City of Long Beach

Press-Telegram Mixed-Use Development Project

Draft Environmental Impact Report

SCH # 2006031124

August 2006

PRESS-TELEGRAM
MIXED-USE DEVELOPMENT PROJECT

Draft
Environmental Impact Report

***State Clearinghouse No.* 2006031124**

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Press-Telegram Mixed Use Development EIR

Table of Contents

Page

Executive Summary ES-1

1.0 Introduction
- 1.1 Environmental Impact Report Background 1-1
- 1.2 Purpose and Legal Authority 1-2
- 1.3 Scope and Content/Environmental Factors Potentially Affected 1-2
- 1.4 Lead, Responsible and Trustee Agencies 1-3
- 1.5 Environmental Review Process 1-3

2.0 Project Description
- 2.1 Project Applicant 2-1
- 2.2 Project Location 2-1
- 2.3 Current Land Use and Regulatory Setting 2-7
- 2.4 Project Characteristics 2-11
- 2.5 Project Objectives 2-23
- 2.6 Required Approvals 2-23

3.0 Environmental Setting
- 3.1 Regional Setting 3-1
- 3.2 Project Site Setting 3-1
- 3.3 Cumulative Projects Setting 3-2

4.0 Environmental Impact Analysis 4-1
- 4.1 Aesthetics 4.1-1
- 4.2 Air Quality 4.2-1
- 4.3 Historic Resources 4.3-1
- 4.4 Geology 4.4-1
- 4.5 Hazards and Hazardous Materials 4.5-1
- 4.6 Land Use and Planning 4.6-1
- 4.7 Noise 4.7-1
- 4.8 Population and Housing 4.8-1
- 4.9 Public Services 4.9-1
- 4.10 Transportation and Circulation 4.10-1
- 4.11 Utilities and Service Systems 4.11-1

5.0 Growth Inducing Impacts 5-1
- 5.1 Economic and Population Growth 5-1
- 5.2 Removal of Obstacles to Growth 5-5

6.0 Alternatives 6-1
- 6.1 No Project 6-1
- 6.2 Reduced Density Project 6-2
- 6.3 General Plan and Zoning Ordinance Consistent 6-5

6.4 Environmentally Superior Alternative 6-9

7.0 References and Report Preparers
7.1 References 7-1
7.2 List of Report Preparers 7-4

List of Figures

Figure 1-1 CEQA Environmental Review Process 1-4
Figure 2-1 Regional Vicinity 2-2
Figure 2-2 Project Location 2-3
Figure 2-3 Site Boundaries 2-4
Figure 2-4A Existing Site Conditions 2-5
Figure 2-4B Existing Site Conditions 2-6
Figure 2-5 Existing Site Survey 2-9
Figure 2-6 Site Plan 2-13
Figure 2-7A North Elevation 2-15
Figure 2-7B East Elevation 2-16
Figure 2-7C West Elevation 2-17
Figure 2-7D South Elevation 2-18
Figure 2-8 Press-Telegram Building Chronology and Proposed Reuse 2-19
Figure 2-9a Level B1 Parking Plan 2-20
Figure 2-9b Level B2 Parking Plan 2-21
Figure 2-9c Ground Floor Parking Plan 2-22
Figure 4.1-1A Visual Character of Project Site and Surrounding Area 4.1-3
Figure 4.1-1B Visual Character of Project Site and Surrounding Area 4.1-4
Figure 4.1-2A Summer Solstice Shadow 4.1-13
Figure 4.1-2B Winter Solstice Shadow 4.1-15
Figure 4.3-1 Press-Telegram Building Past (1930) and Present (2006) 4.3-8
Figure 4.4-1 Regional Faults and Seismicity 4.4-5
Figure 4.6-1 Site and Surrounding Zoning Designations 4.6-2
Figure 4.6-2 Site and Surrounding General Plan Land Use Designations 4.6-3
Figure 4.6-3 PD-30 Use Districts 4.6-11
Figure 4.6-4 PD-30 District Building Heights Limits 4.6-25
Figure 4.6-5 Downtown Visioning Building Height Model 4.6-26
Figure 4.7-1 Noise Monitoring Locations 4.7-3
Figure 4.10-1 Project Location and Study Intersections 4.10-2
Figure 4.10-2A Existing Peak-Hour Traffic Volumes 4.10-6
Figure 4.10-2B Existing Peak-Hour Traffic Volumes 4.10-7
Figure 4.10-3A 2015 Future Without Project Peak-Hour Traffic Volumes 4.10-13
Figure 4.10-3B 2015 Future Without Project Peak-Hour Traffic Volumes 4.10-14
Figure 4.10-4 Project Trip Distribution 4.10-17
Figure 4.10-5A Year 2015 Project Only Peak-Hour Traffic Volumes 4.10-18
Figure 4.10-5B Year 2015 Project Only Peak-Hour Traffic Volumes 4.10-19
Figure 4.10-6A 2015 Future with Project Peak-Hour Traffic Volumes 4.10-21
Figure 4.10-6B 2015 Future with Project Peak-Hour Traffic Volumes 4.10-22

List of Tables

Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts ES-3
Table 1-1 NOP Comment Issues 1-1
Table 2-1 Site Parcels 2-1
Table 2-2 Existing Site Characteristics 2-7
Table 2-3 Existing Site Development 2-8
Table 2-4 Approximate Proposed Residential Units 2-11
Table 2-5 Adaptive Reuse of Press-Telegram Building 2-12
Table 3-1 Cumulative Projects List 3-2
Table 4.2-1 Federal and State Ambient Air Quality Standards and South Coast Air Basin Attainment Statues 4.2-2
Table 4.2-2 Ambient Air Quality at the North Long Beach Monitoring Station 4.2-4
Table 4.2-3 SCAQMD Air Quality Significance Thresholds 4.2-6
Table 4.2-4 SCAQMD LSTs for Construction and Operation 4.2-7
Table 4.2-5 Estimated Maximum Daily Air Pollutant Emissions During Construction 4.2-8
Table 4.2-6 Estimated Mitigated Maximum Daily Air Pollutant Emissions During Construction 4.2-10
Table 4.2-7 Operational Emissions Associated with the Proposed Project 4.2-11
Table 4.2-8 Carbon Monoxide Modeling Results 4.2-12
Table 4.4-1 Major Named Faults Considered to be Active Near the Proposed Project Site 4.4-4
Table 4.4-2 Liquefaction Zone Criteria 4.4-11
Table 4.5-1 EDR Summary Listing of Sites 4.5-5
Table 4.6-1 City of Long Beach General Plan Elements 4.6-4
Table 4.6-2 General Plan Policy Consistency 4.6-15
Table 4.6-3 Redevelopment Implementation Plan Policy Consistency 4.6-21
Table 4.6-4 Citywide Strategic Plan Consistency 4.6-22
Table 4.6-5 Zoning Ordinance Consistency 4.6-27
Table 4.7-1 Exterior Noise Standards 4.7-4
Table 4.7-2 Noise Levels Associated with Traffic on Area Roadways 4.7-7
Table 4.7-3 Typical Noise Levels at Construction Sites 4.7-9
Table 4.8-1 Current and Project Population, Housing and Employment in the City of Long Beach 4.8-1
Table 4.8-2 Comparison or Project Population and Housing Growth to City Projections 4.8-3
Table 4.9-1 Enrollment and Capacity for Schools in the Project Vicinity 4.9-1
Table 4.9-2 Long Beach Unified Generation Factor and Student Generation 4.9-4
Table 4.9-3 Projected Enrollment at Schools Serving the Project 4.9-5
Table 4.10-1 Level of Service Definitions 4.10-5
Table 4.10-2 Level of Service Criteria for Unsignalized Intersection 4.10-8
Table 4.10-3 Current Operating Conditions at Study Area Intersections 4.10-9
Table 4.10-4 Year 2015 Without Project Intersection Conditions 4.10-15
Table 4.10-5 Project Traffic Generation 4.10-20
Table 4.10-6 Year 2015 with Project Intersection Operating Conditions 4.10-24
Table 4.10-7 Year 2015 with Project Intersection Operating Conditions with Mitigation 4.10-25

Table 4.10-8 Project Added Trips at Freeway Monitoring Stations 4.10-26
Table 4.10-9 Parking Requirements 4.10-27
Table 4.10-10 New Project Transit Trip Generation 4.10-29
Table 4.11-1 Current and Project Water Supplies for the City of Long Beach 4.11-2
Table 4.11-2 LBWDs 2006 Preferential Rights to MWD Water 4.11-2
Table 4.11-3 Groundwater Extracted by LBWD – AF/Fiscal Year Ending Sept 30 .... 4.11-3
Table 4.11-4 Groundwater Projected to be Extracted by LBWD AF/Year 4.11-3
Table 4.11-5 Current Potable Demand and Dry-Year Supplies 4.11-4
Table 4.11-6 Future Potable Demands and Dry-Year Supplies 4.11-4
Table 4.11-7 Estimated Project Water Demand 4.11-8
Table 4.11-8 Current Potable Demand with Project and Dry-Year Supplies 4.11-9
Table 4.11-9 Future Potable Demands with Project and Dry-Year Supplies 4.11-9
Table 4.11-10 Project Estimated Wastewater Generation 4.11-10
Table 4.11-11 Estimated Project Solid Waste Disposal Demand 4.11-12
Table 4.11-12 Project Estimated Electricity Consumption 4.11-13
Table 4.11-13 Project Estimated Natural Gas Consumption 4.11-14
Table 5-1 Maximum Theoretical Population Increase in the PD-30 Downtown Mixed Use Subarea 5-3
Table 5-2 Maximum Theoretical Square Footage Increase in the PD-30 100-Foot Height Limit Subarea 5-3
Table 6-1 Comparison of Project Alternatives Buildout Characteristics 6-1
Table 6-2 Comparison of Residential Trip Generation for the Reduced Density Alternative and the Proposed Project 6-5
Table 6-3 Comparison of Residential Trip Generation for the General Plan and Zoning Consistent Alternative and the Proposed Project 6-9
Table 6-4 Comparison of Environmental Impacts of Alternatives 6-10

Appendices

Appendix A Initial Study/Notice of Preparation (NOPs) and Responses to the NOP
Appendix B Air Quality Data
Appendix C Cultural Resources Report
Appendix D Geotechnical Report
Appendix E Noise Data
Appendix F Traffic Study
Appendix G Water Supply Assessment

EXECUTIVE SUMMARY

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

PROJECT SYNOPSIS

Project Applicant

October 5 Development
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Long Beach, California 90802
(562) 435-1255

Project Description

This Environmental Impact Report (EIR) has been prepared to examine the potential environmental effects of the proposed Press-Telegram Mixed Use Development project.

The Press Telegram project would involve construction of two high-rise structures on the 2.5-acre Press-Telegram site. The site comprises one city block at the northern edge of downtown Long Beach, with primary frontage on Pine Avenue between 6th Street and 7th Street. Each tall structure would be approximately 22 stories and 250 feet in height. A four story podium would surround both the tall structures and the general perimeter of the site. All existing development on the site would be demolished to accommodate the project with the exception of portions of the Press-Telegram Building and the façade of the Meeker Building (also known as the Baker Building), a locally designated historic landmark. Site plans and renderings of the proposed project are shown in Section 2.0, *Project Description*, of the EIR.

As discussed further in EIR sections 4.6, *Land Use*, and Section 5.0, *Growth Inducement*, an amendment to the PD-30 Zone District requirements for building height and residential density would be required in order for the project to be approved.

The proposed project's residential component includes 542 residences, including a mix of studio, 1-, 2-, and 3-bedroom units. The commercial component would entail approximately 32,300 square feet of space. Of this, 10,650 square feet would be located on the ground floor of the portion of the Press-Telegram Building that would remain and be renovated and 13,650 square feet would be provided in the building's basement. Approximately 8,000 square feet would be used for work space for the proposed live/work units, located in a new structure that would be built behind the Meeker Building's façade, which would be retained and restored (see EIR Section 4.3, *Historic Structures*). The commercial space in the Press-Telegram Building is tentatively proposed for use by California State University Long Beach's Center for Community Engagement and the Arts Council of Long Beach. The proposed use and distribution of the commercial space would include 16,320 square feet of offices, distributed between the ground floor (4,350 square feet) and basement (11,970 square feet); 4,900 square feet of exhibit space on the ground floor; and 3,080 square feet of classroom space on the ground floor.

A new parking structure consisting of four above-ground levels and three subterranean levels would provide 1,186 on-site parking spaces. Vehicular access to the parking structure would be taken from two driveways on Locust Avenue, and one service driveway would be provided on 7th Street.

Two existing buildings on the site are of historic interest, the Meeker Building, a City-designated historic landmark located on the southeast corner of 7th Street and Pine Avenue, and the Press-Telegram Building, occupying much of southwest corner of the site. The applicant proposes to retain and restore all of the original 1924-built portions of the Press Telegram Building, with the exception of the manufacturing faciltiy. In addition, approximately 40 feet of office space behind the Pine Avenue façade of the 1930 and 1948 additions would be retained and renovated. The remaining structure would comprise an L-shaped four story building on the corner of Pine Avenue and 6th Street. The complete structure behind the two-story façade of the Meeker Building would be removed to allow for a continuation of the proposed parking structure below grade. Floors and walls would then be replaced with new construction. The façade would undergo a major renovation to restore it to its original condition. The 8,000 square feet of ground floor space in this building would be used for the work space for the proposed live/work units, with the upper floors occupied by residences.

To prepare the site, the entire 2.5-acre project area would be excavated to a depth of approximately 35 feet, with the exception of the area beneath the portion of the Press-Telegram Building proposed to remain for adaptive reuse. Site preparation and construction duration for the project is estimated at between 22 and 26 months.

Implementation of the proposed Press-Telegram Mixed Use Development project would require the following discretionary approvals:

- *Site Plan Review:* Due to the size of the project, Site Plan Review approval is required. The Site Plan Review process is established to meet certain community goals which are, among others, to ensure that the highest quality of land planning and design are incorporated into development projects, to ensure that new projects are compatible with existing neighborhoods in terms of scale, style and construction materials, and to ensure the maintenance, restoration, enhancement and protection of the environment.
- *Tentative Subdivision Map:* Required to divide the site into multiple parcels and to allow for the individual sale of the units.
- *Amendment to the PD-30 Zone District Regulations:* The site is located within the Downtown Mixed Use subarea of PD-30 (the Downtown Long Beach Planned Development District). This subarea has an allowable density of 75 units per acre and a maximum height of 100 feet. The proposed project has a density of approximately 200 units per acre and a proposed height of 250 feet. Therefore, the project as designed requires an amendment to PD-30. The applicant is proposing to amend the PD-30 District to allow a height of 250 feet and densities of 217 units per acre on the site.
- *Variance for Parking Standards:* The project requires Standards Variances from parking, setbacks, and average unit size.

- *Waiver of Development Standards:* The applicant is requesting that the Planning Commission waive the development standards for open space and privacy.
- *Certificate of Appropriateness from the Cultural Heritage Commission.*

ALTERNATIVES

Three alternatives to the proposed project were selected for consideration as follows:

- Alternative 1: No Project (no change in existing land uses);
- Alternative 2: Reduced project; and
- Alternative 3: Project reduced and reconfigured to conform to Zoning Ordinance and General Plan.

The "no project" alternative would involve no change to the environment and is therefore considered environmentally superior overall. It should be noted, however, that this alternative would not preclude future development of the site.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 includes a brief description of the environmental issues relative to the proposed project, the identified environmental impacts, proposed mitigation measures, and residual impacts. 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 *State 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 *State CEQA Guidelines.* Class III impacts are considered less than significant impacts.

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

Class I (Significant and Unavoidable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
AESTHETICS		
Impact AES-3 The proposed high rise structures would cast shadows onto adjacent properties, particularly in the wintertime when shadows are most extreme. Because shadows from the project would fall on sensitive residential and school uses for more than three hours during the winter months, shadow impacts would be Class I, significant and unavoidable.	None available. (Section 6.0 Alternatives considers project alternatives that would reduce the height of the proposed high rise structures and, thus, reduce the impacts of project-generated shadows on adjacent uses.)	Significant and unavoidable.
AIR QUALITY		
Impact AQ-1 Project construction would generate air pollutant	**AQ-1(a) Fugitive Dust Control Measures.** The following shall be implemented during	Significant and unavoidable.

