. Residential uses proposed as part of the Civic Center Project may also be exposed to noise levels that exceed City standards. The Downtown Plan Final EIR determined that operation associated with buildout of the Downtown Plan would result in a potentially significant impact unless mitigation is incorporated. The Civic Center Project would contribute to this impact and mitigation would be required.

Finding

- *Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Civic Center Project Final SEIR.*

Facts in Support of Finding

The potential noise impacts related to operational activities of the proposed project have been eliminated or substantially lessened to a less than significant level by virtue of mitigation measures identified in the Civic Center Project Final SEIR.

Mitigation Measures:

Noise-2(a) Loading Areas. 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.

Noise-2(b) Sound-Rated Windows and Glass Doors Near Commercial Uses. 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.

Implementation of Measures Noise-2(a) and Noise-2(b) would reduce the additional impact associated with the Civic Center Project to a less than significant level.

Sensitive receptors may be located in areas that exceed noise standards. Noise levels at proposed sensitive receptors may exceed City thresholds for interior and exterior noise. The Downtown Plan Final EIR determined that the Downtown Plan would result in a Class II impact, potentially significant unless mitigation is incorporated, as it would allow sensitive receptors to be located in areas exceeding City noise standards. The Downtown Plan required site-specific noise analysis and mitigation for individual projects, and it was determined that the Civic Center Project would contribute to this impact and mitigation would be required.



Finding

- *Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Civic Center Project Final SEIR.*

Facts in Support of Finding

The potential impacts related to location of sensitive receptors in areas that would exceed noise level standards have been eliminated or substantially lessened to a less than significant level by virtue of mitigation measures identified in the Civic Center Project Final SEIR.

Mitigation Measures:

Noise-6(a) Mechanical Ventilation. 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.

Noise-6(b) Sound-Rated Windows and Sliding Glass Doors. 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.

Implementation of Measures Noise-6(a) and Noise-6(b) would reduce the additional impact associated with the Civic Center Project to a less than significant level.



VI ENVIRONMENTAL EFFECTS THAT REMAIN SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION AND FINDINGS

The Civic Center Project Final SEIR identifies potentially significant environmental impacts within three issue areas that cannot be fully mitigated and are therefore considered significant and unavoidable. Those impacts are related to Air Quality, Cultural Resources, and Noise. The proposed Civic Center Project would increase the severity of these impacts beyond what was identified in the Downtown Plan Final EIR.

The City of Long Beach, having reviewed and considered the information contained in the Downtown Plan Final EIR and the Civic Center Project Final SEIR, finds, pursuant to California Public Resources Code 21081 (a)(3) and CEQA Guidelines 15091 (a)(3), that to the extent these impacts remain significant and unavoidable, such impacts are acceptable when weighed against the overriding social, economic, legal, technical, and other considerations set forth in the Statement of Overriding Considerations, included as Section VII of these Findings. The unavoidably significant impacts identified in the Downtown Plan Final EIR are discussed below, along with the appropriate findings per CEQA Guidelines Section 15091.

AIR QUALITY

Operational activities would generate air pollutant emissions in the long-term. Operation of the proposed project would generate air pollutant emissions in the long-term. Emissions would not exceed SCAQMD operational significance thresholds for any criteria pollutants, except ROG. The Downtown Plan Final EIR determined that operational emissions associated with buildout of the Downtown Plan would result in a significant and unavoidable impact. Emissions associated with the Civic Center Project would also exceed SCAQMD operational thresholds and would make a substantial contribution to the unavoidably significant impact identified in the Downtown Plan Final EIR.

Finding

- *Specific economic, legal, social, technological, or other considerations, as discussed in the Statement of Overriding Considerations, outweigh the unavoidable adverse environmental effects; therefore, the adverse environmental effects are considered acceptable.*

Facts in Support of Finding

The overriding social, economic and other considerations set forth in the Statement of Overriding Considerations provide facts in support of this finding. Any remaining, unavoidable significant effects are acceptable when balanced against the facts set forth therein. The following mitigation measures from the Downtown Plan Final EIR (AQ-2) and the Civic Center Project Final SEIR (AQ-3a and AQ-3b) would reduce impacts to the extent feasible:



Mitigation Measures:

AQ-2 Mitigation to reduce mobile source emissions due to implementation of the Civic Center Project 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.

- 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.
- 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.
- 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.
- The City shall ensure that all commercial developments include shower and locker facilities for employees to encourage bicycle, walking, and jogging as options for commuting.
- 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.
- 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.
- 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.

AQ-3(a) Low-VOC Paint. 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.

AQ-3(b) Low-VOC Paint. Provide electric and propane barbecue outlets in all residential outdoor areas.

