

## EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project, and the environmental impacts, mitigation measures, and residual impacts associated with the proposed project.

### PROJECT SYNOPSIS

#### Project Proponent

City of Long Beach  
333 West Ocean Boulevard 5th Floor  
Long Beach, California 90802

#### Project Description

This Supplemental Environmental Impact Report (SEIR) has been prepared to examine the potential environmental effects of the proposed Civic Center Project. The following is a summary of the full project description, which may be found in Section 2.0, *Project Description*.

The design of the proposed Civic Center project follows the guidance of the Downtown Plan (the “Downtown Plan”), which was adopted in January 2012. The City prepared a Program Environmental Impact Report (Final EIR) for the Downtown Plan in accordance with CEQA (SCH# 2009071006). The Downtown Plan Final EIR was certified in January 2012. The Downtown Plan project area covers approximately 719 acres in Long Beach. The Downtown Plan provides development standards and design guidelines for an expected increase in the density and intensity of existing Downtown land uses by allowing up to: (1) approximately 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 development assumed in the Downtown Plan would occur over a 25-year time period.

The SEIR tiers from the Downtown Plan Final EIR. In accordance with CEQA, the SEIR is a focused study of key issues that were not identified at a project level as part of the Downtown Plan Final EIR. Specifically, the SEIR addresses issues about which potential impacts were not known at the time of preparation of the Downtown Plan Final EIR or for which Downtown Plan EIR mitigation measures stipulate further analysis on a project-by-project basis.

The proposed project would involve demolishing existing buildings on the project site and developing a new City Hall, a new Port Building for Harbor Department administration, a new and relocated Main Library, a redeveloped Lincoln Park, a residential development, and a commercial mixed use development. In total, the project includes 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. Demolition of the former courthouse was studied in the Long Beach Courthouse Demolition Project Draft EIR (SCH# 2014051003) that was circulated in October and November of 2014. Construction is anticipated to begin in June 2016 and last approximately seven years, ending by approximately July 2022. The project would export a total of 380,000 cubic yards (cy) of soil and import a total of 68,200 cy of soil.



Specific project components are summarized below.

### **Civic Block**

The Civic Block consists of three major components:

- **Port Building.** The Port Building would be up to 11 stories in height (approximately 164 feet tall), utilizing a concrete frame structure of up to 240,000 gross square feet (gsf).
- **City Hall Building.** The City Hall building would be an approximately 270,000 gsf, up to 11-story concrete frame structure (approximately 165 feet tall) that includes office space for City staff and elected officials. Located around and between the City Hall and Port Building would be a 73,000 square foot (sf) Civic Plaza, which would include hardscape and landscape elements appropriate for larger spontaneous gatherings as well as planned events.
- **Port and City Hall Foundations.** The Port and City Hall buildings would share a common underground parking structure with approximately 509 new spaces of underground parking in a 2 to 2.5 level below grade structure that includes a below grade loading dock.

Construction on the Civic Block would begin once the former Long Beach Courthouse building occupying the site is removed.

### **Lincoln Park and New Library Block**

Improvements to the Lincoln Park and New Library Block consist of two primary components: a new Main Library and a new Lincoln Park.

- **Main Library.** A new two-story (approximately 42 feet tall) Main Library of up to 92,000 gsf would be constructed utilizing a wood frame structure built on top of the existing Lincoln Parking Garage roof deck. Lincoln Parking Garage would be renovated to include enhancements to the existing parking structure necessary to support the Library.
- **Lincoln Park.** After occupation of the new Library, the existing Main Library would be demolished and the site would be redeveloped into a new Lincoln Park. The new Main Library would be located in the park. The open space area, not including the library footprint, would be approximately 3.17 acres.

### **Third and Pacific Block**

The project would include construction of a seven-story, multi-family residential complex on this 0.9-acre lot. The structure would have up to 200 residential units and be up to 235,000 gsf. The complex would also include a parking structure with up to two levels below grade and up to three levels above ground partially wrapped by the residential units. Up to 250 parking stalls would be included in this structure and the building would be serviced by at grade loading facilities.



### **Center Block**

After the New City Hall is operational, the existing City Hall structure would be demolished and a mixed use project would be developed in its place. The Center Block commercial development would include up to 580 residential units totaling up to 650,000 gsf and up to 32,000 gsf of retail and 8,000 gsf of restaurant space. A 200-room hotel may also be included as component of the project. An underground parking garage would service this parcel with up to 725 new parking spaces and the two buildings comprising the new development would be serviced by at-grade loading facilities. The building adjacent to Ocean Boulevard (the Ocean Lot) would be approximately 85 feet in height and up to seven stories tall. The building adjacent to Broadway Garage would be approximately 432 feet in height and approximately 36 stories tall.