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

Class I (Significant and Unavoidable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
emissions that exceed SCAQMD construction thresholds for ozone precursor NOx. Construction-related emissions are also expected to exceed the LST thresholds for NOx, and exhaust PM10. Because emissions cannot feasibly be reduced to below SCAQMD thresholds, temporary construction impacts would be Class I, significant and unavoidable.	construction to minimize fugitive dust and associated particulate emissions: • Water trucks shall be used during construction to keep all areas of vehicle movements damp enough to prevent dust from leaving the site. At a minimum, this will require twice daily applications (once in late morning and once at the end of the workday). Increased watering is required whenever wind speed exceeds 15 mph. Grading shall be suspended if wind gusts exceed 25 mph. • The amount of disturbed area shall be minimized and onsite vehicle speeds shall be limited to 15 mph or less. • If importation, exportation and stockpiling of fill material is involved, earth with 5% or greater silt content that is stockpiled for more than two days shall be covered, kept moist, or treated with earth binders to prevent dust generation. Trucks transporting material shall be tarped from the point of origin or shall maintain at least two feet of freeboard. • After clearing, grading, earth-moving or excavation is completed, the disturbed area shall be treated by watering, revegetation, or by spreading earth binders until the area is paved or otherwise developed. • All material transported off-site shall be securely covered to prevent excessive amounts of dust. **AQ-1(b**) NOx Control Measures. The following shall be implemented throughout construction to reduce emissions of nitrogen oxides: • When feasible, electricity from temporary power poles on site shall be utilized rather than temporary diesel or gasoline generators. • When feasible, on site mobile equipment shall be fueled by methanol or natural gas (to replace diesel-fueled equipment), or, propane or butane (to replace	

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

Class I (Significant and Unavoidable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
	gasoline-fueled equipment). • Aqueous Diesel Fuel or biodiesel (B20 with retarded fuel injection timing), if available, shall be used in diesel fueled vehicles when methanol or natural gas alternatives are not available. The following measure is required to further reduce emissions of construction-related ozone precursors (ROC and NOx). **AQ-1(c**) Ozone Precursor Control Measures. The following shall be implemented throughout construction to reduce emissions of ozone precursors ROC and NOx: • Equipment engines should be maintained in good condition and in proper tune as per manufacturer's specifications; • Schedule construction periods to occur over a longer time period (ie lengthen from 60 days to 90 days) during the smog season so as to minimize the number of vehicles and equipment operating simultaneously; and • Use new technologies to control ozone precursor emissions as they become readily available.	
HISTORIC RESOURCES		
Impact HR-1 The proposed Press-Telegram Mixed Use Development Project would involve the partial demolition of the Press-Telegram Building. This would result in a significant adverse impact on a historic resource. Impacts would be Class I, significant and unavoidable.	**HR-1(a) Press-Telegram Documentation Report.** In consultation with a qualified historic preservation professional, the applicant shall produce a Documentation Report consisting of black and white archival, quality photographs and measured drawings of the historic resources to be altered, which along with the Historic Resources Report prepared for this property, shall be submitted to an appropriate repository. **HR-1(b) Press-Telegram Interpretive Plan.** In consultation with a qualified historic preservation professional, an interpretive plan for the property shall be produced, focusing on the significant historic themes associated with the property. The plan may consist of a public display or other suitable approach to interpreting the history of the property, as determined by the City of Long Beach. A display shall include historic photographs, memorabilia, documents and other appropriate features, and interpretive	Significant and unavoidable.

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

Class I (Significant and Unavoidable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
	installations including original printing presses and other equipment. The display shall be open to the public, easily accessible directly from Pine Avenue and shall be completed prior to occupancy clearance. **HR-1(c) Secretary of the Interior Standards.** To the greatest extent feasible, all modifications to historic building on the property shall be undertaken in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. These alterations should not unnecessarily destroy historic materials or architectural features which characterize the property, and to the greatest extent feasible, shall be based on historical documentation and/or forensic evidence of original conditions.	
Impact HR-2 The proposed Press-Telegram Mixed Use Project would involve the partial demolition of the Meeker Building. These proposed activities would result in a significant adverse impact to a historic resource. Impacts would be Class I, significant and unavoidable.	**HR-2(a) Meeker Documentation Report.** In consultation with a qualified historic preservation professional, the applicant shall produce a Documentation Report consisting of black and white archival, quality photographs and measured drawings of the historic resources to be altered, which along with the Historic Resources Report prepared for this property, shall be submitted to an appropriate repository. **HR-2(b) Meeker Interpretive Plan.** In consultation with a qualified historic preservation professional, an interpretive plan for the property shall be produced, focusing on the significant historic themes associated with the property. The plan may consist of a public display or other suitable approach to interpreting the history of the property, as determined by the City of Long Beach. **HR-2(c) Secretary of the Interior Standards.** To the greatest extent feasible, all modifications to historic building on the property shall be undertaken in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. These alterations should not unnecessarily destroy historic materials or architectural features which characterize the property, and to the greatest extent feasible, shall be based on historical documentation and/or forensic evidence of original conditions.	Significant and unavoidable.
Cumulative impacts to historic resources are considered significant and unavoidable.	Project-specific measures would reduce impacts, but cumulative impacts would remain significant.	Significant and unavoidable.

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

Class I (Significant and Unavoidable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
LAND USE AND PLANNING		
Impact LU-1 The proposed Press-Telegram project would implement a number of City of Long Beach planning goals and policies. However, the demolition of most of the Meeker (aka Baker) Building and much of the Press-Telegram Building, would be inconsistent with the General Plan's goals and policies related to preservation of historic resources. In addition, the project does not meet the District's open space requirements, making it inconsistent with Policy 4.10 of the Open Space and Recreation Element. This is considered a Class I, significant and unavoidable, impact.	Mitigation measures HR-1 and HR-2, discussed in Section 4.3, Historic Resources, require documentation of the historic resources, interpretive plans and modifying buildings within guidelines to preserve historic resources to the extent feasible. These would help to reduce the impact to historic resources, but would not reduce them to a less than significant level. Payment of park facility impact fees would reduce inconsistency with Open Space and Recreation policies, but without meeting the ordinance requirement for onsite open space, the project would still be inconsistent with Policy 4.10.	Significant and unavoidable.
NOISE		
Impact N-3 Project construction would intermittently generate high noise levels and groundborne vibrations on and adjacent to the site. These noise levels would affect sensitive receptors near the project site. This is considered a Class I, significant and unavoidable, impact.	**N 3(a) Diesel Equipment Mufflers.** All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers. **N 3(b) Electrically-Powered Tools.** Electrical power shall be used to run air compressors and similar power tools. **N 3(c) Additional Noise Attenuation Techniques.** For all noise generating construction activity on the project site, additional noise attenuation techniques shall be employed to reduce noise levels. Such techniques shall include, but are not limited to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and nearby sensitive receptors.	Significant and unavoidable.
TRANSPORTATION AND CIRCULATION		
Impact T-1 Project-generated traffic, in combination with cumulative traffic growth, would result in a significant impact at 1 of 42 study area intersections (Magnolia Avenue/6th Street) based on City of Long Beach significance criteria. Mitigation is available for that impact, but physical constraints make expansion of the roadway cross-section difficult. Therefore, the project and cumulative impact at that	**T-1(a) Magnolia Avenue/6th Street.** The applicant shall either add an eastbound turn lane or a northbound right-turn lane. Any physical modifications to the intersection shall require the prior approval of City Traffic Engineer. If traffic volume reduction or geometric solution is not implemented, then the Project's impact would be considered significant and unavoidable. The Magnolia Avenue/6th Street intersection is physically constrained with existing	Significant and unavoidable.

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

Class I (Significant and Unavoidable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
location would be Class I, significant and unavoidable.	developments located close to the street. This makes expansion of the roadway cross-section difficult. Another option for addressing the project impact at this intersection is to reduce project-generated traffic by 8%. A project alternative that would reduce traffic by this amount is discussed in Section 6.0, Alternatives. To address other operational and safety concerns in the site immediate area, the following measures are proposed. **T-1(b) Locust Avenue/7th Street Intersection.** To improve traffic operations and safety at this intersection, the applicant shall be responsible for modernizing the traffic signal to current City standards per the direction of the City Traffic Engineer. **T-1(c) Locust Avenue/6th Street Intersection**. To improve traffic operations and safety at this intersection, the applicant shall be responsible for modernizing the traffic signal to current City standards per the direction of the City Traffic Engineer. T-1(d)Pine Avenue/7th Street Intersection. The improve traffic operations at this intersection, the applicant shall be required to modify the southwest corner of the intersection per the direction of the City Traffic Engineer.	

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

Class II (Significant but Mitigable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
AESTHETICS		
Impact AES-2 The proposed project would result in new sources of light and glare on and around the project site, due to the increased height and scale of development as well as the larger proportion of glazing and potentially reflective materials such as aluminum shown in the conceptual renderings in contrast with the existing development on the site. This is considered a Class II, significant but mitigable, impact.	**AES-2(a) Lighting Plans and Specifications.** Prior to the issuance of any building permits, the applicant shall submit lighting plans and specifications for all exterior lighting fixtures and light standards to the Planning and Building 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 on-site and to minimize spillover of light onto surrounding properties or roadways. All parking structure lighting shall be shielded and directed away	Less than significant.

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

Class II (Significant but Mitigable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
	from residential uses. Such lighting shall be primarily located and directed so as to provide adequate security. **AES-2(b) Building Material Specifications.** Prior to the issuance of any building permits, the applicant shall submit plans and specifications for all building materials to the Planning and Building Department for review and approval. All structures facing any public street or neighboring property shall use minimally reflective glass and all other materials used on the exterior of buildings and structures shall be selected with attention to minimizing reflective glare. The use of glass with over 25% reflectivity shall be prohibited in the exterior of all buildings on the project site. **AES-2(c) Light Fixture Shielding.** Prior to the issuance of any building permits, the applicant shall demonstrate to the Planning and Building Department that all night lighting installed on private property within the project site shall be shielded, directed away from residential uses, and confined to the project site. Rooftop lighting shall be limited to security lighting or aviation warning lights 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. **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 tinted in order to minimize glare from interior lighting.	
AIR QUALITY		
Impact AQ-4 Construction of two 22-story high rise structures in a location where high-rise structures (defined as 100 feet or higher) do not currently exist could result in wind speeds of over 36 mph. This is considered a Class II, significant but mitigable, impact.	**AQ-4(a) Building Design.** The final design of the high-rise buildings shall be in accordance with one or more of the following design guidelines. In addition, as part of the design review process for these high-rise buildings, a qualified wind consultant shall ensure that the project is designed in accordance with these guidelines: • *Align long axes of each building along a northwest-southeast alignment to reduce exposure of the wide faces of the building to westerly/northwesterly winds.* • *West or southeasterly building faces shall be articulated and modulated*	Less than significant.

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

Class II (Significant but Mitigable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
	through the use of architectural devices such as surface articulation; variation; variation of planes, wall surfaces, and heights; and the placement of setbacks and other similar features. • *Utilize properly-located landscaping that mitigates high winds. Porous materials (e.g., vegetation, hedges, screens, latticework, perforated metal), which offer superior wind shelter compared to solid surfaces, shall be used* • *Avoid narrow gaps between buildings where winds could be accelerated.* • *Avoid breezeways or notches at the upwind corners of the building.* **AQ-4(b) A qualified wind consultant shall be required.** If the wind consultant determines that significant adverse wind impacts could occur, models of the proposed high rise structures shall be subject to wind tunnel testing to determine if the buildings would result in uncomfortable or hazardous winds. The wind consultant shall work with the project architect to develop further building design modifications that would reduce wind impacts to a less than significant level (i.e., standard of less than 36 mph).	
HISTORIC RESOURCES		
Impact HR-3 The project would not result in adverse impacts to 601 Pine Avenue or the Walker's Department Store Building due to the extensive new construction and redevelopment which has occurred in downtown Long Beach, which has substantially altered the historic setting and context. Impacts would be Class III, less than significant.	None required.	Less than significant.
GEOLOGY		
Impact GEO-1 Seismically-induced ground shaking could damage proposed structures and infrastructure, potentially resulting in loss of property or risk to human health and safety. This is considered a Class II, significant but mitigable, impact.	**GEO-1 UBC and CBC Compliance.** Design and construction of the buildings proposed for the Press-Telegram Mixed Use Development shall be engineered to withstand the expected ground acceleration that may occur at the project site. The calculated design base ground motion for the site shall take into consideration the soil type, potential for liquefaction, and the most current and applicable seismic attenuation methods that are	Less than significant.

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

Class II (Significant but Mitigable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
	available. All on-site structures shall comply with applicable provisions of the 1997 Uniform Building Code and the 1998 California Building Code.	
Impact GEO-2 Seismic activity could produce ground shaking that results in liquefaction. Liquefaction could potentially cause structural failure, resulting in loss of property or risk to human health and safety. This is considered a Class II, significant but mitigable, impact.	**GEO-2 Additional Geotechnical and Geo-Engineering Analysis.** Prior to issuance of a building permit for the new structures, 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 any structure built as part of the proposed project, per City requirements. The 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 on-site structures shall comply with applicable methods of the Uniform Building Code 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 ground characteristics.	Less than significant.
Impact GEO-3 Seismic activity could produce ground shaking that results in seismic settlement of material underlying the site. Settlement potential at the site is low; however, if the underlying material is improperly compacted, it can settle during earthquakes or due to construction-related loading. This settlement is considered a Class II, significant but mitigable, impact.	**GEO-3(a) Construction Fill Material Certification.** All fill material used for construction shall be approved by a geotechnical or civil engineer, and all backfill and foundation sub-grade shall be certified by a geotechnical or civil engineer for proper compaction. **GEO-3(b) Backfill Material Certification.** All fill material used for backfill of any below-grade levels within the project area shall be approved by a geotechnical or civil engineer. In addition, the backfill shall be certified by a geotechnical or civil engineer for proper compaction.	Less than significant.
Impact GEO-4 The proposed project includes below-grade parking structures, deep foundations, and deep utilities. Terrace deposits underlying the site may be susceptible to soughing and failure during excavation. In addition, groundwater could be encountered at	**GEO-4(a) Geotechnical Investigations.** Appropriate geotechnical, and geo-engineering investigations, as mandated by the building codes, and City of Long Beach shall be performed prior to the design of any structure. Proper engineering design and conformance with recommendations	Less than significant.

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

Class II (Significant but Mitigable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
the base of the excavations during construction and require dewatering. There is also the potential for groundwater and/or percolating surface water to collect in the bottom of structures after construction. The potential for groundwater to be encountered during excavation and the resulting conditions associated with encountering groundwater during construction or operation of any subterranean structure is considered a Class II, significant but mitigable, impact.	presented in the comprehensive geotechnical report for the project, in compliance with current building codes are required by the City, will reduce the identified potential geotechnical impacts to a level that is less than significant. **GEO-4(b) Temporary Shoring.** If constructed at angles greater than approximately 2:1, temporary cut slopes in terrace deposits are susceptible to sloughing and failure. Temporary shoring can be designed to protect the temporary excavations, structures to remain in place, and adjacent properties. This shoring shall be designed to the satisfaction of the project civil engineer and take into account all lateral load parameters and the possible presence of groundwater at the bottom grade of the excavations or the base of the shoring soldier piles (if used). **GEO-4(c) Safety Standards.** All excavations for parking structures, or buildings shall comply with all applicable regulations of the California Occupational Safety and Hazard Administration guidelines as they pertain to excavations. **GEO-4(d) Groundwater.** Excavations for underground parking, deep foundations, or deep utilities may encounter ground water. Dewatering may be necessary for excavations. Testing of groundwater to be discharged offsite would be necessary and proper disposal or treatment may be necessary if the groundwater does not meet regulatory standards. Waterproofing would be needed for underground structures sensitive to moisture or inundation. Underground structures would need to be designed for the hydrostatic pressures of potential ground water unless permanent dewatering systems are installed. The removal systems shall be designed to prevent the structure from flooding.	
Impact GEO-5 The native soils below the project site include terrace deposit sands, which typically have a low expansion potential. However, silts and local clays are also found under the site. These types of soils can be expansive. Expansive soils can cause subtle damage that can compromise a building's structural integrity. This is considered a Class II, significant but	**GEO-5 Soil Expansion Analysis.** Prior to issuance of a building permit, soil samples of final sub-grade areas and excavation sidewalls shall 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	Less than significant.

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

Class II (Significant but Mitigable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
mitigable, impact.	engineered to withstand the presence of highly expansive soils.	
Impact GEO-6 During project construction, heavy equipment would be used to excavate soil. In addition, other grading would occur. This would necessitate on site stockpile storage and disruption to the soil surface, which could potentially become subject to erosion, with potential off-site sedimentation and pollutant discharges. This is considered a Class II, significant but mitigable, impact.	**GEO-6(a) Best Management Practices.** Pursuant to the Long Beach Municipal Code Section 18.95.050 Development Construction: prior to the issuance of any building or grading permit for any project, the construction plans shall include features meeting the construction activities BMPs (CA-10 through CA-12, CA-20, CA-21 and CA-23, and CA-30 through CA-32) and the applicable provisions of the erosion and sediment control BMPs (ESC-1 through ESC-56) published in the "California Storm Water Best Management Practice Handbooks (Construction Activity) (1993)," and BMP (CD-4(2)) of the "Caltrans Storm Water Quality Handbooks, Construction Contractor's Guide and Specifications (1997)," to ensure that every construction site meets the requirements of the regulations during the time of construction. **GEO-6(b) Covering and Removal of Stockpiles.** All stockpiles of excavated material shall be covered with an impervious material during storage and shall be removed from the site within 3 weeks of being excavated or they shall be used for grading or backfill if the material fulfills the requirements of measures GEO-3(a and b) above.	Less than significant.
HAZARDS AND HAZARDOUS MATERIALS		
Impact HAZ-1 The proposed project would require the demolition of buildings and structures that could contain asbestos or lead based paints. Therefore, there is potential for a significant hazard to the public or the environment through the release of hazardous materials. However, compliance with state regulations regarding the handling and disposal of these materials would reduce impacts to a Class II, significant but mitigable, level.	**HAZ-1(a) Lead-Based Paint and Asbestos Surveys.** Prior to issuance of a demolition or renovation permit, a lead-based paint and asbestos survey shall be performed by a licensed sampling company. 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. **HAZ-1(b) Asbestos Removal.** 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 with the South Coast Air Quality Management District requirements. Only asbestos trained and certified abatement	Less than significant.