Exposure of receptors to short-term and long-term emissions. Implementation of the proposed Downtown Plan would result in exposure of receptors to short- and long-term emissions of TACs from onsite and offsite stationary and mobile sources. Impacts from Port of Long Beach and offsite stationary sources, and onsite mobile sources were determined by the Downtown Plan Final EIR to be significant and unavoidable. The Civic Center Project would add residents within Downtown area and these residents would be exposed to the health risks associated with the Port of Long Beach that were identified in the Downtown Plan Final EIR. Thus, the Civic Center Project would make a substantial contribution to the unavoidably significant health risk impact identified in the Downtown Plan Final EIR.

Finding

- *Specific economic, legal, social, technological, or other considerations, as discussed in the Statement of Overriding Considerations, outweigh the unavoidable adverse environmental effects; therefore, the adverse environmental effects are considered acceptable.*

Facts in Support of Finding

The overriding social, economic and other considerations set forth in the Statement of Overriding Considerations provide facts in support of this finding. Any remaining, unavoidable significant effects are acceptable when balanced against the facts set forth therein. The following mitigation measures from the Downtown Plan EIR do not directly apply to the proposed Civic Center Project, but would reduce the impacts associated with implementation of the Downtown Plan to the extent feasible:

Mitigation Measures:

- AQ-4(a)** The following measures shall be implemented to reduce exposure of sensitive receptors to operational emissions of TACs:
- 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.
 - 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.
 - 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.

- 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.
- When determining the exact type of facility that would occupy the proposed commercial space, the City shall take into consideration its toxic-producing potential.
- 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.

AQ-4(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:

- 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.
- The heating, ventilation, and air conditioning (HVAC) systems shall be used to maintain all residential units under positive pressure at all times.
- An ongoing education and maintenance plan about the filtration systems associated with HVAC shall be developed and implemented for residences.
- To the extent feasible, sensitive receptors shall be located as far away from the POLB as possible.

CULTURAL RESOURCES

Historical resources would be impacted. Construction of the proposed project would involve the demolition of the Old Courthouse and the Long Beach City Hall-Library Complex, which have been identified as historical resources for the purposes of CEQA. The Downtown Plan Final EIR determined that cultural resource impacts associated with buildout of the Downtown Plan would be significant and unavoidable. Demolition of the Old Courthouse and the Long Beach City Hall-Library Complex would substantially contribute to this unavoidably significant impact.

Finding

- *Specific economic, legal, social, technological, or other considerations, as discussed in the Statement of Overriding Considerations, outweigh the unavoidable adverse environmental effects; therefore the adverse environmental effects are considered acceptable.*

Facts in Support of Finding

The overriding social, economic and other considerations set forth in the Statement of Overriding Considerations provide facts in support of this finding. Any remaining, unavoidable significant effects are acceptable when balanced against the facts set forth therein. The following mitigation measures would reduce the impacts to the extent feasible:

Mitigation Measures:

- CR-1(a)** Historic Artifact Collection Program. 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. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach Development Services Department.
- CR-1(b)** Building Documentation. 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. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach Development Services Department.

NOISE

Construction-related activities would generate excess noise. Construction-related activities associated with the Civic Center Project would generate noise that could exceed City of Long Beach standards at existing receptors. Residential uses included in the project may also be exposed to noise levels that exceed City standards. The Downtown Plan Final EIR determined that construction associated with buildout of the Downtown Plan would result in a potentially significant impact unless mitigation is incorporated. The proposed project would substantially contribute to this impact and mitigation would not reduce the impact to a less than significant level, so this is a significant and unavoidable impact.

Finding

- *Specific economic, legal, social, technological, or other considerations, as discussed in the Statement of Overriding Considerations, outweigh the unavoidable adverse environmental effects; therefore, the adverse environmental effects are considered acceptable.*

Facts in Support of Finding

The overriding social, economic and other considerations set forth in the Statement of Overriding Considerations provide facts in support of this finding. Any remaining, unavoidable significant effects are acceptable when balanced against the facts set forth therein. In addition, the following mitigation measures would reduce impacts to the extent feasible:

SEIR Mitigation Measure:

- Noise-1** Noise Control Plan. If demolition occurs by implosion, the City shall approve a Noise Control Plan that protects public health and includes:
- A site-specific map that delineates the hearing damage radius.
 - Safety measures to ensure that community members would not be within this radius during the implosion.



- Control measures designed by an implosion expert to reduce noise at the source of the implosion.
- A statement that all demolition-related damage shall be repaired.