Implementation of the proposed project would require the following approvals:

- Long Beach Planning Bureau will review, comment and ultimately provide recommendations to the Planning Commission on the site plan, zoning and subdivision entitlement applications outlined above.
- Long Beach Planning Commission will review in a public hearing and consider approval recommendations for the entitlement applications and CEQA review documentation.
- Long Beach City Council will review in a public hearing and approve any Statutory Development Agreements related to private development site plans and other subdivision and zoning actions.
- Long Beach City Council will review in a public hearing (a portion of which may be in closed session) and approve project's transactional documents.
- Long Beach Parks and Recreation Commission will review and approve the Lincoln Park Design.
- Long Beach Gas and Oil will review and approve the gas service utility design.
- Long Beach Water Department will review and approve the water service utility design.
- Long Beach Traffic and Transportation Bureau, Traffic Engineering Division will review and approve the street and intersection improvement designs.
- Long Beach Department of Public Works will review and approve the utility excavation plans, management of traffic plans and work related to improvements within the Public Right of Way.
- Long Beach Building and Safety Bureau will review and approve the building plans and issue permits.
- Long Beach Fire Department will review and approve the building plans for fire and life safety issues.

In addition to the above City approvals, the Board of Harbor Commissioners will review and approve their components of the project, including any direct contracts between Plenary-Edgemoor Civic Partners (PECP), the City's development partner, and the Harbor Department that are not a part of the City's agreements.



## ALTERNATIVES

As required by CEQA, this SEIR examines a range of alternatives to the proposed project. Studied alternatives include the following alternatives.

**No Project (Alternative 1)** – This alternative assumes that the proposed project is not constructed on the site. It assumes that the 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. The No Project Alternative is required by CEQA also suggested by the Office of Historic Preservation during the SEIR scoping process.

**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. As the existing Library and Lincoln Park would be retained, grading would be reduced in comparison to the proposed project to 11,200 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 responds to requests from the California Office of Historic Preservation and others during the SEIR scoping process to consider an alternative that would preserve existing onsite historic resources. 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.

RRM Design Group conducted a conceptual feasibility study assessment to re-purpose the former Courthouse building for a government office use. That study is included in Appendix H of the Long Beach Courthouse Demolition Project Draft EIR. In summary, the assessment concludes that the building would require substantial upgrades to the building's structural, mechanical, plumbing, fire protection, lighting and electrical systems. To meet disabled access regulations several upgrades to the building entries, lobby, circulation, parking, and restrooms would require substantial renovation. 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 study estimated that the probable cost for the rehabilitation of the former Courthouse and conversion to municipal office use would range from \$124,650,000 to \$138,500,000.

**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 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.

## **ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

The No Project Alternative (Alternative 1) is considered environmentally superior, since it would avoid or reduce the proposed project's potential impacts in all environmental impact areas and would have no environmental impact. However, this alternative would not meet any of the project objectives (stated in Section 2.0, *Project Description*) because it would not carry out the proposed project, nor would it meet the Downtown Plan guiding principles for the Downtown Plan Area.

Of the remaining three alternatives, the Reduced Density Alternative, which would reduce the proposed project's potential impacts in aesthetics, air quality, GHG emissions, noise and vibration, and traffic and transportation, is the environmentally superior alternative. The only environmental impact areas for which impacts would not be reduced is cultural resources, for which the Reduced Density Alternative would have impacts similar to those of the proposed project. This alternative would meet the basic objectives of the project because it would allow for replacement of seismically deficient buildings, reduce public safety hazards, locate the Harbor Department headquarters in the Downtown Plan Area, redevelop the Civic Center mega-block, redevelop the former Courthouse, improve connections between the new Civic Center and greater Downtown, redevelop the Main Library, revitalize Lincoln Park, cap the City's ongoing maintenance costs, increase energy efficiency, provide affordable housing, connect to surrounding businesses and residential uses, and activate the perimeter streetscape. However, because the Reduced Density Alternative would involve a reduction in the total amount of residential, office, and commercial uses developed, it would meet the project objectives to a proportionally lesser degree than the proposed project.

## **SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Table ES-1 summarizes the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if any). Impacts are categorized by classes. Class I impacts are defined as significant, unavoidable adverse impacts which require a statement of overriding considerations to be issued per Section 15093 of the *CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that



can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *CEQA Guidelines*. Class III impacts are less than significant impacts.