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

Class II (Significant but Mitigable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
	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 include 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. **HAZ-1(c) Lead Removal.** 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 with the South Coast Air Quality Management District 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 include 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.	
Impact HAZ-2 Industrial uses and storage of hydrocarbons, heavy metals, and acids on in the vicinity may threaten soil and groundwater quality at the property. There remains the possibility that site soil and/or groundwater has been contaminated by historic activity	**HAZ-2(a) Excavation and Demolition Contingency Plans.** All excavation and demolition projects conducted within the Press Telegram Site area shall have a contingency plan to be implemented in the event that contaminants or structural features that could be associated with contaminants or hazardous materials are suspected or	Less than significant.

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

Class II (Significant but Mitigable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
onsite. Impacts relating to potential contamination are considered Class II, significant but mitigable.	discovered. The contingency plan shall identify appropriate measures to be followed if contaminants are found or suspected. The appropriate measures 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 at what point it is safe to continue with the excavation or demolition, and identify the person authorized to make that determination. **HAZ-2(b) Soil Sampling.** If contaminants are detected, the results of the soil sampling shall be forwarded to the local regulatory agency (Long Beach/Signal Hill CUPA, Los Angeles Regional Water Quality Control Board, or the State of California Environmental Protection Agency Department of Toxic Substances Control). The agency should review the data and either sign off on the property or determine if any additional investigation or remedial activities are deemed necessary. **HAZ-2(c) Soil Remediation.** 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, such as the (Long Beach/Signal Hill Unified Program Agency CUPA), Los Angeles Regional Water Quality Control Board, or the State of California Environmental Protection Agency Department of Toxic Substances Control). 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, and the analytical results after completion of the remediation, including all waste disposal or treatment manifests.	

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

Class II (Significant but Mitigable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
	HAZ-2(d) Groundwater Sampling and Remediation. If, during the soil sampling, groundwater contamination is suspected, or if soil contamination is detected at depths at or greater than 30 feet below grade, then the applicant shall perform a groundwater sampling assessment. 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, one in one million cancer risk, or a health risk index above 1, then the results of the groundwater sampling shall be forwarded to the appropriate regulatory agency (Long Beach/Signal Hill Unified Program Agency CUPA), Los Angeles Regional Water Quality Control Board, or the State of California Environmental Protection Agency Department of Toxic Substances Control). The agency shall review the data and sign off on the property or determine if any additional investigation or remedial activities are deemed necessary.	
LAND USE AND PLANNING		
Impact LU-2 The proposed mixed use project would be generally compatible with existing adjacent commercial, school and residential uses, with incorporation of mitigation measures included in the transportation, air quality, and noise sections of this EIR. This is considered a Class II, significant but mitigable, impact.	The mitigation measures recommended in Sections 4.10, 4.7 and 4.2 would reduce impacts that could lead to land use conflicts to levels that would avoid significant land use compatibility impacts.	Less than significant.
Impact LU-3 The proposed Press-Telegram project is inconsistent with the requirements of the PD-30 Zone District, including those relating to height, density, parking and development with and adjacent to historic structures. In addition, the project plans and description as submitted have not been through the City's Site Plan Review process. These inconsistencies would result in a Class II, significant, but mitigable, impact.	**LU-3(a) Site Plan Review.** Prior to the issuance of any building permit, the applicant shall continue to work with City staff to address the issues raised during the Conceptual Site Plan Review process to the satisfaction of the Planning Commission. The project plans submitted for Site Plan Review approval shall incorporate all required revisions to the satisfaction of the Planning Commission. **LU-3(b) Zoning Code Amendment.** The City of Long Beach shall approve an amendment to the Downtown Planned Development District (PD-30) to allow building heights of 250 feet and densities of 217 dwelling units per acre prior to or concurrent with approval of the Press Telegram project; or the proposed project	Less than significant.

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

Class II (Significant but Mitigable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
	shall be redesigned to comply with the current standards of PD-30.	
TRAFFIC AND CIRCULATION		
Impact T-3 Depending upon how the non-residential components of the proposed project are used, onsite parking may be sufficient to meet project demand. However, the 1,186 parking spaces provided by the proposed project are 204 spaces short of the City Code requirement. Therefore, parking impacts are considered Class II, significant but mitigable.	**T-3 Parking Management.** The project applicant shall complete a parking demand study, including a shared parking analysis, after a class program is defined in order to determine whether the amount of parking proposed is sufficient to adequately accommodate the anticipated demand. The results of the analysis shall be subject to the review and approval of the City traffic engineer. If the parking demand study determines that the parking proposed for the project would be sufficient, a variance shall be requested in accordance with the City's Zoning Regulations. However, if the study determines that parking would be insufficient or the variance request is denied, the project shall meet the City's parking requirements, in accordance with the Zoning Regulations.	Less than significant.
UTILITES AND SERVICE SYSTEMS		
Impact U-2 The proposed project would generate an estimated net increase of 92,410 gallons of wastewater per day, which would flow to the Joint Water Pollution Control Plant. The treatment plant has sufficient capacity to accommodate this increase in wastewater generation. However local conveyance infrastructure may not be of adequate size to convey peak flows from the Press-Telegram Mixed Use Development. Therefore, this impact is considered Class II, significant but mitigable.	**U-2(a) On-site Sewer Line Abandonment.** The project applicant shall abandon the existing 8-inch sewer line on site. The sewer line shall be abandoned near the property line in accordance with Long Beach Water Department standards. Minor improvements may be required for this abandonment. The applicant shall consult with the City and the Long Beach Water Department for required procedures and improvements. **U-2(b) Off-site Sewer Line Replacement.** The project applicant shall replace the existing 10-inch sewer line at the intersection of 6th Street and Solano Court in order to accommodate the increased wastewater volume expected as a result of the proposed project. The 10-inch line shall be replaced with a 15-inch line in accordance with Long Beach Water Department standards. The project applicant shall also replace the currently overloaded 18-inch sewer line at Broadway Avenue in order to accommodate the volume of wastewater estimated to result from the proposed project. The 18-inch line shall be replaced with a 30-inch or 36-inch sewer line in accordance with Long Beach	Less than significant.

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

Class II (Significant but Mitigable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
	Water Department standards. The applicant shall consult with the City and the Long Beach Water Department for requirements regarding sewer line replacement. Sewer conveyance improvements shall be completed prior to issuance of building permits.	

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

Class III (Less than Significant) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
AESTHETICS		
Impact Impact AES-1. The visual character of the project site would be altered through the introduction of two high-rise structures surrounded by a nearly continuous four-story "podium" to a site which is partially developed with one-to four-story structures and partially covered with surface parking and accessways. However, due to the moderate visual character and quality of the site and the highly urbanized context, the change from relatively low-profile development and open space to high rise development is considered a Class III, less than significant, impact.	None required.	Less than significant.
AIR QUALITY		
Impact AQ-2 Operation of the proposed project would generate air pollutant emissions, but such emissions would not exceed SCAQMD operational significance thresholds. Therefore, the project's operational impact to regional air quality would be Class III, less than significant.	**AQ-2(a) Energy Consumption**. Onsite structures shall reduce energy consumption by at least 20% below current Federal guidelines as specified in Title 24 of the Code of Federal Regulations. Potential energy consumption reduction measures include, but are not limited to, the use of photovoltaic roof tiles, installation of energy efficient windows, and the use of R-45 insulation in the roof/attic space of all onsite structures. **AQ-2(a) Energy Consumption.** Onsite commercial structures shall reduce energy consumption by at least 20% below current Federal guidelines as specified in Title 24 of the Code of Federal Regulations. Potential energy consumption reduction measures include, but are not limited to, the use of photovoltaic roof tiles, installation of energy efficient windows, and the use of R-45 insulation in the roof/attic space of all onsite structures.	Less than significant.

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

Class III (Less than Significant) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
Impact AQ-3 Project traffic, together with cumulative traffic growth in the area, would not create carbon monoxide concentrations exceeding state or federal standards. Localized air quality impacts would therefore be Class III, less than significant.	None required	Less than significant.
Impact AQ-5 The proposed project would generate population growth, but such growth is within the population projections upon which the Air Quality Management Plan (AQMP) are based. Therefore, impacts associated with AQMP consistency would be Class III, less than significant.	None required	Less than significant.
GEOLOGY		
Impact GEO-7 The proposed project is located within an area of known subsidence. Based on the ongoing fluid injection program and the regional nature of the subsidence, the potential for subsidence to affect the proposed development or specific structures is considered low. This is considered a Class III, less than significant, impact	None required.	Less than significant.
NOISE		
Impact N-1 Project-generated traffic would incrementally increase noise levels on area roadways. However, the change in noise levels would be inaudible. Therefore, the effect of increased traffic noise from the project on existing uses is considered a Class III, less than significant, impact.	None required.	Less than significant.
Impact N-2 Onsite operations would generate noise levels that may periodically be audible to existing uses near the project site. However, such noise is not expected to exceed City Noise Ordinance standards. Therefore, this is considered a Class III, less than significant, impact.	**N-2(a) Rooftop Ventilation.** Parapets shall be installed around all rooftop ventilation systems. **N-2(b) Trash/Products Pick-Up and Deliveries.** All trash or product pickups and deliveries shall be restricted to daytime operating hours (7:00AM to 10:00 PM Monday through Friday, and 8:00 AM to 10:00 PM on weekends).	Less than significnat.
POPULATION AND HOUSING		
Impact PH-1 The proposed project would add 542 housing units, and an estimated 1,572 residents and 44 jobs	None required.	Less than significant.

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

Class III (Less than Significant) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
within the City. Because these increases are within SCAG projections for the City of Long Beach, impacts related to housing and population growth are considered Class III, less than significant.		
Impact PH-2 The proposed project could be found to be consistent with applicable Housing Element policies. Impacts relating to Housing Element policy are therefore considered Class III, less than significant.	None required.	Less than significnat
PUBLIC SERVICES		
Impact PS-1 The proposed project would generate an estimated 72 school-age students. This could adversely affect school facilities. However, with payment of required school impact fees, impacts would be reduced to a Class III, less than significant, level**.**	None required.	Less than significnat
Impact PS-2 The proposed project would incrementally increase demands on the Long Beach Fire Department. However, this increase would not require the construction of new fire protection facilities. Therefore, this is considered a Class III, less than significant, impact.	None required.	Less than significnat
Impact PS-3 The proposed project would incrementally increase demands on the Long Beach Police Department. However, the increase would not require the construction of new police protection facilities. Therefore, this is considered a Class III, less than significant, impact.	None required.	Less than significnat
Impact PS-4 The proposed project would generate demand for parkland. However, the applicant would be required to pay parkland in-lieu fees in the amount established by the City of Long Beach. With collection of these fees, the City could provide additional facilities to meet project-generated demand. Impacts would therefore be Class III, less than significant.	None required.	Less than significnat
TRANSPORTAION AND CIRCULTAION		
Impact T-2 The proposed would not significantly affect freeway mainline	None required.	Less than significnat

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

Class III (Less than Significant) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
locations or CMP arterial monitoring intersections. Therefore, the project's CMP impact would be Class III, less than significant.		
Impact T-4 The proposed project would generate an estimated 10 transit riders during the AM peak hour and 11 transit riders during the PM peak hour. Because this number of riders would not require service expansions, transit-related impacts would be Class III, less than significant.	None required.	Less than significnat
UTILITIES AND SERVICE SYSTEMS		
Impact U-1 Buildout of the proposed project would incrementally increase water demand in the City of Long Beach. However, Long Beach Water Department water supplies are sufficient to meet the projected demand. Therefore, the impact on water supplies is considered to be Class III, less than significant.	None required.	Less than significnat
Impact U-3 The proposed project would incrementally increase the long-term generation of solid waste at the site. However, the City's solid waste and recycling systems have adequate capacity to accommodate the increases. Therefore, impacts to the City's solid waste handling system are considered Class III, less than significant.	None required.	Less than significnat
Impact U-4 The proposed project would incrementally increase electricity and natural gas consumption within the City. However, because energy resources are available to serve the project, impacts to energy are considered Class III, less than significant.	None required.	Less than significnat

1.0 INTRODUCTION

This document is a Draft Environmental Impact Report (EIR) for the proposed Press-Telegram Mixed Use Development, located in the City of Long Beach, County of Los Angeles. For the purposes of this analysis, the Press-Telegram Mixed Use Development refers to the development scenario proposed by October 5 Development for the entire 2.5-acre site, as detailed in Section 2.0, *Project Description*.

This section describes: (1) the purpose and legal authority of the EIR; (2) the general background of the project; (3) the scope and content of the EIR; (4) lead, responsible, and trustee agencies; (5) the environmental review process required under the California Environmental Quality Act (CEQA); and (6) areas of known public controversy.

1.1 ENVIRONMENTAL IMPACT REPORT BACKGROUND

A Notice of Preparation (NOP) of an environmental impact report was prepared for the proposed project and distributed for agency and public review for the required 30-day review period on March 29, 2006. Eight written responses to the NOP were received. The NOP is presented in Appendix A, along with the Initial Study that was prepared for the project and the comment letters received. A public scoping meeting was also held on Thursday, April 13, 2006 at the First Congregational Church on Cedar Avenue. The intent of the scoping meeting was to provide interested individuals, groups, public agencies and others a forum to provide input to the Lead Agency verbally in an effort to assist in further refining the intended scope and focus of the EIR. Table 1-1 lists the issues relevant to the EIR that were brought up in the NOP comments received and the EIR sections where the issues are addressed.

Table 1-1 NOP Comment Issues

Issue	EIR Section
Aesthetic impacts of high-rise buildings	Aesthetics, Land Use
Prepare shadow analysis for potential impacts to International Elementary School	Aesthetics
Prepare CO modeling for intersections near two nearby schools	Air Quality
Impacts to historic and potentially historic structures	Cultural Resources
Noise and vibration impacts (e.g. from pile driving) to nearby schools	Noise
Impacts from new population on school operations and facilities.	Public Services
Traffic study must address standard Caltrans criteria	Traffic
A pedestrian safety analysis should be prepared as a component of the traffic report to address conflicts with project traffic and student drop-off/pick-up and pedestrian circulation at nearby schools	Traffic

1.2 PURPOSE AND LEGAL AUTHORITY

The proposed project requires the discretionary approval of the City of Long Beach. Therefore, it is subject to the requirements of CEQA. In accordance with Section 15121 of the *CEQA Guidelines,* the purpose of this EIR is to serve as an informational document that:

> *...will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

This EIR has been prepared as a Project EIR pursuant to Section 15161 of the *CEQA Guidelines.* A Project EIR is appropriate for a specific development project. As stated in the *CEQA Guidelines:*

> *This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project, including planning, construction, and operation.*

This EIR is to serve as an informational document for the public and City of Long Beach decision-makers. The process will culminate with Planning Commission and City Council hearings to consider certification of a Final EIR and approval of the project.

1.3 SCOPE AND CONTENT/ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

This EIR addresses the issues determined to be potentially significant by the City of Long Beach. The issues addressed in this EIR include:

- *Aesthetics (Shadows, Light and Glare)*
- *Air Quality*
- *Cultural Resources*
- *Geology and Soils*
- *Hazards and Hazardous Materials*
- *Land Use and Planning*
- *Noise*
- *Population and Housing*
- *Public Services*
- *Utilities and Service Systems*
- *Transportation and Circulation*

This EIR addresses the issues referenced above and identifies the potentially significant environmental impacts, including site-specific and cumulative effects of the project, in accordance with the provisions set forth in the *CEQA Guidelines.* In addition, the EIR recommends feasible mitigation measures, where possible, that would reduce or eliminate adverse environmental effects.

In preparing the EIR, use was made of pertinent City policies and guidelines, certified EIRs and adopted CEQA documents, and background documents prepared by the City. A full reference list is contained in Section 7.0, *References and Report Preparers*.

The Alternatives Section of the EIR (Section 6.0) was prepared in accordance with Section 15126.6 of the *CEQA Guidelines.* The alternatives discussion evaluates the CEQA-required "no project" alternative and two alternative development scenarios for the site. It also identifies the environmentally superior alternative among the alternatives assessed.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. The *CEQA Guidelines* provide the standard of adequacy on which this document is based. The *Guidelines* (Section 15151) state:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure.*

1.4 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

The *State CEQA Guidelines* define lead, responsible and trustee agencies. The City of Long Beach is the lead agency for the project because it holds principal responsibility for approving the project.