Downtown Plan EIR Mitigation Measures:

Noise-1(a) 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:

- All internal combustion-engine-driven equipment shall be equipped with mufflers that are in good operating condition and appropriate for the equipment.
- "Quiet" models of air compressors and other stationary construction equipment shall be employed where such technology exists.
- 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.
- Unnecessary idling of internal combustion engines (i.e., in excess of 5 minutes) shall be prohibited.
- Foundation pile holes shall be predrilled, as feasible based on geologic conditions, to minimize the number of impacts required to seat the pile.
- Construction-related traffic shall be routed along major roadways and away from noise-sensitive receptors.
- 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).
- 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.
- 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.
- 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 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.

Noise-1(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:

- 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.
- 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. 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.

Construction-activities could generate ground-borne vibration. Construction-activities associated with the proposed project could generate ground-borne vibration. The Downtown Plan Final EIR and Long Beach Courthouse Demolition Project Draft EIR determined that impacts related to construction-generated vibration would be significant and unavoidable. The Civic Center Project would substantially contribute to this impact; therefore, construction-related vibration would be a significant and unavoidable impact of the Civic Center Project.

Finding

- *Specific economic, legal, social, technological, or other considerations, as discussed in the Statement of Overriding Considerations, outweigh the unavoidable adverse environmental effects; therefore the adverse environmental effects are considered acceptable.*

Facts in Support of Finding

The overriding social, economic and other considerations set forth in the Statement of Overriding Considerations provide facts in support of this finding. Any remaining, unavoidable



significant effects are acceptable when balanced against the facts set forth therein. In addition, the following mitigation measure would reduce the impacts to the extent feasible:

SEIR Mitigation Measure:

Noise-3 Vibration Control Plan. If demolition occurs by implosion, the City shall approve a Vibration Control Plan that protects public health and adjacent buildings, and includes:

- A site-specific estimate of the potential zones of vibration perceptibility and building damage.
- A pre-construction survey to assess the foundations and facades of buildings within the damage zone.
- A post-construction survey to assess damage, if any, caused by implosion.
- A statement that all demolition-related damage shall be repaired.

Downtown Plan EIR Mitigation Measures:

Noise-2(a) 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:

- 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.
- 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.
- 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.
- Vibration levels limits for suspension of construction activities and implementation of contingencies to either lower vibration levels or secure the affected structures.



- 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.

Noise-2(b) Any construction activity that generates vibration exceeding the “vibration perception threshold” as specified in Municipal Code Section 8.80.200 at any school shall be scheduled at a time when school is not in session.

ALTERNATIVES

The Civic Center Project SEIR studied four alternatives to the proposed project. These alternatives are described below.

No Project (Alternative 1) – This alternative assumes that the Civic Center Project is not constructed. It assumes that the project site would continue in its current condition and that the existing City Hall, Main Library, Lincoln Park, vacant former Long Beach Courthouse, and associated parking structures and parking lots would remain. However, implementation of the no project alternative at this time would not preclude development of the site at some point in the future.

Downtown Plan Buildout of Civic Center Area (Alternative 2) - The Downtown Plan EIR assumed development of up to 800 residential units, 460,000 gross square feet (GSF) of office/commercial floor area, 64,000 GSF of retail space and 16,000 GSF of restaurant uses for the Civic Center area in the Downtown Plan traffic analysis. This alternative assumes the existing Main Library and Lincoln Park would be retained and Lincoln Parking Garage would not be renovated. In addition, this alternative does not include the construction of a hotel. Because the existing Library and Lincoln Park would be retained, grading would be reduced in comparison to the proposed project to 11,200 cubic yards (cy) of import and 350,000 cy of export and the construction schedule would likely be reduced to 69 months. Similar to the proposed project, this alternative would include demolition of the former Courthouse and City Hall.

Adaptive Reuse (Alternative 3) - This alternative considers the potential impacts of rehabilitating the former Long Beach Courthouse to be adaptively reused primarily as City Hall and/or municipal offices. This alternative also considers the demolition of the City Hall-Library Complex to occur by means other than implosion. The Adaptive Reuse Alternative assumes the former Courthouse building would be rehabilitated for a government office use in conformance with the Secretary of the Interior Standards for the Treatment of Historic Properties. Rehabilitation of the building would be conducted in accordance with the California Historic Building Code, which allows for more flexible application of building regulations when impacting a historic resource. It is assumed that all identified character-defining features of the Courthouse building interior would be repaired and maintained in-situ to the highest degree feasible and in accordance with the Secretary’s Rehabilitation Standards and Guidelines. Nonetheless, the majority of these spaces would be altered to accommodate government office uses.