**Table ES-1  
 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

Impact	Mitigation Measures	Significance After Mitigation
<b>AESTHETICS</b>		
<p><b>Impact AES-1</b> 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, and potential impacts to scenic resources would be Class III, less than significant.</p>	None required.	Less than significant.
<p><b>Impact AES-2</b> The 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. The Downtown Plan EIR determined that buildout of the Downtown Plan would result in a Class III, less than significant impact. The project would result in temporary construction impacts to visual character and quality that would be Class II, less than significant with mitigation.</p>	<p><b>AES-2 Construction Screening.</b> 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.</p>	Less than significant.
<p><b>Impact AES-3</b> The proposed project includes high-rise structures that would cast shadows onto adjacent properties. The Downtown Plan EIR determined that shadow impacts would be Class I, significant and unavoidable. However, shadows from project 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. The proposed project would not contribute to this Class I impact and would, therefore, have a Class III, less than significant impact.</p>	None required.	Less than significant.



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Impact	Mitigation Measures	Significance After Mitigation
<b>AIR QUALITY</b>		
<p><b>Impact AQ-1</b> The proposed project would not directly or indirectly generate population growth beyond that anticipated in the Downtown Plan EIR and AQMP forecasts. Impacts relating to AQMP consistency are, therefore, Class III, less than significant.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p><b>Impact AQ-2</b> Onsite construction activity would generate temporary emissions. The Downtown Plan EIR determined that construction emissions associated with buildout of the Downtown Plan would result in Class I, significant and unavoidable impacts. The proposed project would contribute to this impact; however, project emissions would not exceed SCAQMD regional thresholds or LSTs. However, if demolition occurs by implosion, the project would result in significant impacts related to localized PM10 emissions and asbestos exposure without additional mitigation. Impacts would, therefore, be Class II, less than significant with mitigation.</p>	<p>Downtown Plan EIR Mitigation Measures AQ-1(a) through AQ-1(c) would apply to the proposed project. In addition to these measures, the following mitigation measure would apply:</p> <p><b>AQ-2 Air Quality Safety Plan.</b> If demolition occurs by implosion, the City shall approve an Air Quality Safety Plan that protects public health. The Plan shall be prepared with and approved by the South Coast Air Quality Management District. Public safety measures include:</p> <ul style="list-style-type: none"> <li>• A radius around the project site in which the public is prevented from being outdoors;</li> <li>• Advanced notification of potential particulate matter and asbestos exposure to all land uses within 1,000 feet of the project site;</li> <li>• Notice that windows 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;</li> <li>• Air quality monitoring during the day of the implosion to confirm when particulate matter and asbestos concentrations have reached background concentrations.</li> </ul>	<p>Less than significant.</p>
<p><b>Impact AQ-3</b> 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 EIR determined that operational emissions associated with buildout of the Downtown Plan would result in a Class I, significant and unavoidable impact. The proposed project would contribute to this impact and would be a Class I, significant and unavoidable impact.</p>	<p>Downtown Plan EIR Mitigation Measure AQ-2 would apply to the proposed project. In addition to this measure, the following mitigation measure would apply:</p> <p><b>AQ-3(a) Low-VOC Paint.</b> The project applicant shall require all development operator(s) to use low-VOC paint on all interior and exterior surfaces. Paint should not exceed 50 g/L for all interior surfaces and exterior surfaces.</p> <p><b>AQ-3(b) Low-VOC Paint.</b> <u>Provide electric and propane barbecue outlets in all residential outdoor areas.</u></p>	<p>Significant.</p>



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<p><b>Impact AQ-4</b> Project traffic would generate CO emissions that have the potential to create high concentrations of CO, or CO hotspots. However, project 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 Class III, less than significant.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p><b>Impact AQ-5</b> The Downtown Plan EIR determined that implementation of the Downtown Plan could result in exposure of receptors to short- and long-term emissions of toxic air contaminants (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 EIR to be Class I, significant and unavoidable. Operation of the proposed project would increase mobile source emissions of TACs in the Downtown Plan Area, however, fewer than 100 trucks and 40 trucks equipped with transportation refrigeration units (TRUs) per day would be accommodated by the proposed project. Therefore, impacts from mobile source emissions of TACs would be Class III, less than significant; however, because the project would place residential uses within the Downtown Plan Area, impacts from Port of Long Beach and offsite stationary sources would remain Class I, significant and unavoidable.</p>	<p>Downtown Plan EIR Mitigation Measures AQ-4(a) and AQ-4(b) would apply to the proposed project.</p>	<p>Significant.</p>
<p><b>CULTURAL RESOURCES</b></p>		
<p><b>Impact CR-1</b> 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 EIR determined that buildout of the Downtown Plan would result in Class I, significant and unavoidable</p>	<p>Downtown Plan EIR Mitigation Measure CR-1(b) would apply to the proposed project. In addition to this measure, the following mitigation measure would apply:</p> <p><b>CR-1(a) Historic Artifact Collection Program.</b> Impacts resulting from the demolition of the City Hall-Library Complex and Courthouse shall be minimized through development of an archival identification and</p>	<p>Significant.</p>