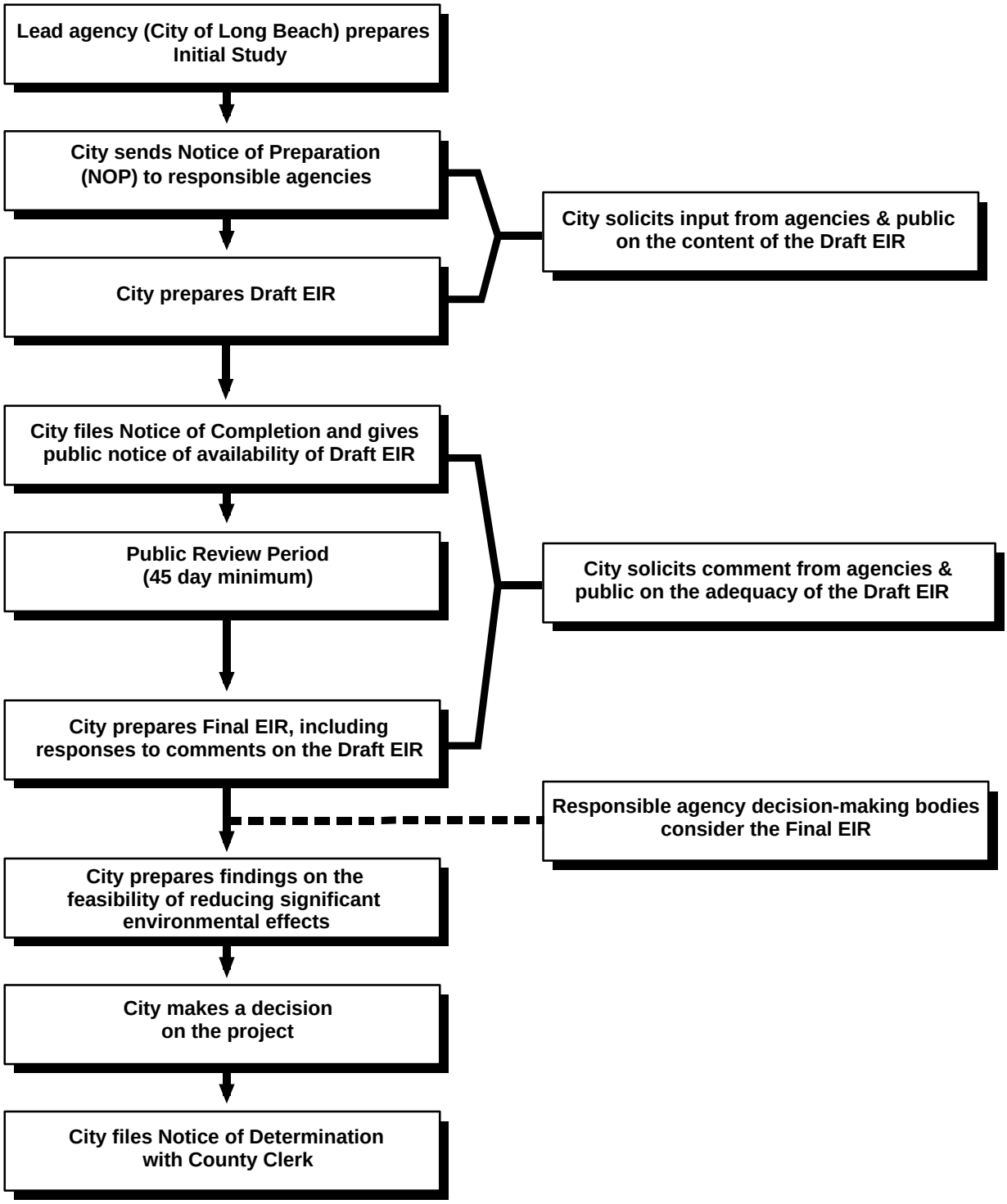
A responsible agency refers to a public agency other than the lead agency that has discretionary approval over the project. The California Department of Toxic Substances Control (DTSC) and the California Regional Water Quality Control Board (RWQCB) are potential responsible agencies for the proposed project because they could be oversight agencies for soil and/or groundwater contamination that may be present onsite (see Section 4.5, *Hazards and Hazardous Materials*) for further discussion.

A trustee agency refers to a state agency having jurisdiction by law over natural resources affected by a project. There are no trustee agencies for the proposed project.

1.5 ENVIRONMENTAL REVIEW PROCESS

The major steps in the environmental review process, as required under CEQA, are outlined below and illustrated on Figure 1-1. The steps are presented in sequential order.

1. **Notice of Preparation (NOP).** After deciding that an EIR is required, the lead agency must file an NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing *(CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk's office



CEQA Environmental Review Process

Figure 1-1

for 30 days. The NOP may be accompanied by an Initial Study that identifies the issue areas for which the proposed project could create significant environmental impacts.

2. **Draft Environmental Impact Report (DEIR) Prepared.** The DEIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and, h) discussion of irreversible changes.
3. **Notice of Completion.** A lead agency must file a Notice of Completion with the State Clearinghouse when it completes a Draft EIR and prepare a Public Notice of Availability of a Draft EIR. The lead agency must place the Notice in the County Clerk's office for 30 days (Public Resources Code Section 21092) and send a copy of the Notice to anyone requesting it *(CEQA Guidelines* Section 15087). Additionally, public notice of DEIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit input from other agencies and the public, and respond in writing to all comments received (PRC Sections 21104 and 21253). The minimum public review period for a DEIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless the Clearinghouse (Public Resources Code Section 21091) approves a shorter period.
4. **Final EIR.** A Final EIR (FEIR) must include: a) the Draft EIR; b) copies of comments received during public review; c) list of persons and entities commenting; and, d) responses to comments.
5. **Certification of FEIR.** Prior to making a decision on a proposed project, the lead agency must certify that: a) the FEIR has been completed in compliance with CEQA; b) the FEIR was presented to the decision-making body of the lead agency; and, c) the decision-making body reviewed and considered the information in the FEIR prior to approving a project *(CEQA Guidelines* Section 15090).
6. **Lead Agency Project Decision.** A lead agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or, c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted *(CEQA Guidelines* Sections 15042 and 15043).
7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible *(CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
8. **Mitigation Monitoring Reporting Program.** When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation

measures that were adopted or made conditions of project approval to mitigate significant effects.

9. **Notice of Determination.** An agency must file a Notice of Determination after deciding to approve a project for which an EIR is prepared *(CEQA Guidelines* Section 15094). A local agency must file the Notice with the County Clerk. The Notice must be posted for 30 days and sent to anyone previously requesting notice. Posting of the Notice starts a 30-day statute of limitations on CEQA legal challenges [Public Resources Code Section 21167(c)].

2.0 PROJECT DESCRIPTION

The proposed project involves the development of an approximately 2.5-acre mixed use development in the City of Long Beach. This section describes the project location, characteristics of the site and the proposed development, project objectives, and the approvals needed to implement the project.

2.1 PROJECT APPLICANT

October 5 Development
Contact: Jim Brophy
100 West Broadway Avenue, Suite 205
Long Beach, California 90802
(562) 435-1255

2.2 PROJECT LOCATION

The project site is located in the southern portion of Los Angeles County, in the City of Long Beach. The site is located in the northernmost area of Downtown Long Beach, and comprises one full city block bordered to the east by Locust Avenue, to the west by Pine Avenue, to the north by 7th Street and to the south by 6th Street, and bisected by Tribune Court, a private alley. As shown on Figure 2-1 (Regional Vicinity) and Figure 2-2 (Project Location), the project site area is accessible from Interstate 710 (the Long Beach Freeway) and State Route 1 (the Pacific Coast Highway). Figure 2-3 presents an aerial view of the project site and surrounding areas; Figure 2-4 provides street-level photographs of the site.

The site includes the addresses and assessor's parcels listed in Table 2-1.

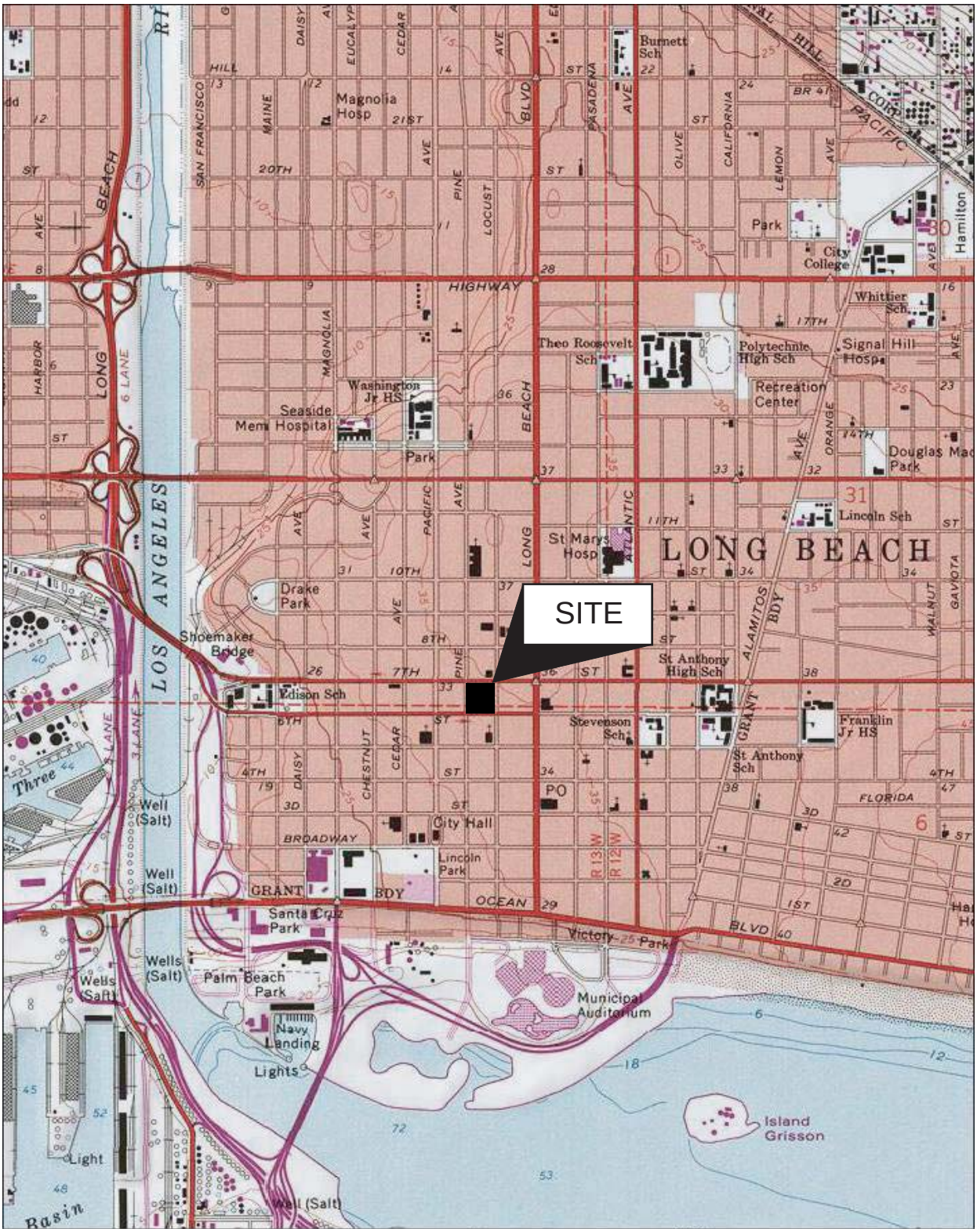
Table 2-1
Site Parcels

Address	Parcel Number
695 Locust Avenue	7273-025-001
124 E. 7th Street	7273-025-013
114 E. 7th Street	7273-025-014
643 Locust Avenue	7273-025-015
644 Pine Avenue	7273-025-016
635 Locust Avenue	7273-025-017
No assigned address	7273-025-018
604 Pine Avenue	7273-025-019
600 Pine Avenue	7273-025-020
621 Locust Avenue	7273-025-021

Source: L.A. County Assessor's Office.

Regional Vicinity

Figure 2-1



Source: National Geographic TOPO!, 2001, Long Beach 1981

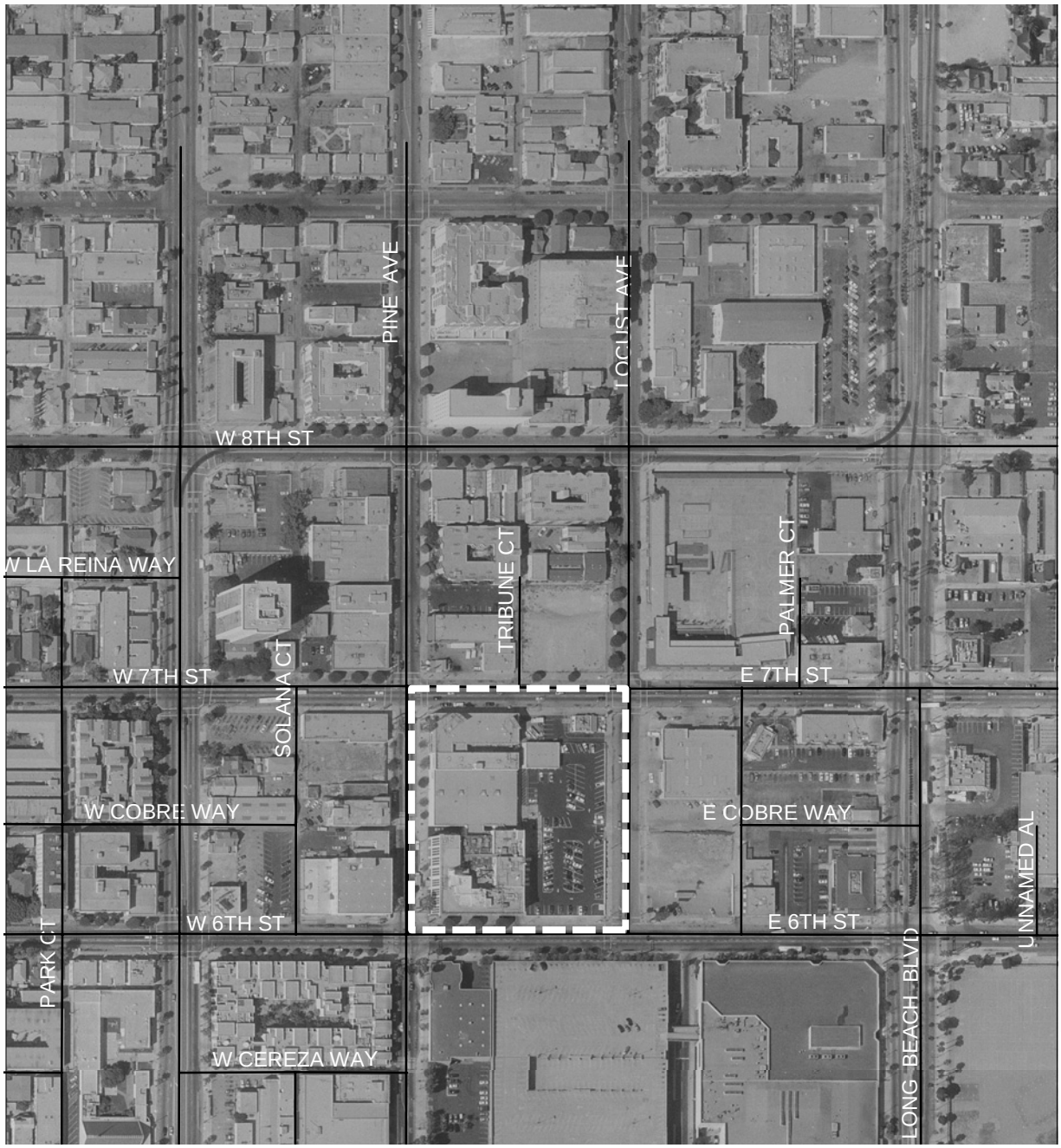
N

0 1000 2000

Scale in Feet

Project Location

Figure 2-2



Source: Aerial Photo: TerraServerUSA, March 2004

N

0 150 300

Scale in Feet

Site Boundaries

Figure 2-3

Source: Rincon Consultants, Inc., June 2006

Photo 1. Restaurant at northeast corner of Press-Telegram Site.

Photo 2. Meeker Building and portions of Press-Telegram complex seen looking southwest across 7th Street.

Existing Site Conditions

Figure 2-4A

Photo 3. Meeker Building and Press-Telegram Building seen looking east across Pine Avenue.

Photo 4. Press-Telegram building seen looking east across Pine Avenue.

Photo 5. Press-Telegram building seen looking north from across 6th Street.

Existing Site Conditions

Source: Rincon Consultants, Inc., June 2006

Figure 2-4B

2.3 CURRENT LAND USE AND REGULATORY SETTING

Figure 2-5 provides an existing site survey. Table 2-2 summarizes the existing characteristics of the project site. Specific characteristics of the site are described below.