Reduced Density (Alternative 4) - This alternative involves reducing the amount of residential, commercial, and office/library uses proposed for the project site by five percent. Therefore, this alternative assumes the construction of 741 dwelling units, a 190-room hotel, 484,500 gross square feet (GSF) of office uses, 30,400 GSF of retail uses, 7,600 GSF of restaurant uses, and 87,400 GSF of library uses. It is assumed that the footprint of proposed land uses would remain the same; therefore, this alternative would utilize 3.17 acres of Lincoln Park as open space and would have the same overall grading as the proposed project. The construction schedule would be shorter than the proposed project and would occur over approximately 71 months.

Finding

- *Specific economic, legal, social, technological, or other considerations, as discussed in the Statement of Overriding Considerations, outweigh the unavoidable adverse environmental effects; therefore the adverse environmental effects are considered acceptable.*

Facts in Support of Finding

Alternative 1 would not meet any of the project objectives listed in Section II of these Findings. Alternative 2 would involve more overall development and greater overall impacts than the proposed project; therefore, it would not be environmentally superior to the proposed project. Alternative 3 would meet some project objectives, but to a lesser degree than the proposed project. In addition, adaptive reuse of the Courthouse would require substantial upgrades to the building's structural, mechanical, plumbing, fire protection, lighting and electrical systems as well as upgrades to meet disabled access regulations. While the gross building area is approximately 277,000 square feet, the net useable area for office conversion would be much less. The estimated usable office area would be in the 60 to 70 percent range or approximately 180,000 square feet. Seismic strengthening of the existing building structural systems is needed to remain habitable after a seismic event. The probable cost for rehabilitation of the former Courthouse and conversion to municipal office use would range from \$124,650,000 to \$138,500,000. Moreover, Alternative 3 would not eliminate impacts to cultural resources and would not meet the project objective of redeveloping the Civic Center mega-block into a vibrant mix of public and private space, including a grand Civic Plaza. Alternative 4 would meet most of the basic project objectives, but to a lesser degree than the proposed project. Moreover, Alternative 4 would not eliminate any of the unavoidably significant impacts identified for the proposed project.

The overriding social, economic and other considerations set forth in the Statement of Overriding Considerations provide additional facts in support of these findings. Any remaining, unavoidable significant effects are acceptable when balanced against the facts set forth therein.



VII STATEMENT OF OVERRIDING CONSIDERATIONS

A INTRODUCTION

The California Environmental Quality Act (CEQA) and the CEQA Guidelines provide in part the following:

- CEQA requires that the decision maker balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- Where the decision of the public agency allows the occurrence of significant effects that are identified in an EIR, but are not avoided or substantially lessened, the agency must state in writing the reasons to support its action based on the EIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15091 (a)(2) or (a)(3) of the *CEQA Guidelines*.
- If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination (Section 15093 of the *CEQA Guidelines*).

The City of Long Beach, having reviewed and considered the information contained in the Long Beach Downtown Plan Final EIR and the Civic Center Project Final SEIR, adopts the following Statement of Overriding Considerations, originally adopted for the Downtown Plan in January 2012, for the proposed Civic Center Project.

B SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

Although mitigation measures have been included where feasible for potential project impacts as described in the preceding findings, identified measures cannot bring impacts of the Downtown Plan to below a level of significance for the following issues:

- Aesthetics
- Air Quality
- Cultural Resources
- Greenhouse Gas Emissions
- Noise
- Population and Housing
- Public Services
- Traffic and Circulation



Moreover, the proposed Civic Center Project would increase the severity of or substantially contribute to Impacts in the following areas:

- Air Quality (long-term operation, exposure to health risk)
- Cultural Resources
- Noise (construction noise and vibration)

Details of these significant unavoidable adverse impacts are discussed in the Long Beach Downtown Plan Final EIR and the Civic Center Project Final SEIR.

C STATEMENT OF OVERRIDING CONSIDERATIONS

The California Environmental Quality Act requires the lead agency to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project.

The City of Long Beach has determined that the significant unavoidable adverse impacts of the Downtown Plan to which the proposed Civic Center Project would incrementally contribute are acceptable and are outweighed by social, economic and other benefits.