**Table ES-1  
 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

Impact	Mitigation Measures	Significance After Mitigation
<p>impacts. Demolition of the Old Courthouse and the Long Beach City Hall-Library Complex would contribute to this Class I impact and would be a Class I, significant and unavoidable impact.</p>	<p>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.</p> <p><b>CR-1(b) Building Documentation.</b> Impacts resulting from the demolition of the City Hall-Library Complex and Old Courthouse shall be minimized through archival documentation of as-built and as-found condition. Prior to issuance of the first occupancy permit for the project, the lead agency shall ensure that documentation of the building is completed in accordance with the general guidelines of Historic American Building Survey (HABS) documentation. The documentation shall include large-format photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History. The original archival-quality documentation shall be offered as donated material to repositories that will make it available for current and future generations. Archival copies of the documentation also would be submitted to the City of Long Beach Development Services Department, the downtown branch of the Long Beach Public Library, and the Historical Society of Long Beach where it would be available to local researchers. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach Development Services Department.</p>	



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Impact	Mitigation Measures	Significance After Mitigation
<b>GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE</b>		
<p><b>Impact GHG-1</b> Development associated with the proposed project would generate additional GHG emissions beyond existing conditions from construction and operational activities. The Downtown Plan EIR determined that both construction and operational GHG emissions associated with buildout of the Downtown Plan would result in significant and unavoidable impacts. The proposed project would contribute to this impact; however, GHG emissions would not exceed the 6.6 MT CO<sub>2</sub>e per service population per year significance threshold as required by Downtown Plan EIR Mitigation Measure AQ-2 and no additional mitigation measures would be required. Impacts would therefore be Class III, less than significant.</p>	<p>Downtown Plan EIR Mitigation Measures GHG-1(a) and GHG-1(b) would apply to the project. No additional mitigation measures are required.</p>	<p>Less than significant.</p>
<p><b>Impact GHG-2</b> The proposed 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. Impacts related to consistency with GHG plans and policies would therefore be Class III, less than significant.</p>	<p>Downtown Plan EIR Mitigation Measures GHG-2(a) and GHG-2(b) would apply to the project. No additional mitigation measures are required.</p>	<p>Less than significant.</p>
<b>NOISE AND VIBRATION</b>		
<p><b>Impact N-1</b> Construction-related activities associated with the proposed project would generate noise that could exceed City of Long Beach standards at existing receptors. Residential uses proposed by the project may also be exposed to noise levels that exceed City standards. The Downtown Plan 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 contribute to this impact and mitigation would not be feasible to reduce the impact to a less than significant level. This is a Class I, significant and unavoidable impact.</p>	<p>Downtown Plan EIR Mitigation Measures Noise-1(a) and Noise-1(b) would apply to the project. In addition to these measure, the following mitigation measure would apply:</p> <p><b>Noise-1 Noise Control Plan.</b> If demolition occurs by implosion, the City shall approve a Noise Control Plan that protects public health and includes:</p> <ul style="list-style-type: none"> <li>• A site-specific map that delineates the hearing damage radius;</li> <li>• Safety measures to ensure that community members would not be within this radius during the implosion;</li> <li>• Control measures designed by an implosion expert to reduce noise at the source of the implosion; and</li> <li>• A statement that all demolition-related damage shall be repaired.</li> </ul>	<p>Significant.</p>