Table 2-2
Existing Site Characteristics

Site Size	2.5 gross acres
General Plan Land Use Designation	Mixed-Use District
Zoning Designation	Downtown Planned Development District (PD-30)
Current Use and Development	Commercial/Industrial (office, retail, and restaurant uses, with non-operational printing facilities)
Surrounding Land Use/Zoning Designations	North: High Density Residential / Long Beach Boulevard Planned Development District (PD-29) South: Mixed Uses/Downtown Planned Development District (PD-30) East: Mixed Uses/Downtown Planned Development District (PD-30) West: Mixed Uses/Downtown Planned Development District (PD-30)
Regional Access Local Access	Interstate 710 (Long Beach Freeway); State Route 1 (Pacific Coast Highway) Pine Avenue; 7th Street, Locust Avenue, 6th Street
Public Services	Water: Long Beach Water Department Sewer: Long Beach Water Department Fire: Long Beach Fire Department Police: City of Long Beach Police Dept

2.3.1 Current Land Use

The 2.5-acre, roughly square and level site consists of 10 contiguous assessor's parcels as listed in Table 2-1. The site is currently developed with six structures, including the Press Telegram facilities, which house the newspaper's offices, non-operational printing facility, storage space and other support uses; the Meeker Building (also known as the Baker Building), which houses retail and restaurant uses as well as nonconforming residential uses; and a fast food restaurant. Existing development on the site is summarized in Table 2-3.

The structures listed in Table 2-3, surface parking areas, the private alley known as Tribune Court, and other paved areas occupy the project site. Sidewalks bordering the site vary from approximately 15 to 22 feet in width. The widest sidewalks are along Pine Avenue, which is one of the primary north-south commercial and pedestrian corridors through Downtown Long Beach. Sidewalks along Pine Avenue and 6th Street include tree wells and planter boxes as shown in Figure 2-5, Existing Site Survey. Vehicular access to the site is currently taken from 6th and 7th streets via Tribune Alley, as well as two driveway access points from Locust Avenue and two from 7th Street. Water service is taken from mains on 6th and 7th streets and Locust

Table 2-3
Existing Site Development

Structure	Square Feet	Height	Use
Meeker Building	17,672	30	Mixed-Use (retail/ non-conforming residential)
Press Telegram	94,595	62	Office and manufacturing
Concrete "Tilt-up"	13,000	30	Storage
Circulation Building	9,000	36	Storage
1 Story "Block"	2,754	20	Storage
Burger Stand	784	15	Fast Food

Source: October 5 Development, June 2006

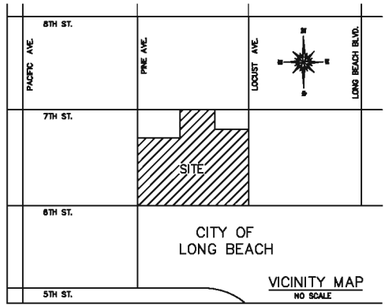
Avenue and sewer service is provided by the Long Beach Water Department from mains on 6th and 7th streets.

2.3.2 Surrounding Land Uses

The project site is bordered to the south, east, and west by areas designated for mixed-use development as part of the Downtown Mixed-Use District, and to the north by areas designated for high density residential uses as part of the Long Beach Boulevard Planned Development District (PD-29). These surrounding areas are built out with a variety of commercial and residential uses, including mixed uses, in buildings generally ranging from one to four stories. Progressing north, east and west, the neighborhoods become more devoted to residential uses, while the downtown area to the south is more commercially oriented with some mixed-use development.

2.3.3 Land Use Regulatory Overview

The site carries a Zoning Ordinance designation of Downtown Planned Development District (PD-30), and is within the General Plan's Downtown Mixed-Use Planning District. The PD-30 District regulations contain standards for the Downtown Mixed-Use subarea including those pertaining to permitted uses, setbacks and frontages, maximum building height, lot size, screening of mechanical equipment and trash and loading areas, signage, parking, building siting and design, public art, public improvements and preservation of historic structures. Applicable policies of the General Plan would also apply to the proposed project; these are discussed in Section 4.6, *Land Use*, and other sections relevant to their respective issue areas.



UTILITY NOTE:

THE LOCATIONS OF UNDERGROUND UTILITIES SHOWN HEREON ARE DERIVED FROM STREET UTILITY PLANS OBTAINED FROM THE CITY OF LONG BEACH, CALIFORNIA (SEWER ATLAS H10 DATED 8/22/02 & WATER ATLAS H10 DATED 2/18/02). UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTORS SHOULD VERIFY LOCATIONS PRIOR TO DIGGING.

BASIS OF BEARINGS:

THE BEARING OF N 90°00'00" E ALONG THE CENTERLINE OF SEVENTH STREET PER MAP FILED IN BOOK 19, PAGE 91, MISCELLANEOUS RECORDS OF LOS ANGELES COUNTY, CALIFORNIA.

BENCHMARK NOTE:

CITY OF LONG BEACH B.M. NO. 588 ELEVATION = 35.318 FEET

DATUM: NGVD29, 1985 ADJUSTMENT.

DESCRIPTION – NE. CORNER OF LOCUST AVENUE AND 7TH STREET – FOUND BRASS DISC IN CURB STAMPED "CLB 588 2000", 22.5' E/CURB, 0.7' N/CURB LINE..

SURVEYOR'S NOTES:

THE BOUNDARY SHOWN HEREON WAS COMPILED FROM RECORD DATA. THE FINAL BOUNDARY SHALL BE FILED AND RECORDED AS A RECORD OF SURVEY WITH THE COUNTY OF LOS ANGELES, CALIFORNIA.

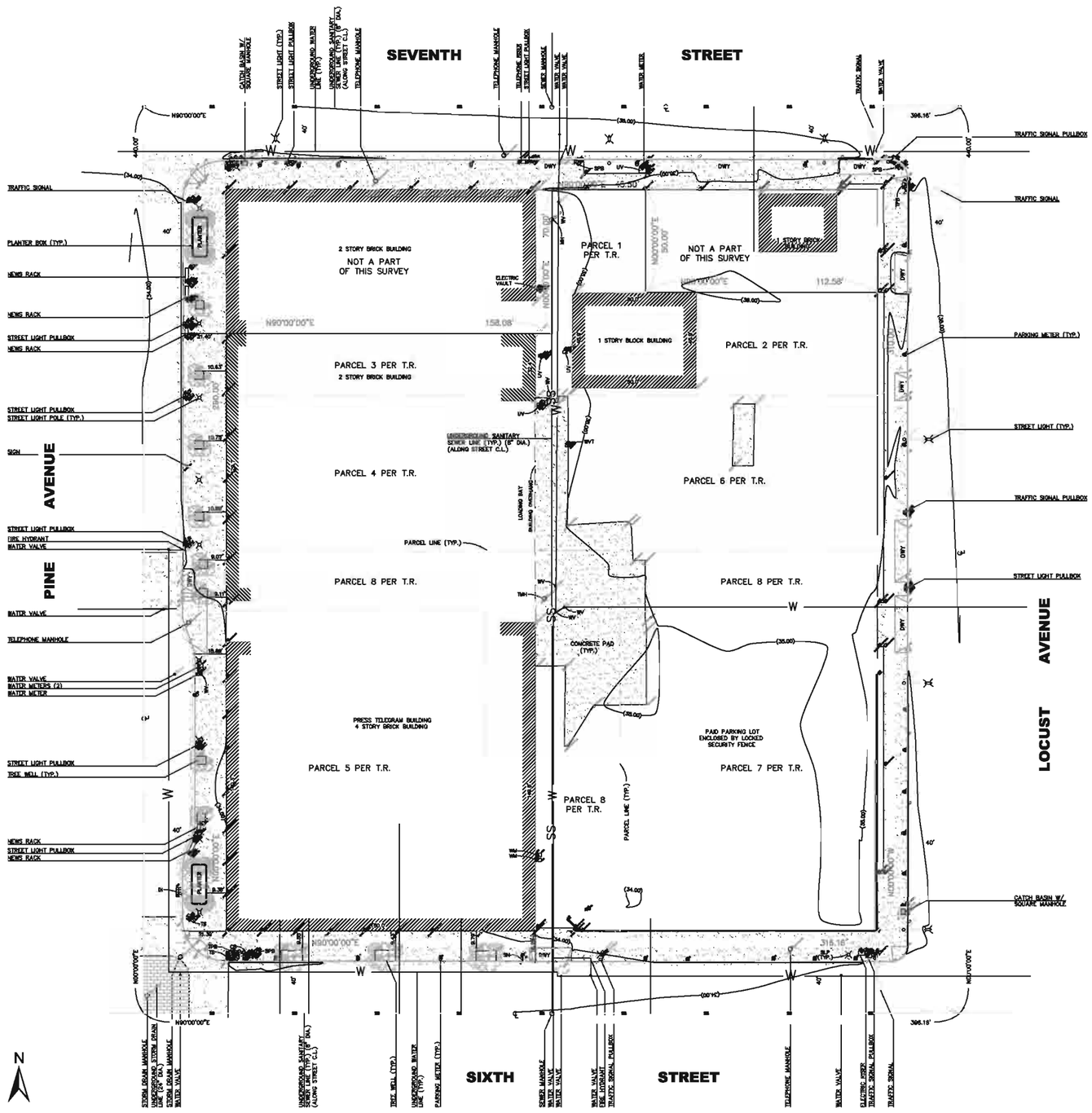
BUILDINGS SHOWN HEREON NOT DETAILED, DUE TO FUTURE DEMOLITION.

THIS PLAN IS NOT INTENDED FOR CONSTRUCTION PURPOSES.

TYPICAL LEGEND:

AC – ASPHALTIC CONCRETE
CB – CATCH BASIN
CRN – CROWN OF ROAD
DI – DRAIN INLET
DWY – DRIVEWAY
E. – EAST
FD. – FOUND
FF – FINISHED FLOOR
FL – FLOWLINE
FS – FINISHED SURFACE
LIP – LIP OF GUTTER
MH – MANHOLE
N. – NORTH
NE. – NORTHEAST
NW. – NORTHWEST
PA – PLANTER AREA
PG. – PAGE
P.L. – PROPERTY LINE
S. – SOUTH
SE. – SOUTHEAST
SLP – STREET LIGHT POLE
SN – SIGN
SPB – STREET LIGHT PULLBOX
SQ. – SQUARE
SW. – SOUTHWEST
TC – TOP OF CURB
TMH – TELEPHONE MANHOLE
TPB – TRAFFIC SIGNAL PULLBOX
TS – TRAFFIC SIGNAL
T.R. – TITLE REPORT
(TYP.) – TYPICAL
UV – UTILITY VAULT
W. – WEST
WM – WATER METER
WV – WATER VALVE
WVT – WATER VAULT
℄ – CENTER LINE
– STREET LIGHT POLE
– CONCRETE

0 30 60 Feet
Scale in Feet



LEGAL DESCRIPTION:

PARCEL 1:

THE WEST 37 ½ FEET OF LOTS 1 AND 3, IN BLOCK 41, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 19 PAGE 91 ET SEQ., OF MISCELLANEOUS RECORDS OF SAID COUNTY.

TOGETHER WITH THAT PORTION OF THE ALLEY 16 FEET WIDE ADJOINING SAID LAND ON THE WEST LYING BETWEEN THE PROLONGATION OF THE NORTHERLY LINE OF LOT 1 AND THE SOUTHERLY LINE OF LOT 3 BY 8 FEET, AS VACATED IN RESOLUTION NO. C-24598 OF THE CITY OF LONG BEACH, RECORDED NOVEMBER 14, 1988 AS INSTRUMENT NO. 88-1824834, OF OFFICIAL RECORDS.

EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND HYDROCARBON SUBSTANCES LYING BELOW A DEPTH OF 200 FEET FROM THE SURFACE OF SAID LAND, BUT WITHOUT THE RIGHT OF ENTRY UPON ANY PORTION OF THE SURFACE OF SAID LAND FOR THE PURPOSE OF EXPLORING FOR, BORING, EXTRACTING, DRILLING, MINING, PROSPECTING FOR, REMOVING OR MARKETING SAID SUBSTANCES, AS RESERVED TO THE GRANTOR THEREIN IN DEED EXECUTED BY TITLE INSURANCE AND TRUST COMPANY, TRUSTEE UNDER AGREEMENT AND DECLARATION OF TRUST EXECUTED HEREOF CREATING THOSE CERTAIN TRUSTS KNOWN AS ALBERT C. SELLERY TRUST AND THE ELEANOR D. SELLERY TRUST, RECORDED JULY 15, 1989 AS INSTRUMENT NO. 420, OF OFFICIAL RECORDS.

PARCEL 2:

LOTS 5 AND 7, IN BLOCK 41, OF THE TOWNSITE OF LONG BEACH, IN THE CITY OF LONG BEACH, AS PER MAP RECORDED IN BOOK 19 PAGE 91 ET SEQ., OF MISCELLANEOUS RECORDS OF SAID COUNTY.

TOGETHER WITH THAT PORTION OF THE ALLEY 16 FEET WIDE ADJOINING SAID LAND ON THE WEST LYING BETWEEN THE PROLONGATIONS OF THE NORTHERLY LINE OF LOT 5 AND THE SOUTHERLY LINE OF LOT 7, BY 8 FEET, AS VACATED IN RESOLUTION NO., C-24598 OF THE CITY OF LONG BEACH, RECORDED NOVEMBER 14, 1988 AS INSTRUMENT NO. 88-1824834, OF OFFICIAL RECORDS.

PARCEL 3:

THE SOUTH 5 FEET OF LOT 8 AND ALL OF LOT 8, IN BLOCK 41, OF LONG BEACH, IN THE CITY OF LONG BEACH, AS PER MAP RECORDED IN BOOK 19 PAGES 91 TO 96 INCLUSIVE OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. TOGETHER WITH THE PORTION OF THE ALLEY 16 FEET WIDE ADJOINING SAID LAND ON THE EAST LYING BETWEEN THE PROLONGATION OF THE NORTHERLY LINE OF THE SOUTHERLY 5 FEET OF LOT 8 AND THE PROLONGATION OF THE SOUTHERLY LINE OF LOT 7, BY 8 FEET, AS VACATED IN RESOLUTION NO. C-24598 OF THE CITY OF LONG BEACH, RECORDED NOVEMBER 14, 1988 AS INSTRUMENT NO. 88-1824834, OF OFFICIAL RECORDS.

PARCEL 4:

LOTS 10, 12 AND 14, IN BLOCK 41, OF THE CITY OF LONG BEACH, AS PER MAP RECORDED IN BOOK 19 PAGE 91 OF MISCELLANEOUS RECORDS OF SAID COUNTY.

TOGETHER WITH THAT PORTION OF THE ALLEY 16 FEET WIDE ADJOINING SAID LAND ON THE EAST LYING BETWEEN THE PROLONGATIONS OF THE NORTHERLY LINE OF LOT 10 AND THE SOUTHERLY LINE OF LOT 14 , BY 8 FEET, AS VACATED IN RESOLUTION NO. C-24598 OF THE CITY OF LONG BEACH, RECORDED NOVEMBER 14, 1988 AS INSTRUMENT NO. 88-1824834, OF OFFICIAL RECORDS.

EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES BELOW A DEPTH OF 200 FEET FROM THE SURFACE THEREOF, WITHOUT RIGHT OF SURFACE ENTRY, AS RESERVED BY EDWARD R. LOVELL, TRUSTEE IN DEED RECORDED DECEMBER 1, 1971 AS INSTRUMENT NO. 155, OF OFFICIAL RECORDS.

PARCEL 5:

LOTS 17 TO 21 INCLUSIVE IN BLOCK 41, OF THE TOWNSITE OF LONG BEACH, IN THE CITY OF LONG BEACH, AS PER MAP RECORDED IN BOOK 19 PAGES 91 TO 96 INCLUSIVE OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH THAT PORTION OF THE ALLEY 10 FEET WIDE ADJOINING SAID LAND ON THE NORTH LYING BETWEEN THE PROLONGATIONS OF THE WESTERLY LINE OF LOT 17 AND THE EASTERLY LINE OF LOT 21 BY 5 FEET, AS VACATED IN RESOLUTION NO. C-21081, OF THE CITY OF LONG BEACH, RECORDED APRIL 10, 1972 AS INSTRUMENT NO. 2966 AND RECORDED MAY 9, 1972 AS INSTRUMENT NO. 3947, OF OFFICIAL RECORDS.

PARCEL 6:

LOTS 9, 11 AND 13, IN BLOCK 41, OF THE TOWNSITE OF LONG BEACH, IN THE CITY OF LONG BEACH, AS PER MAP RECORDED IN BOOK 19 PAGES 91 TO 96 INCLUSIVE OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH THAT PORTION OF THE ALLEY 16 FEET WIDE ADJOINING SAID AND ON THE WEST LYING BETWEEN THE PROLONGATIONS OF THE NORTHERLY LINE OF LOT 9 AND THE SOUTHERLY LINE OF LOT 13 BY 8 FEET, AS VACATED IN RESOLUTION NO. C-24598 , OF THE CITY OF LONG BEACH, RECORDED NOVEMBER 14, 1988 AS INSTRUMENT NO. 88-1824834, OF OFFICIAL RECORDS.