1. The City of Long Beach finds that all feasible mitigation measures have been imposed to lessen impacts from the Downtown Plan and the Civic Center Project to less than significant levels.
2. Implementation of the Civic Center Project pursuant to the Downtown Plan will contribute to long-range development goals identified by the City in the General Plan Land Use Element and the 2010 Long Beach Strategic Plan. The Land Use Element adopted in July 1989 calls for Downtown Long Beach to "build its downtown into a multi-purpose activity center of regional significance...offering a wide variety of activities which result in an overall environment that is attractive and exciting during both the daylight and evening hours", "support efforts aimed at preserving its significant historic and cultural places and buildings", and achieving "architectural continuity with the downtown...through the quality of design, workmanship, and materials utilized."
3. The Civic Center Project will contribute to implementation of the Downtown Plan, which will positively enhance Long Beach by facilitating redevelopment of the Downtown area with a mix of residential, commercial, and public uses in proximity to existing and planned employment, entertainment, retail, and transit opportunities.
4. The Civic Center Project will implement the Downtown Plan, which will enhance access to the Downtown Plan project area by providing a high quality pedestrian environment, efficient vehicular access, parking structures, bicycle-supporting facilities, and access to mass transit.
5. The Civic Center Project will enhance opportunities for private financial investments through employment and business opportunities.



6. By helping to implement the Downtown Plan, the Civic Center Project will strive for sustainability and utilize strategies to encourage efficient use of land and energy conservation. This will further the City's sustainability goals and reduce air pollution in the City.
7. By helping to implement the Downtown Plan, the Civic Center Project will enhance the economic vitality of the Downtown Plan project area and the City as a whole by facilitating economically viable non-residential development that will provide property tax, sales tax, and other revenue opportunities.
8. The Civic Center Project will replace seismically deficient City Hall and Main Library in an expeditious manner.
9. The Civic Center Project will reduce public safety hazards by eliminating the risk of fire, structural collapse, personal injury to trespassers, vandalism and crime, by demolishing the structurally unsound, abandoned, and deteriorated former Long Beach Courthouse building.
10. The Civic Center Project will meet the long term goal of the Harbor Department to bring its headquarters downtown.
11. The Civic Center Project will redevelop the Civic Center mega-block into a vibrant mix of public and private space, including a grand Civic Plaza, which asserts the value and importance of the public realm, and which functions as the City's center for governance, civic engagement and cultural and educational exchange.
12. The Civic Center Project will improve connections between the new Civic Center and greater Downtown through the reestablishment of the small block grid of the historic downtown street fabric and encouragement of a more pedestrian friendly environment.
13. The Civic Center Project will redevelop the Main Library within Lincoln Park and ensure that future library space needs will be considered in the context of the changing role of the modern city library, and revolutionary change in media and technology that will influence the library of the future.
14. The Civic Center Project will revitalize Lincoln Park into a destination park with amenities appropriate for visitors, residents and Downtown workers.
15. The Civic Center Project will provide needed new housing in downtown Long Beach, including housing that is affordable to moderate income persons.

Therefore, the City of Long Beach, having reviewed and considered the information contained in the Downtown Plan Final EIR and the Civic Center Project Final SEIR, adopts the Statement of Overriding Considerations that has been balanced against the unavoidable adverse impacts in reaching a decision on the Civic Center Project.



EXHIBIT B

CITY OF LONG BEACH CIVIC CENTER PROJECT

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.

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
AESTHETICS							
DT Mitigation Measure AES-2(a) <u>Lighting Plans and Specifications</u>. 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			
DT Mitigation Measure AES-2(b) <u>Building Material Specifications</u>. 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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DT Mitigation Measure AES-2(c) Light Fixture Shielding. 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			
DT Mitigation Measure AES-2(d) Window Tinting. 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			
DT Mitigation Measure AES-3 Shadow Impacts. 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>SEIR Mitigation Measure AES-2 Construction Screening. 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>	<p>Verification that temporary fencing is installed around the perimeter of the construction site and that signs are posted on fencing</p>	<p>During construction</p>	<p>Periodically throughout construction</p>	<p>OCM</p>			
<p>AIR QUALITY</p>							
<p>DT Mitigation Measure AQ-1(a) 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"> 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_x reduction, 20 percent VOC reduction, and 45 percent particulate reduction compared to the 2011 ARB fleet average, as contained in the URBEMIS output sheets in Appendix C. Acceptable options for 	<p>Field verification of compliance for individual project components</p>	<p>During construction</p>	<p>Periodically throughout construction of individual project components</p>	<p>OCM</p>			

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<p>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"> 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. If, at the time of construction, SCAQMD, CARB, or the EPA has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more 							