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Impact	Mitigation Measures	Significance After Mitigation
<p><b>Impact N-2</b> Operational activities associated with the proposed project would generate noise that could exceed City of Long Beach standards at existing receptors. Residential uses proposed by the project may also be exposed to noise levels that exceed City standards. The Downtown Plan EIR determined that operation associated with buildout of the Downtown Plan would result in a potentially significant impact unless mitigation is incorporated. The proposed project would contribute to this impact and mitigation would be required. This is a Class II, significant but mitigable impact.</p>	<p><b>Noise-2(a) Loading Areas.</b> The applicant shall submit site plans to the Department of Development Services showing that all loading and unloading areas would be oriented away from existing sensitive receptors and/or shielded by the proposed buildings such that the line-of-sight would be broken.</p> <p><b>Noise-2(b) Sound-Rated Windows and Glass Doors Near Commercial Uses.</b> The applicant shall install sound-rated windows and sliding glass doors on all residential units that are within 50 feet of commercial uses. Windows shall be at least STC 35 to ensure that commercial activities do not result in interior noise levels exceeding 35 dBA when the windows are closed.</p>	<p>Less than significant.</p>
<p><b>Impact N-3</b> Construction-activities associated with the proposed project could generate ground-borne vibration. The Downtown Plan EIR and Long Beach Courthouse Demolition Project Draft EIR determined that impacts related to construction-generated vibration would be significant and unavoidable. The proposed project would contribute to this impact and construction-related vibration would therefore be a Class I, significant and unavoidable impact.</p>	<p>Downtown Plan EIR Mitigation Measures Noise-2(a) and Noise-2(b) would apply to the project. In addition to these measures, the following mitigation measure would apply:</p> <p><b>Noise-3 Vibration Control Plan.</b> If demolition occurs by implosion, the City shall approve a Vibration Control Plan that protects public health and adjacent buildings, and includes:</p> <ul style="list-style-type: none"> <li>• A site-specific estimate of the potential zones of vibration perceptibility and building damage;</li> <li>• A pre-construction survey to assess the foundations and facades of buildings within the damage zone;</li> <li>• A post-construction survey to assess damage, if any, caused by implosion; and</li> <li>• A statement that all demolition-related damage shall be repaired.</li> </ul>	<p>Significant.</p>
<p><b>Impact N-4</b> Operational activities associated with the proposed project could generate ground-borne vibration. The Downtown Plan EIR determined that impacts related to operational vibration would be less than significant. The proposed project would not result in additional impacts beyond those determined in the Downtown Plan EIR and operational vibration would therefore be a Class III, less than significant impact.</p>	<p>None required.</p>	<p>Less than significant.</p>



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<p><b>Impact N-5</b> Traffic generated by the proposed project is not anticipated to result in noise level increases along roadways in the project vicinity. Traffic-related increases in noise would not exceed the City's threshold at sensitive receptors along roadway segments. The Downtown Plan EIR also determined that traffic-generated noise increases resulting from the Downtown Plan would be less than significant. This is a Class III, less than significant impact.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p><b>Impact N-6</b> Noise levels at proposed sensitive receptors may exceed City thresholds for interior and exterior noise. The Downtown Plan 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 the City's noise standards. The Downtown Plan required site-specific noise analysis and mitigation for individual projects. The proposed project would contribute to this impact and such mitigation would be required. This is a Class II, significant but mitigable impact.</p>	<p><b>Noise-6(a) Mechanical Ventilation.</b> The applicant shall provide mechanical ventilation in all residential units proposed along Broadway, Pacific Avenue, Third Street, Cedar Avenue, Chestnut Avenue, and First Street, so that windows can remain closed at the choice of the occupants to maintain interior noise levels below <u>3545</u> dBA Ldn.</p> <p><b>Noise-6(b) Sound-Rated Windows and Sliding Glass Doors.</b> The applicant shall install sound-rated windows and sliding glass doors on the residential units that face Broadway, Pacific Avenue, Third Street, and Cedar Avenue, as well as the proposed library, such that interior noise levels would not exceed <u>3545</u> dBA Ldn when the windows are closed.</p>	<p>Less than significant.</p>
<p><b>TRANSPORTATION AND TRAFFIC</b></p>		
<p><b>Impact T-1</b> Implementation of the proposed project would increase traffic on the surrounding street network. The Downtown Plan EIR determined that buildout of the Downtown Plan would result in Class I, significant and unavoidable traffic impacts. The proposed 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 proposed project would be Class III, less than significant.</p>	<p>None required. The Downtown Plan EIR includes Mitigation Measures Traf-1(a) through Traf-1(d) that include traffic signal system improvements and traffic calming amenities designed to enhance traffic circulation in the Downtown Area.</p>	<p>Less than significant.</p>



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**Summary of Environmental Impacts,**  
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Impact	Mitigation Measures	Significance After Mitigation
<b>Impact T-2</b> The proposed project does not include any hazardous design features. Impacts associated with the proposed project would be Class III, less than significant.	None required.	Less than significant.
<b>OTHER CEQA</b>		
Demolition could potentially disturb vermin in existing buildings, which, if substantial, could pose a public health hazard.	<b>Other-1 Fumigation.</b> Prior to issuance of demolition permits, the project applicant shall fumigate all buildings.	Less than significant.



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