PARCEL 7:

LOTS 24 TO 28 INCLUSIVE IN BLOCK 41, OF THE TOWNSITE OF LONG BEACH, IN THE CITY OF LONG BEACH, AS PER MAP RECORDED IN BOOK 19 PAGES 91 ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH THAT PORTION OF THE ALLEY 10 FEET WIDE ADJOINING SAID LAND ON THE NORTH LYING BETWEEN THE PROLONGATIONS OF THE WESTERLY LINE OF LOT 24 AND THE EASTERLY LINE OF LOT 28 BY 5 FEET, AS VACATED IN RESOLUTION NO. C-21081, OF THE CITY OF LONG BEACH, RECORDED APRIL 10, 1972 AS INSTRUMENT NO. 2966 AND RECORDED MAY 9, 1972 AS INSTRUMENT NO. 3947, OF OFFICIAL RECORDS.

EXCEPT ALL OIL, GAS AND OTHER HYDROCARBONS, IN AND UNDER THAT PORTION OF SAID LAND LOCATED MORE THAN 100 FEET BELOW THE SURFACE THEREOF BUT WITH NO RIGHT OF USE OF THE SURFACE OF SAID LANDS OR ANY PORTION THEREOF WITHIN 100 FEET OF THE SURFACE, AS RESERVED BY COVENANT PRESBYTERIAN CHURCH OF LONG BEACH, CALIFORNIA, IN DEED RECORDED MAY 19, 1985 AS INSTRUMENT NO. 999, OF OFFICIAL RECORDS.

PARCEL 8:

LOTS 15, 16, 22 AND 23, IN BLOCK 41, OF THE TOWNSITE OF LONG BEACH, IN THE CITY OF LONG BEACH, AS PER MAP RECORDED IN BOOK 19 PAGE 91 ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH THAT PORTION OF THE ALLEY 10 FEET WIDE ADJOINING LOTS 15 AND 16 ON THE SOUTH LYING BETWEEN THE PROLONGATIONS OF THE EASTERLY AND WESTERLY LINES OF SAID LOTS 15 AND 16, BY 5 FEET, AS VACATED IN RESOLUTION NO. C-21081, OF THE CITY OF LONG BEACH, RECORDED APRIL 10, 1972 AS INSTRUMENT NO. 2966 AND RECORDED MAY 9, 1972 AS INSTRUMENT NO. 3947 AND ALSO TOGETHER WITH THAT PORTION OF THE ALLEY 16 FEET WIDE ADJOINING LOT 15 ON THE WEST AND ADJOINING LOT 16 ON THE EAST, LYING BETWEEN THE PROLONGATIONS OF THE NORTHERLY AND SOUTHERLY LINES OF SAID LOTS 15 AND 16, BY 8 FEET, RESPECTIVELY, AS VACATED IN RESOLUTION NO. C-24598, OF THE CITY OF LONG BEACH, RECORDED NOVEMBER 14, 1988 AS INSTRUMENT NO. 88-1824834, OF OFFICIAL RECORDS.

ALSO TOGETHER WITH THAT PORTION OF THE ALLEY 10 FEET WIDE ADJOINING LOTS 22 AND 23 OF THE NORTH, LYING BETWEEN THE PROLONGATIONS OF THE EASTERLY AND WESTERLY LINES OF SAID LOTS 22 AND 23, BY 5 FEET, AS VACATED IN RESOLUTION NO. C-21081, OF THE CITY OF LONG BEACH, RECORDED APRIL 10, 1972 AS INSTRUMENT NO. 2966 AND RECORDED MAY 9, 1972 AS INSTRUMENT NO. 3947 AND ALSO TOGETHER WITH THAT PORTION OF THE ALLEY 16 FEET WIDE ADJOINING LOT 22 ON THE EAST AND ADJOINING LOT 23 ON THE WEST, LYING BETWEEN THE PROLONGATIONS OF THE NORTHERLY AND SOUTHERLY LINES OF SAID LOTS 22 AND 23, BY 8 FEET, RESPECTIVELY, AS VACATED IN RESOLUTION NO. C-24598, OF THE CITY OF LONG BEACH, RECORDED NOVEMBER 14, 1988 AS INSTRUMENT NO. 88-1824834, OF OFFICIAL RECORDS.

EXCEPT THEREFROM ALL OIL, GAS, AND OTHER HYDROCARBONS, IN AND UNDER THAT PORTION OF SAID LAND LOCATED MORE THAN 100 FEET BELOW THE SURFACE THEREOF, BUT WITH NO RIGHT OF USE OF THE SURFACE OF SAID LANDS OR ANY PORTION THEREOF WITHIN 100 FEET OF THE SURFACE, RESERVED IN DEED RECORDED MAY 19, 1985 AS INSTRUMENT NO. 999, OF OFFICIAL RECORDS.

SURVEYOR'S STATEMENT:

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION AT THE REQUEST OF OCTOBER FIVE DEVELOPMENT, LLC IN JUNE, 2005.

Existing Site Survey

Figure 2-5

Source: D. Woolley & Associates, July 2005.

2.4 PROJECT CHARACTERISTICS

The Press Telegram Loft Project would involve construction of two high-rise structures on the 2.5-acre Press-Telegram site. Each tall structure would be approximately 22 stories and 250 feet in height. A four story podium would surround both the high rise structures and the general perimeter of the site. All existing development on the site would be demolished to accommodate the project with the exception of portions of the Press-Telegram Building and the façade of the Meeker Building. An estimated 230 Press-Telegram employees would be relocated to the Arco Towers, which are approximately 0.5 miles south of the site on Ocean Boulevard. Color renderings of the proposed project are shown in figures 2-7 a through d.

The project would be a mixed use development with 542 residential units and 32,300 square feet of commercial and institutional space. A new parking structure would provide 1,186 on-site parking spaces. Vehicular access to the project would be from Locust Avenue and 7th Street.

As discussed further in sections 4.6, *Land Use*, and Section 5.0, *Growth Inducement*, an amendment to the PD-30 Zone District requirements for building height and residential density would be required in order for the project to be approved.

2.4.1 Residential Component

The proposed project includes 542 residences, including a mix of studio, 1-, 2-, and 3-bedroom units. Table 2-4 lists the units by number of bedrooms. Sixty of these units are proposed to be sold at the developer's cost to California State University Long Beach for faculty housing.

Table 2-4
Approximate Proposed Residential Units

Unit Size	Number of Units	% of total
650 to700 square feet (studio)	82	15.2%
700 to 900 sf (1bedroom)	191	35.2%
901 to 1,100 sf (1 bedroom)	114	21.1%
1,101 to 1,300 sf (2 bedroom)	105	19.3%
1,300+ sf (2-3 bedroom)	50	9.2%
TOTAL	**542**	**100.00%**

Source: October 5 Development, 2006.

2.4.2 Commercial Component

The commercial component would entail approximately 32,300 square feet of space. Of this, 10,650 square feet would be located on the ground floor of the portion of the Press-Telegram Building that would remain and be renovated and 13,650 square feet would be provided in the building's basement. Approximately 8,000 square feet would be used for work space for the proposed live/work units, located in a new structure that would be built behind the Meeker Building's façade, which would be retained and restored (see Section 2.4.4, *Historic Structures,*).

The commercial space in the Press-Telegram Building is tentatively proposed to be used by California State University Long Beach's Center for Community Engagement and the Arts Council of Long Beach. The proposed use and distribution of the commercial space would include 16,320 square feet of offices, distributed between the ground floor (4,350 square feet) and basement (11,970 square feet); 4,900 square feet of exhibit space on the ground floor; and 3,080 square feet of classroom space on the ground floor.

2.4.3 Project Access and Parking

A new parking structure consisting of four above-ground levels and three subterranean levels would provide 1,186 on-site parking spaces. Vehicular access to the parking structure would be taken from two driveways on Locust Avenue, and one service driveway would be provided on 7th Street. Preliminary parking plans are shown in figures 2-9 a through c.

2.4.4 Historic Structures and Adaptive Reuse

As discussed above in Section 2.3, Current Land Use, two existing buildings on the site are of historic interest, the Meeker Building (also known as the Baker Building), a City-designated historic landmark located on the southeast corner of 7th Street and Pine Avenue, and the Press-Telegram Building, occupying much of southwest corner of the site.

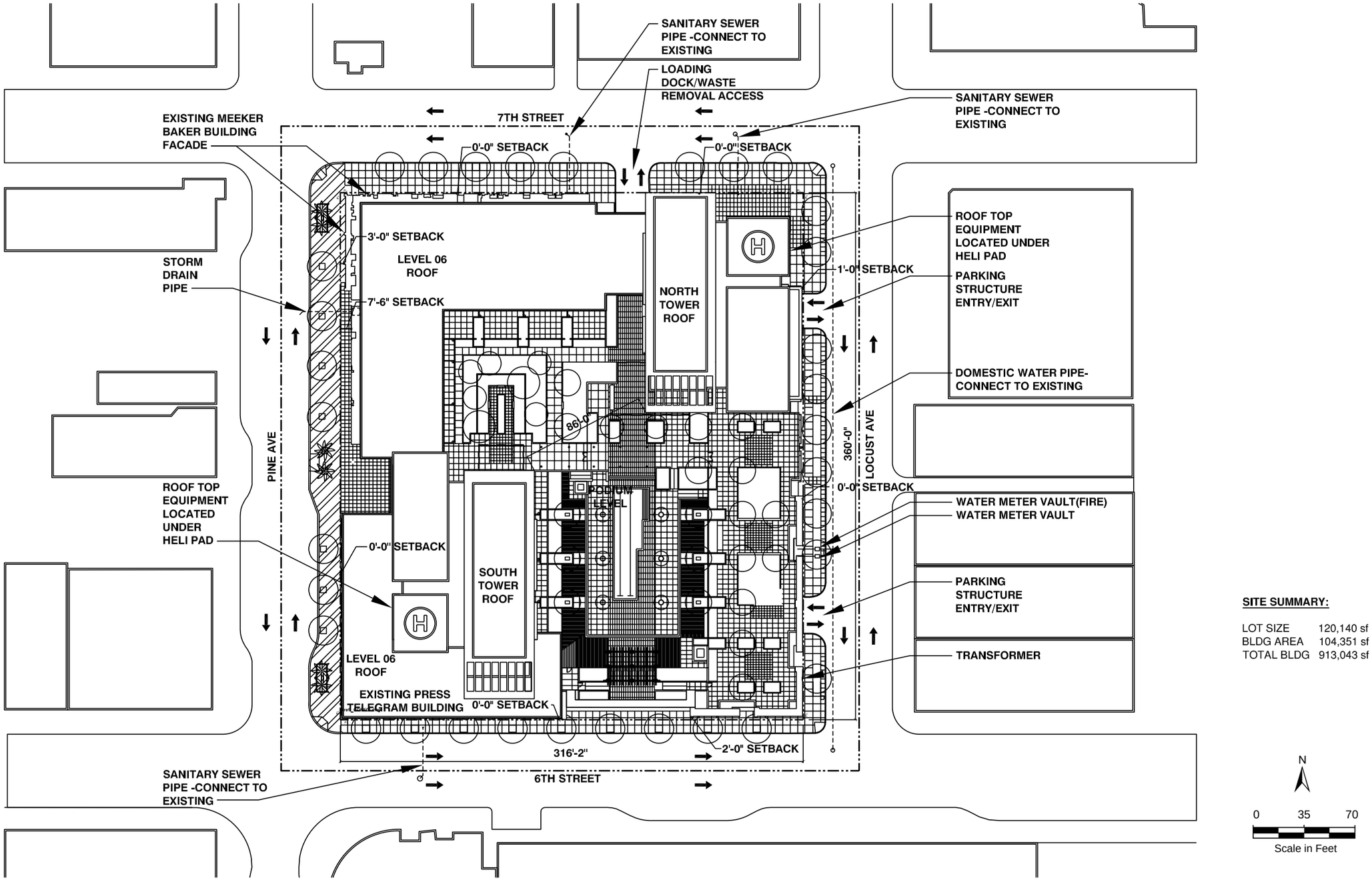
The applicant proposes to retain and restore all of the original 1924-built portions of the Press Telegram Building structure, with the exception of the manufacturing facility (see Figure 2-8). In addition, approximately 40 feet of office space behind the Pine Avenue façade of the 1930 and 1948 additions would be retained and renovated. The remaining structure would comprise an L-shaped four story building on the corner of Pine Avenue and 6th Street. Table 2-5 shows the breakdown of areas proposed for adaptive reuse of the Press-Telegram Building.

Table 2-5
Adaptive Reuse of Press-Telegram Building

Total Building Square Footage	Area to be Retained and Reused
Basement, 23,400 sf	23,400 sf
First Floor, 20,500 sf	10,650 sf
Second Floor, 16,880 sf	10,650 sf
Third Floor, 20,500 sf	10,650 sf
Fourth Floor, 13,315 sf	10,650 sf
TOTAL: 94,595 sf	**65,997 sf (69.8%)**

Source: October 5 Development, 2006.

The complete structure behind the two-story façade of the Meeker Building would be removed to allow for a continuation of the proposed parking structure below grade. Floors and walls would then be replaced with new construction. The façade would undergo a major renovation



SITE SUMMARY:

LOT SIZE	120,140 sf
BLDG AREA	104,351 sf
TOTAL BLDG	913,043 sf

Site Plan

Figure 2-6

Source: HKS Architects, Inc., July 18, 2006

0 25 50
Scale in Feet

North Elevation

Source: HKS Architects, Inc., July 18, 2006.

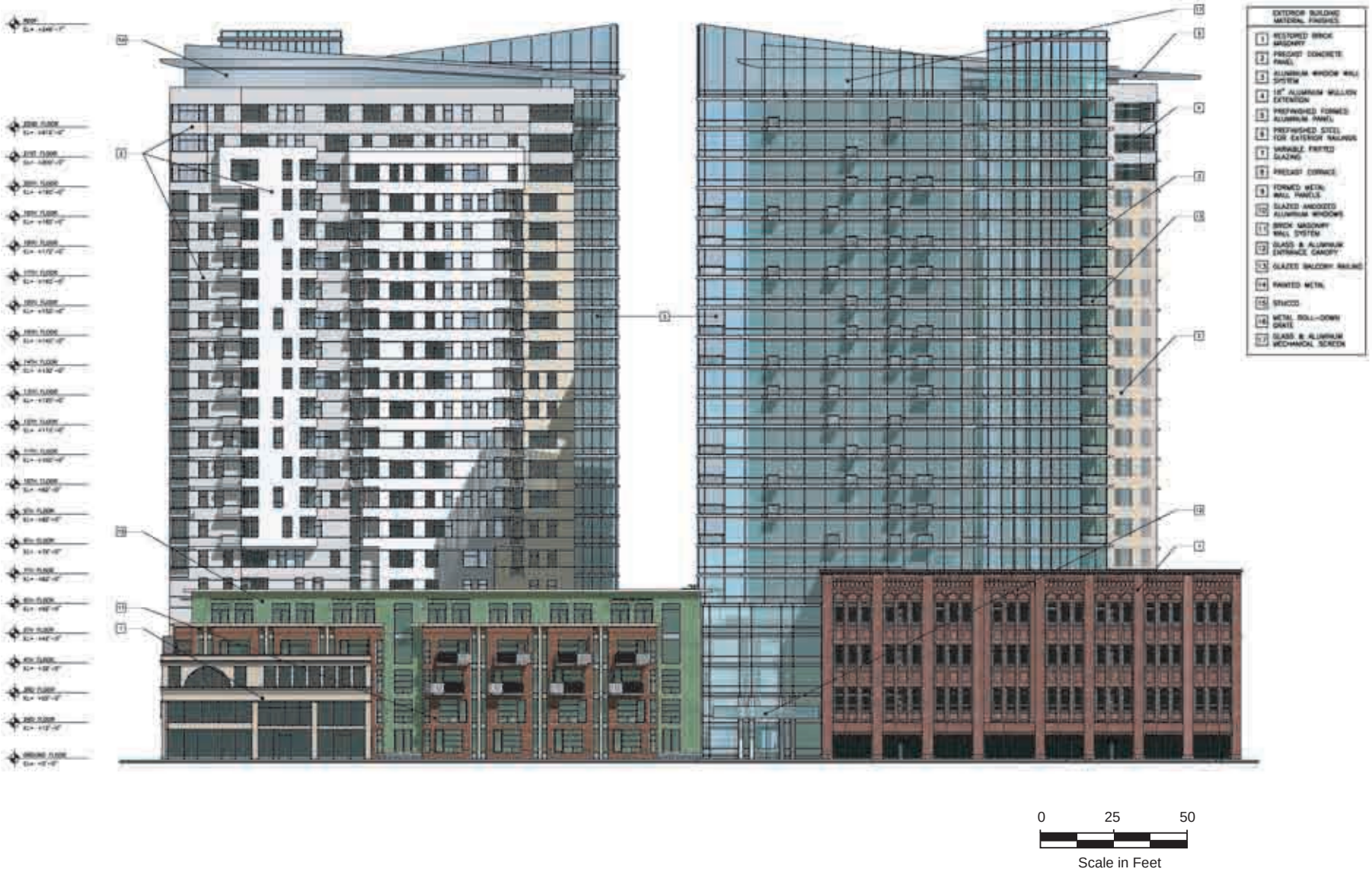
Figure 2-7A

0 25 50
Scale in Feet

East Elevation

Source: HKS Architects, Inc., July 18, 2006.