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<p>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"> • 							
<p>DT Mitigation Measure AQ-1(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 NO₂, CO, PM₁₀, and PM_{2.5} 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>DT Mitigation Measure AQ-2 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"> • 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. • 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. • The proposed structures shall be designed to meet current Title 24 + 20 percent energy efficiency 	<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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<p>standards and shall include photovoltaic cells on the rooftops to achieve an additional 25 percent reduction in electricity use on an average sunny day.</p> <ul style="list-style-type: none"> 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. 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. 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. <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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					Initial	Date	Comments
<p>DT Mitigation Measure AQ-4(a) The following measures shall be implemented to reduce exposure of sensitive receptors to operational emissions of TACs:</p> <ul style="list-style-type: none"> 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. 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. 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. 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. When determining the exact type of facility that would occupy the proposed commercial space, the City shall take into consideration its toxic-producing potential. 	<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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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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<ul style="list-style-type: none"> 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. 							
<p>DT Mitigation Measure AQ-4(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"> 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. The heating, ventilation, and air conditioning (HVAC) systems shall be used to maintain all residential units under positive pressure at all times. An ongoing education and maintenance plan about the filtration systems associated with HVAC shall be developed and implemented for residences. To the extent feasible, sensitive receptors shall be located as far away from the POLB as possible. 	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>DT Mitigation Measure AQ-5 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>DT Mitigation Measure AQ-6 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"> 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. 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. Truck loading docks and delivery areas shall be located as far away as feasible from existing and proposed 	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>sensitive receptors.</p> <ul style="list-style-type: none"> 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.) 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.) <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>SEIR Mitigation Measure AQ-2 Air Quality Safety Plan. 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"> A radius around the project site in which the public is prevented from being outdoors. Advanced notification of potential particulate matter and asbestos exposure to all land uses within 1,000 feet of the project site. Notice that windows shall be closed at all buildings within the safety radius during the implosion until the City has provided notice that particulate matter and 	<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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asbestos concentrations have reached background concentrations. • Air quality monitoring during the day of the implosion to confirm when particulate matter and asbestos concentrations have reached background concentrations.							
SEIR Mitigation Measure AQ-3(a) Low VOC Paint. 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.	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			
SEIR Mitigation Measure AQ-3(b) Barbecue Outlets. Provide electric and propane barbecue outlets in all residential outdoor areas.	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			
CULTURAL RESOURCES							
DT Mitigation Measure CR-1(a) 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.	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			
DT Mitigation Measure CR-1(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 & 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 Local Landmark (Status Code 6L and 6Z); <u>Notification of Historic Preservation Staff</u>	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>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> <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</p>							

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<p>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>DT Mitigation Measure CR-2(a) 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>DT Mitigation Measure CR-2(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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DT Mitigation Measure CR-2(c) 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			
DT Mitigation Measure CR-3(a) 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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<p>DT Mitigation Measure CR-3(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.</p>	<p>Verification that any paleontological resources identified during grading and construction of individual project components have been appropriately salvaged</p>	<p>Prior to re-initiating work (if fossils unearthed)</p>	<p>As necessary throughout construction of individual project components</p>	<p>LBDS, OCM</p>			
<p>SEIR Mitigation Measure CR-1(a) <u>Historic Artifact Collection Program</u>. 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.</p>	<p>Identification of existing historic artifacts, documents, and other objects; itemize, cataloguing and rehousing of items</p>	<p>Prior to issuance of demolition permits</p>	<p>Once</p>	<p>LBDS</p>			

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<p>SEIR Mitigation Measure CR-1(b) Building Documentation. 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>GEOLOGY AND SEISMICITY</p>							
<p>DT Mitigation Measure Geo-1 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>DT Mitigation Measure Geo-2 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>DT Mitigation Measure Geo-3 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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GREENHOUSE GAS EMISSIONS							
DT Mitigation Measure GHG-1(a) Implement Mitigation Measure AQ-1. 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			
DT Mitigation Measure GHG-1(b) Implement Additional Measures to Control Construction-Generated GHG Emissions. 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. The City's recommended measures for reducing	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>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"> • Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> ○ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort), ○ perform equipment maintenance (inspections, detect failures early, corrections), ○ train equipment operators in proper use of equipment, ○ use the proper size of equipment for the job, and ○ use equipment with new technologies (repowered engines, electric drive trains). • Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power. • Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment (emissions of NO_x 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). • Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. • 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. • Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75 percent by weight). • Use locally sourced or recycled materials for construction materials (goal of at least 20 percent based on costs for building materials, and based on 							

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<p>volume for roadway, parking lot, sidewalk, and curb materials).</p> <ul style="list-style-type: none"> Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. Produce concrete onsite if determined to be less emissive than transporting ready mix. 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). 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. 							
<p>DT Mitigation Measure GHG-2(a) Implement Mitigation Measure AQ-3. 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>DT Mitigation Measure GHG-2(b) Implement Additional Measures to Reduce Operational GHG Emissions. 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> <ul style="list-style-type: none"> The project applicant shall incorporate feasible GHG reduction measures that, in combination with existing 	<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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<p>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 CO₂e/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.</p> <ul style="list-style-type: none"> • 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 CO₂e/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"> ○ 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 in the future by ARB or other public agency pursuant to AB 32, or by EPA; 							

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<ul style="list-style-type: none"> 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; 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; 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; 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; 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 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 owner would not proceed with the project in the face of such costs. 							

• In considering how much, and what kind of, mitigation is

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<p>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 & 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).</p> <p>Energy Efficiency</p> <ul style="list-style-type: none"> o Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines). o Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of Title 24 [as of 2007] by 20 percent). o Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use. o 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. o Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes. <p>Water Conservation and Efficiency</p> <ul style="list-style-type: none"> 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 							

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<p>other turf-dependent spaces.</p> <ul style="list-style-type: none"> o Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars. o Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. o Design buildings and lots to be water efficient. Only install water-efficient fixtures and appliances. 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. o Provide education about water conservation and available programs and incentives. 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. <p>Solid Waste Measures</p> <ul style="list-style-type: none"> o Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). o Provide interior and exterior storage areas for recyclables and green waste at all buildings. o Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development. o Provide education and publicity about reducing 							

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waste and available recycling services. Transportation and Motor Vehicles <ul style="list-style-type: none"> 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). 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). 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. 							

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HAZARDS AND HAZARDOUS MATERIALS							
DT Mitigation Measure Haz-1(a) 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			
DT Mitigation Measure Haz-1(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>DT Mitigation Measure Haz-1(c) 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>DT Mitigation Measure Haz-3(a) 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>DT Mitigation Measure Haz-3(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 complies with the applicable RWQCB and NPDES permit</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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standards before disposal.							
DT Mitigation Measure Haz-3(c) 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			
DT Mitigation Measure Haz-3(d) 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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HYDROLOGY AND WATER QUALITY							
<p>DT Mitigation Measure Hydro-1 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"> • Cover all storage areas, including soil piles, fuel and chemical depots. Protect from rain and wind with plastic sheets and temporary roofs. • 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. • Implement street sweeping and vacuuming as needed and as required. <p><u>Pollutant Containment Areas</u></p> <ul style="list-style-type: none"> • 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. • Locate construction-related equipment and processes that contain or generate pollutants in secure areas, away from storm drains and gutters. • Place construction-related equipment and processes that contain or generate pollutants in bermed and plastic-lined depressions to contain all materials within 	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"> • Park, fuel, and clean all vehicles and equipment in one designated, contained area. <p><u>Pollutant Detainment Methods</u></p> <ul style="list-style-type: none"> • 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. <p><u>Recycling/Disposal</u></p> <ul style="list-style-type: none"> • 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). • Provide disposal facilities. Develop a protocol for cleanup and disposal of small construction wastes (i.e., dry concrete). <p><u>Hazardous Materials Identification and Response</u></p> <ul style="list-style-type: none"> • Develop a protocol for identifying risk operations and materials. Include protocol for identifying source and distribution of spilled materials. • Provide a protocol for proper clean-up of equipment and construction materials, and disposal of spilled substances and associated cleanup materials. • Provide an emergency response plan that includes contingencies for assembling response teams and immediately notifying appropriate agencies. 							

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DT Mitigation Measure Hydro-2 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			
DT Mitigation Measure Hydro-3 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			
NOISE							
DT Mitigation Measure Noise-1(a) 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"> All internal combustion-engine-driven equipment shall be equipped with mufflers that are in good operating condition and appropriate for the equipment. 	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 construction of	LBDS, OCM			

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<ul style="list-style-type: none"> • "Quiet" models of air compressors and other stationary construction equipment shall be employed where such technology exists. • 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. • Unnecessary idling of internal combustion engines (i.e., in excess of 5 minutes) shall be prohibited. • Foundation pile holes shall be predrilled, as feasible based on geologic conditions, to minimize the number of impacts required to seat the pile. • Construction-related traffic shall be routed along major roadways and away from noise-sensitive receptors. • 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). • 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. • 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. • 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 location that registered the complaint. The noise measurements shall be conducted for a minimum of 1 			individual project components				

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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>DT Mitigation Measure Noise-1(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"> 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. <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. 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</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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minimum overlap of 2 inches							
<p>DT Mitigation Measure Noise-2 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"> • 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. • 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. • 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. • Vibration levels limits for suspension of construction activities and implementation of contingencies to either lower vibration levels or secure the affected structures. • 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. 	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			
<p>DT Mitigation Measure Noise-5 In areas where new residential development would be exposed to L_{dn} of greater than 65 dBA, the City will require site-specific</p>	Implemented in Civic Center Project SEIR; no further action is						