Figure 2-7B

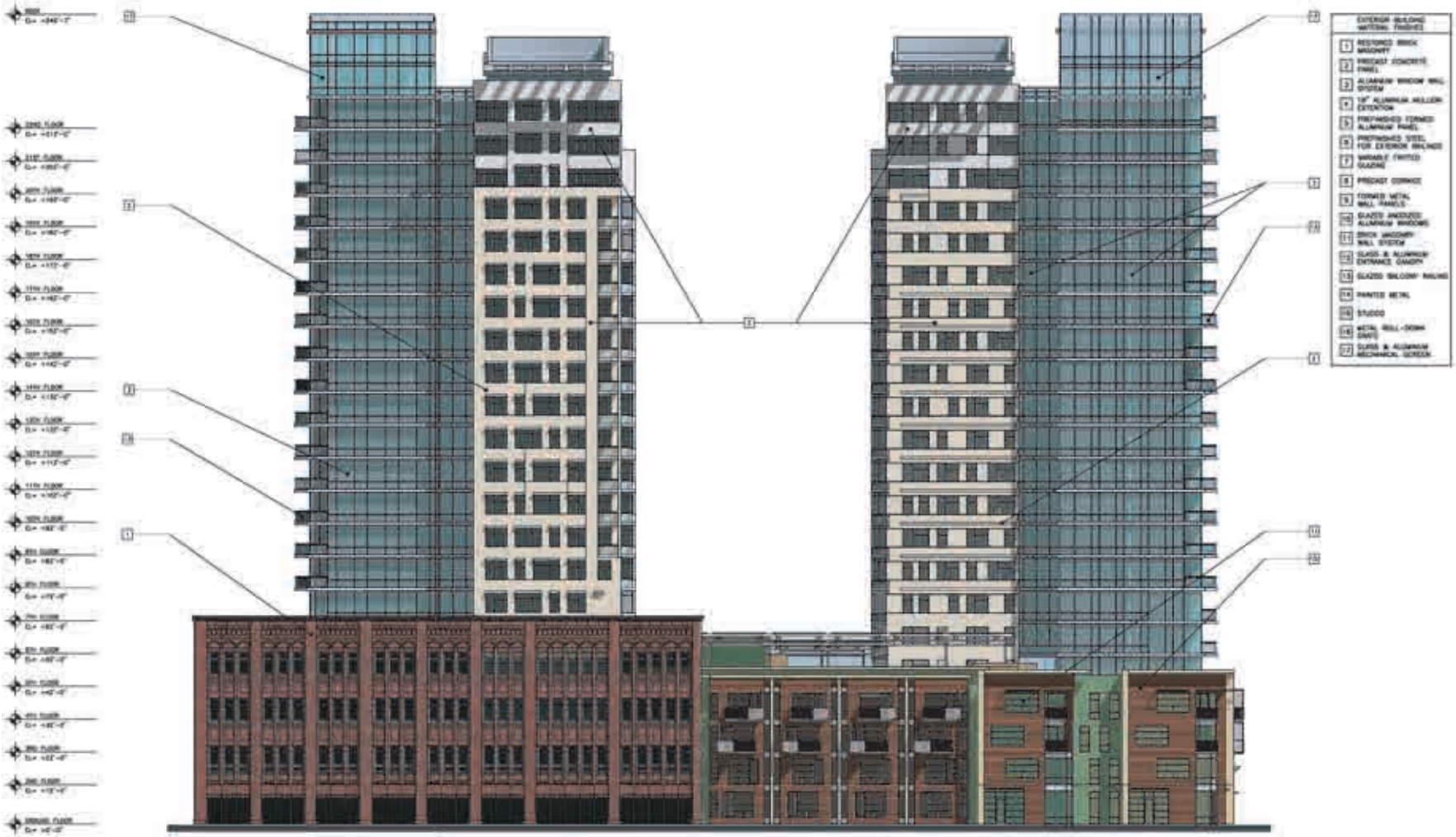


West Elevation

Source: HKS Architects, Inc., July 18, 2006.

Figure 2-7C

City of Long Beach



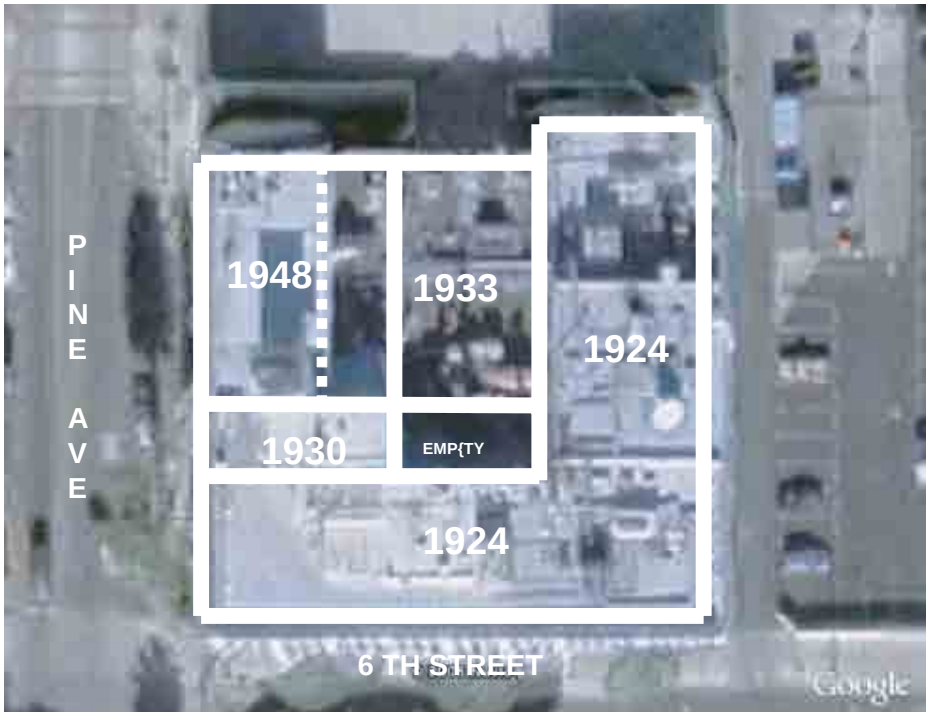
0 25 50
Scale in Feet

South Elevation

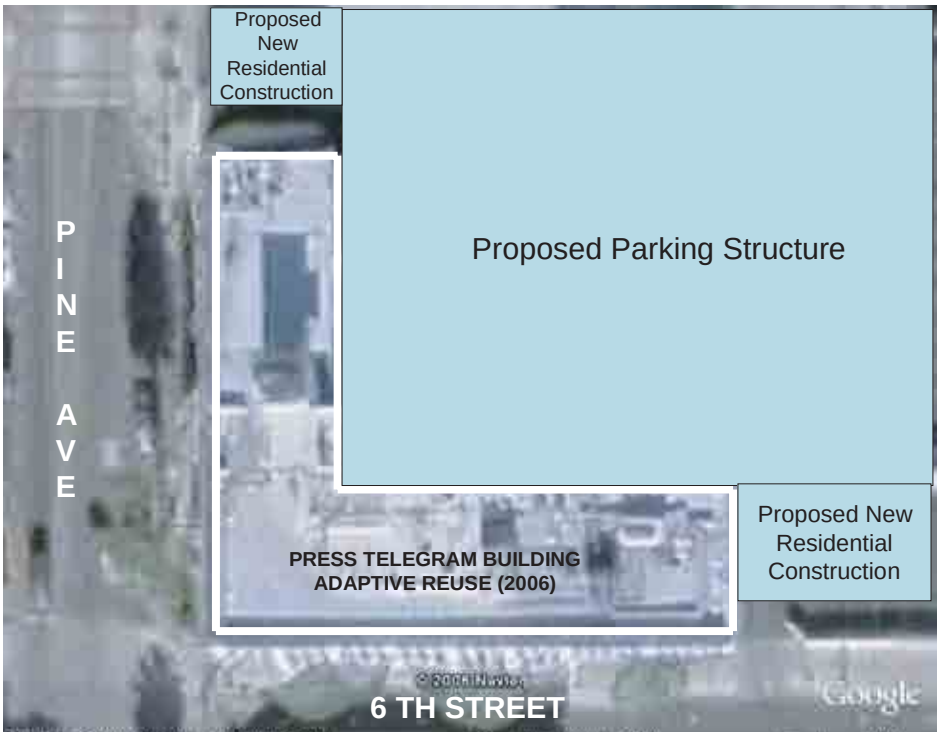
Source: HKS Architects, Inc. July 18, 2006.

Figure 2-7D

City of Long Beach



Press-Telegram Building Construction and Expansion Chronology



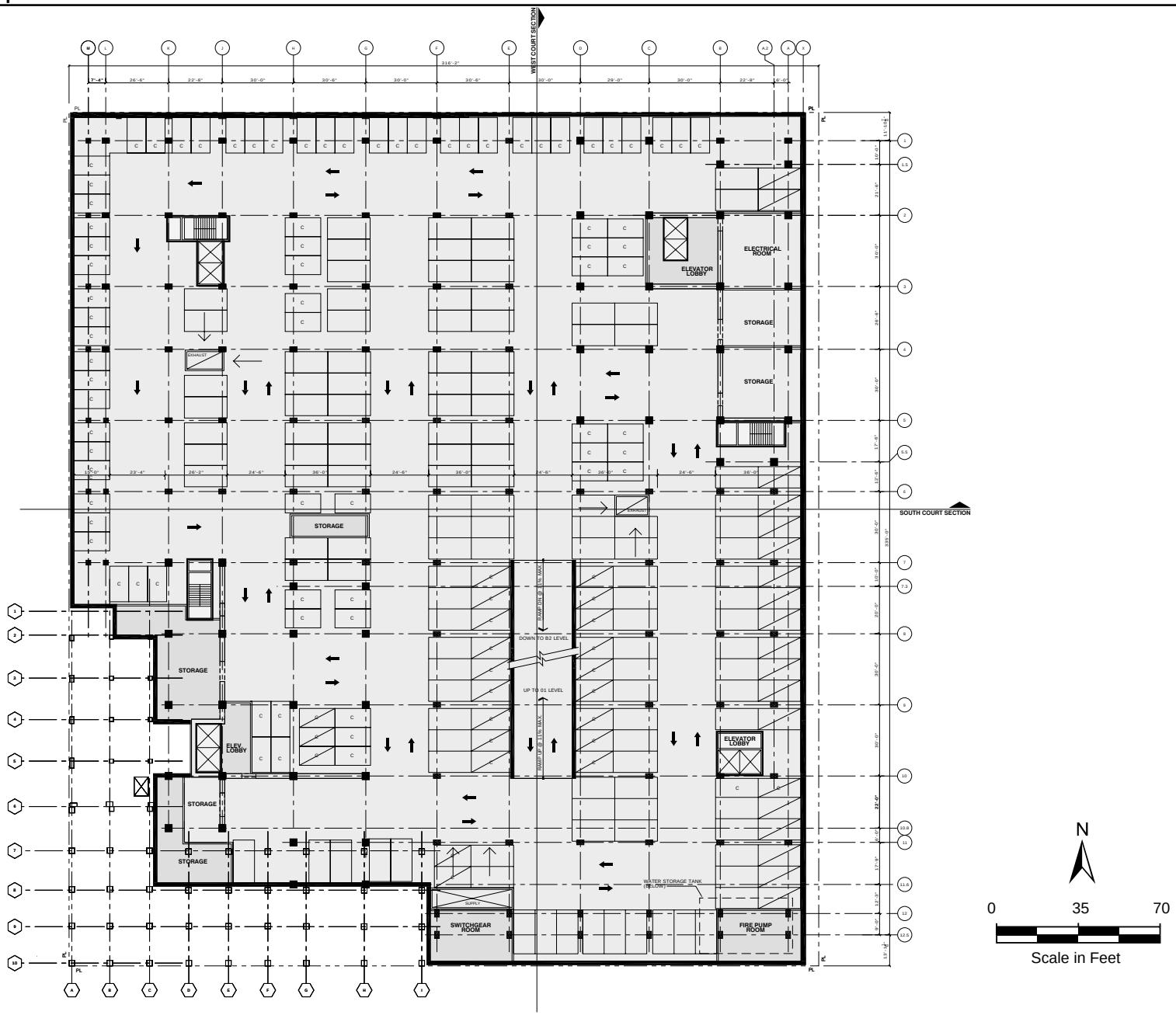
Source: OCTOBERfive development, LLC, 2006.