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<p>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"> 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. Provide mechanical ventilation in all residential units proposed along roadways or in areas where noise levels could exceed 65 dBA L_{dn} so that windows can remain closed at the choice of the occupants to maintain interior noise levels below 45 dBA L_{dn}. <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 L_{dn}.</p>	required						
<p>DT Mitigation Measure Noise-6 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"> 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. Require the placement of all commercial HVAC machinery to be placed within mechanical equipment rooms wherever possible. <p>Require the provision of localized noise barriers or rooftop 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.</p>	Implemented in Civic Center Project SEIR; no further action is required						

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DT Mitigation Measure Noise-7 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			
SEIR Mitigation Measure Noise-1 Noise Control Plan. 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"> • A site-specific map that delineates the hearing damage radius. • Safety measures to ensure that community members would not be within this radius during implosion. • Control measures designed by an implosion expert to reduce noise at the source of the implosion. • A statement that all demolition-related damage shall be repaired. 	Verification that a Noise Control Plan is prepared	Prior to issuance of building permits	Once per individual project component	LBDS, OCM			
SEIR Mitigation Measure Noise-2(a) Loading Areas. 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			
SEIR Mitigation Measure Noise-2(b) Sound-Rated Windows and Glass Doors Near Commercial Uses. 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			
SEIR Mitigation Measure Noise-3 Vibration Control Plan. If demolition occurs by implosion, the City shall approve a Vibration Control Plan that promotes public health and adjacent buildings, and includes: <ul style="list-style-type: none"> • A site-specific estimate of the potential zones of 	Verification that a Vibration Control Plan is prepared	Prior to issuance of building permits	Once per individual project component	LBDS, OCM			

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vibration perceptibility and building damage. <ul style="list-style-type: none"> • A pre-construction survey to assess the foundations and facades of buildings within the damage zone. • A post-construction survey to assess damage, if any, caused by implosion. • A statement that all demolition-related damage shall be repaired. 							
SEIR Mitigation Measure Noise-6(a) Mechanical Ventilation. 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.	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			
SEIR Mitigation Measure Noise-6(b) Sound-Rated Windows and Sliding Glass Doors. 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.	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			
Traffic and Circulation							
DT Mitigation Measure Traf-1(a) 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, as follows: <ol style="list-style-type: none"> 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 	Implemented in Civic Center Project SEIR; no further action is required						

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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.							
DT Mitigation Measure Traf-1(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"> • Alamitos Avenue north of Ocean Boulevard • Pine Avenue north of Ocean Boulevard • Pacific Avenue north of Ocean Boulevard • 7th Street from I-710 to Alamitos Avenue • 6th Street from I-710 to Alamitos Avenue • Broadway from I-710 to Alamitos Avenue • Ocean Boulevard from Shoreline to Alamitos Avenue (to join the proposed system starting at Alamitos Avenue) • Others as needed, to be determined by the City Traffic Engineer and Public Works Director 2. 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	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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<p>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.</p> <p>3. Implement transit signal priority for Long Beach Boulevard and upgrade traffic signal system equipment and operations along the Blue Line light rail route.</p> <p>4. Upgrade and improve traffic signal equipment throughout Downtown for safety and operational enhancements.</p>							
<p>DT Mitigation Measure Traf-1(c) 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"> • Bicycle improvements (detection, signalization, etc.) • In-pavement LED crosswalk lights • Automatic pedestrian detection (i.e., infrared, microwave, or video detection) • Illuminated push buttons • Countdown pedestrian signals • Adaptive pedestrian clearance (increasing the flashing DON'T WALK time based on location of pedestrians in the crosswalk) • Enhanced signal equipment including mast arms, poles, signal heads, and other necessary enhancements for safety and operations <p>Communications enhancements as needed to tie the system together with the Traffic Control Center in City Hall.</p>	<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</p>	<p>Prior to issuance of building permits</p>	<p>Once per individual project component</p>				
<p>DT Mitigation Measure Traf-1(d) Traffic Calming and Pedestrian Amenities. 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</p>	<p>Review and approval of improvement plans for individual project components to verify compliance with City requirements</p>	<p>Prior to issuance of building permits</p>	<p>Once per individual project component</p>	<p>LBPWD</p>			

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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).							
DT Traf-1(e) 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						
DT Traf-1(f) 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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UTILITIES/SERVICE SYSTEMS							
DT Mitigation Measure Utilities-3(a) 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			
DT Mitigation Measure Utilities-3(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			
DT Mitigation Measure Utilities-3(c) 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			
DT Mitigation Measure Utilities-3(d) 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			
OTHER CEQA							

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SEIR Mitigation Measure Other-1 <u>Fumigation</u> . 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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