Proposed Demolition and Reuse of the Press-Telegram Building

N

Press-Telegram Building Chronology and Proposed Reuse

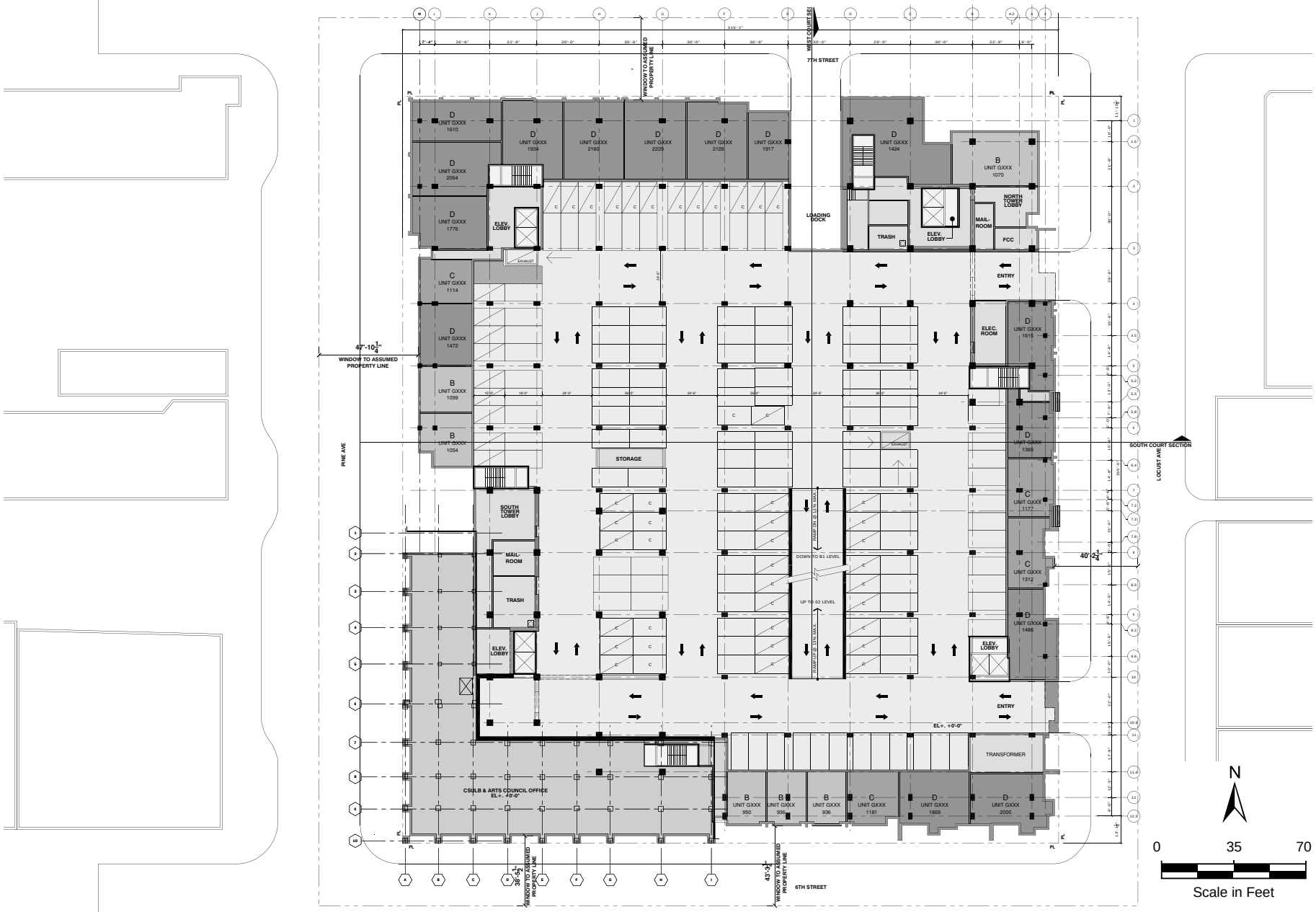
Figure 2-8



Source: HKS Architects, Inc., July 18, 2006

Level B1 Parking Plan

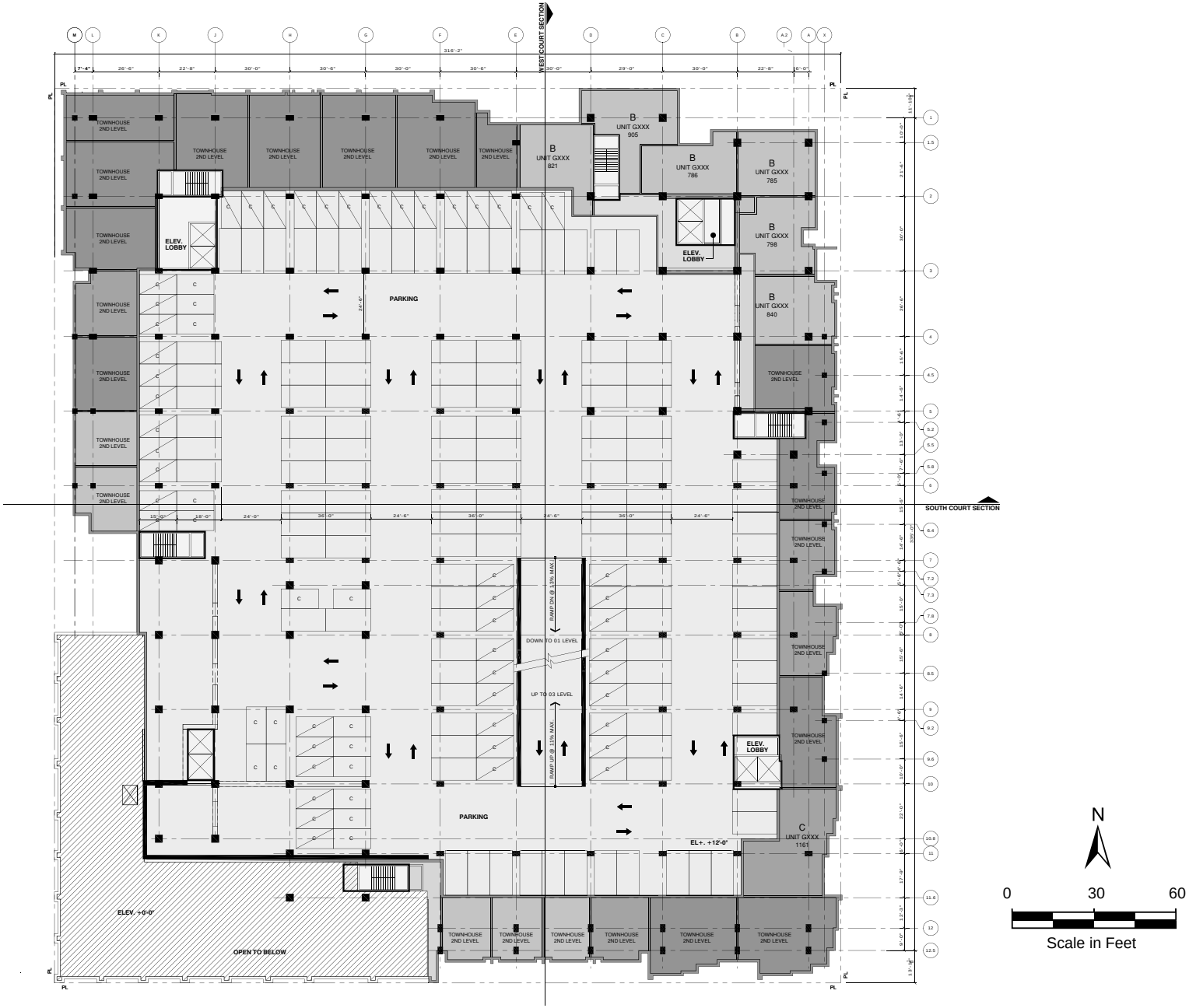
Figure 2-9a



Source: HKS Architects, Inc., July 18, 2006

Level B2 Parking Plan

Figure 2-9b



Ground Floor Parking Plan

Figure 2-9c

Source: HKS Architects, Inc., July 18, 2006

to restore it to its original condition. The 8,000 square feet of ground floor space in this building would be used for the work space for the proposed live/work units, with the upper floors occupied by residences.

2.4.6 Site Preparation and Construction

To prepare the site, the entire 2.5-acre project area would be excavated to a depth of approximately 35 feet, with the exception of the area beneath the portion of the Press-Telegram Building proposed to remain for adaptive reuse. It is assumed that approximately 130,200 cubic yards of material would be exported from the site.

Site preparation and construction duration for the project is estimated at between 22 and 26 months.

2.5 PROJECT OBJECTIVES

The primary objective of the proposed Press-Telegram project is to redevelop the project site with a financially feasible, mixed-use project that meets the residential and commercial needs of the City of Long Beach and the redevelopment objectives of the Downtown Long Beach Redevelopment Project. Secondary objectives of the Press-Telegram project are to provide adaptive reuse of a portion of the existing, underutilized Press-Telegram facilities in concert with new residential and commercial development and to preserve portions of the primary aesthetic/historic features of the existing development.

2.6 REQUIRED APPROVALS

Implementation of the proposed Press-Telegram Mixed Use Development project would require the following discretionary approvals:

- *Site Plan Review:* Due to the size of the project, Site Plan Review approval is required. The Site Plan Review process is established to meet certain community goals which are, among others, to ensure that the highest quality of land planning and design are incorporated into development projects, to ensure that new projects are compatible with existing neighborhoods in terms of scale, style and construction materials, and to ensure the maintenance, restoration, enhancement and protection of the environment.

- *Tentative Subdivision Map:* Required to divide the site into multiple parcels and to allow for the individual sale of the units.

- *Amendment to the PD-30 Zone District Regulations:* The site is located within the Downtown Mixed Use subarea of PD-30 (the Downtown Long Beach Planned Development District). This subarea has an allowable density of 75 units per acre and a maximum height of 100 feet. The proposed project has a density of approximately 200 units per acre and a proposed height of 250 feet. Therefore, the project as designed requires an amendment to PD-30. The

applicant is proposing to amend the PD-30 District to allow a height of 250 feet and densities of 217 units per acre on the site.

- *Variance for Parking Standards:* The project requires Standards Variances from parking, setbacks, and average unit size.

- *Waiver of Development Standards:* The applicant is requesting that the Planning Commission waive the development standards for open space and privacy.

- *Certificate of Appropriateness from the Cultural Heritage Commission.*

3.0 ENVIRONMENTAL SETTING

3.1 REGIONAL SETTING

The project site is located in the City of Long Beach, in southern Los Angeles County, within the greater Los Angeles metropolitan area (refer to Figure 2-1, Regional Location, and Figure 2-2, Project Vicinity, both of which can be found in Section 2.0, *Project Description*). The City of Long Beach is approximately 20 miles south of downtown Los Angeles and is located adjacent to the Pacific Ocean. The total area of the City of Long Beach is approximately 33,908 acres (53 square miles). Developed land comprises approximately 98.6% of the City, leaving only 473 acres, or 1.4%, of the City undeveloped. Water-covered areas and miscellaneous land uses account for the remaining land. The Mediterranean climate of the region and coastal influence produce moderate temperatures year round, with rainfall concentrated in the winter months. The region is subject to various natural hazards, including earthquakes, tsunami and flooding.

3.2 PROJECT SITE SETTING

The project site consists of approximately 2.5 acres in northernmost area of downtown Long Beach. The site is located at 604 Pine Avenue, and encompasses several parcels that make up one full downtown block bordered to the east by Locust Avenue, to the west by Pine Avenue, to the north by 7th Street and to the south by 6th Street, and bisected by Tribune Court, an alley.

The Press-Telegram site comprises one full city block bordered to the east by Locust Avenue, to the west by Pine Avenue, to the north by 7th Street and to the south by 6th Street, and bisected by Tribune Court, a private alley. The site is currently developed with six structures, including the Press Telegram facilities, which house the newspaper's offices, non-operational printing facility, storage space and other support uses; the Meeker Building (also known as the Baker Building), which houses retail and restaurant uses as well as nonconforming residential uses; and a fast food restaurant.

The general vicinity of the project is completely developed and contains a wide variety of residential, office, retail, and mixed uses. The project site is located at the northern edge of the City's Downtown, in a transitional area between the Downtown Core and the more residential neighborhoods to the north. The site is bordered to the south, east, and west by areas designated for mixed-use development as part of the Downtown Mixed-Use District, and to the north by areas designated for high density residential uses as part of the Long Beach Boulevard Planned Development District (PD-29). These surrounding areas are developed with a variety of commercial and residential uses, including mixed uses, in buildings generally ranging from one to four stories. Progressing north, east and west, the neighborhoods become more devoted to residential uses, while the downtown area to the south is more commercially oriented with some mixed-use development. Specific land uses adjacent to the site are commercial to the north, including a locksmith and restaurant; mixed-use development (ground level commercial and three levels of residential) and a parking structure to the south; a tire repair service, YMCA, an apartment building and a single-family residence to the east; and commercial and mixed commercial and residential structures, including a men's clothing store and pharmacy, to the west. International Elementary School is located northeast of the project site on the corner of Locust

Avenue and 7th Street. Newer condominium development with ground floor commercial uses is located south and southwest of the project site on Pine Avenue.

Major arterials in the project vicinity include north-south streets such as Long Beach Boulevard, Pine Avenue and Pacific Avenue, and east-west streets such Broadway and Third, Sixth, Seventh and Tenth Streets. Interstate 710 runs north-south to the west of the project area, paralleling the Los Angeles River as it flows into the Long Beach Harbor which includes the U.S. Naval Station at Long Beach. A map of existing zoning for the project site and immediately surrounding area is provided on Figure 4.6-1 in Section 4.6, *Land Use/Planning*.

3.3 CUMULATIVE PROJECTS SETTING

CEQA defines "cumulative impacts" as two or more individual events that, when considered together, are considerable or will compound other environmental impacts. Cumulative impacts are the changes in the environment that result from the incremental impact of development of the proposed project and other nearby projects. For example, traffic impacts of two nearby projects may be insignificant when analyzed separately, but could have a significant impact when analyzed together. Cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions and can more accurately gauge the effects of a series of projects.

Cumulative impacts are discussed within each of the specific impact analysis discussions in Section 4.0, *Environmental Impact Analysis*. The cumulative analysis in this EIR considers currently planned and pending projects in the vicinity of the project site. The cumulative projects considered are those listed in Table 3-1, which also provides the status of the projects.

Table 3-1
Cumulative Projects List

Location/Case No.	Description	Status
201 The Promenade (Case No. 9806-08)	162-room hotel	Entitlements final
517 E. 1st St (Case No. 0008-08)	69-room hotel	Under construction
248 Broadway (Case No. 0101-01)	48 rental units and commercial	Preliminary
835 Locust Ave (Case No. 0110-05)	82 condo units (Temple Lofts)	Under construction
201 E. Broadway (Case No. 0204-12)	11 condo conversion units	Under construction
100 E. Ocean Blvd (Case No. 0210-04)	Mixed use w/ 155 condo units restaurant, retail	Entitlements final

Table 3-1
Cumulative Projects List

Location/Case No.	Description	Status
200 E. Broadway (Case Nos. 0212-11 and 0505-20)	Mixed use w/ 62 condo units 9,466 sq. ft. commercial	Preliminary
640 Long Beach Blvd (Case No. 0212-12)	Walgreen's store	Under construction
200 Long Beach Blvd (Case No. 0301-07)	Artist complex	Preliminary
110 W. Ocean Blvd (Case No. 0302-13)	Convert Ocean Center bldg from office to 45 dwelling units	Preliminary
400 W. Ocean (Case No. 0303-02)	246 condo units Intracorp (Camden Phase II)	Under construction
133 The Promenade (Case No. 0303-35)	83 rental units and 22,475 sq. ft. commercial	Entitlements final
433 Pine Ave (Case No. 0307-15)	Condo/mixed use conversion of Newberry's bldg	Preliminary
600 W. Broadway (Case No. 0309-11)	334 condo units, 14,000 sq. ft. commercial	Preliminary
745 W. 3rd St (Case No. 0312-09)	64 affordable dwelling units	Under construction
230 W. 3rd St (Case No. 0312-21)	80 condo units with ground floor retail	Preliminary
427 W. 6th St (Case No. 0404-02)	10 rental units	Preliminary
125 Linden Ave (Case No. 0406-30)	30 condo units, 2,000 sq. ft. commercial	Entitlements final
250 Pacific Ave (Case No. 0407-03)	142 condo conversion units	Entitlements final
150 W. Ocean Blvd (Case No. 0410-20)	216 condo units (Camden III)	Preliminary
210 W. 3rd St. (Case No. 0410-21)	94 units, 2,864 sq. ft. comm. (Cedar Court)	Preliminary

Table 3-1
Cumulative Projects List

Location/Case No.	Description	Status
Broadway between Chestnut Ave and Maine Ave (Case Nos. 0410-29, 0411-07, 0411-18)	600 dwelling units15,000 sq. ft. commercial (West Gateway)	Preliminary
285 Bay St (Case No. 0411-10)	140-room hotel in the Pike	Preliminary
350 Long Beach Blvd (Case No. 0503-01)	82 dwelling units, 7,000 sq. ft. retail	Preliminary
328-338 Pacific Ave (Case No. 0504-14)	Public/private parking structure	Preliminary
432 W. Ocean Blvd (Case No. 0504-16)	80 dwelling units, 140 room hotel	Preliminary
604 Pine Ave (Case No. 0510-03)	482 units, 9,000 sq. ft. comm. (Press-Telegram site)	*EIR Project*
777 W. Ocean Blvd (Case No. 0510-27)	358 units, 13,600 sq. ft. comm. (Shoreline Gateway)	Preliminary

4.0 ENVIRONMENTAL IMPACT ANALYSIS

This section discusses the possible environmental effects of the proposed project for the specific issue areas that were identified through the Initial Study and NOP process as having the potential to experience significant impacts. "Significant effect" is defined by the *State CEQA Guidelines §15382* as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant."

The assessment of each issue area begins with a discussion of the setting relevant to that issue area. Following the setting is a discussion of the project's impacts relative to the issue area. Within the impact analysis, the first subsection identifies the methodologies used and the "significance thresholds," which are those criteria adopted by the City, other agencies, universally recognized, or developed specifically for this analysis to determine whether potential impacts are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each impact under consideration for an issue area is separately listed in bold text, with the discussion of the impact and its significance following. Each bolded impact listing also contains a statement of the significance determination for the environmental impact as follows:

> ***Class I, Significant and Unavoidable:*** *An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved.*
>
> ***Class II, Significant but Mitigable:*** *An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made.*
>
> ***Class III, Not Significant:*** *An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.*
>
> ***Class IV, Beneficial:*** *An impact that would reduce existing environmental problems or hazards.*

Following each environmental impact discussion is a listing of recommended mitigation measures (if required) and the residual effects or level of significance remaining after the implementation of the measures. In those cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect.

The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other future development in the area.

4.1 AESTHETICS

4.1.1 Setting

a. Visual Character of the Project Area. The project site is located in the northern section downtown Long Beach. Although located approximately eight city blocks north of the Pacific Ocean, the project site is primarily urban and public views of the ocean are absent from this area. The site is bordered to the south, east, and west by the Downtown Mixed-Use District, which is part of the Downtown Planned Development District (PD-30), and to the north by the High Density Residential District, part of the Long Beach Boulevard Planned Development District (PD-29).

The surrounding area is built out with a variety of commercial and residential uses in buildings generally ranging from one to four stories. Properties surrounding the project site include: commercial uses, including a locksmith and Mexican food restaurant, and an outdoor play field for the International Elementary School to the north; a mixed-use structure (commercial on the ground level and three levels of residential) and a parking structure to the south; a tire repair service, YMCA, and single-family residence to the east; and commercial structures, including a men's clothing store and pharmacy, to the west. International Elementary School is located northeast of the project site on the corner of Locust Avenue and 7th Street. Newer condominium development with ground floor commercial uses is located south and southwest of the project site on Pine Avenue. Although structures immediately adjacent to the project site range from one to five stories, the 17-story "Pacific Tower" is located one block west of the project site and the 8-story "Pine Villa" mixed-use/assisted living structure is located one block north.

Figures 2-3 and 2-4 in Section 2.0, *Project Description*, provide aerial and ground-level views of the existing project site. Photographs that show the existing visual character of the surrounding area are shown on Figures 4.1-1a and b.

b. Visual Character of the Project Site. The project site currently consists of office and commercial buildings, including the Press-Telegram and the Meeker Buildings, and a surface parking lot. Figures 2-3 and 2-4 in Section 2.0, *Project Description*, present aerial and street-level views of the project site and surrounding areas. The Press-Telegram Building, located at the corner of 6th Street and Pine Avenue, was constructed in 1923. The Press-Telegram Building is designed in the Art Deco style, and is associated with the production of the city's primary newspaper of record since the 1920s. The Meeker Building (also known as the Baker Building) was constructed in 1924 and is designated by the City of Long Beach as a historical landmark. This building, located at 650 Pine Avenue/112 East 7th Street, is designed in the Renaissance Revival style and still exhibits elements of that style, including decorative brick and tile work, arched openings, medallions and friezes. The remainder of the City block is developed with a fast-food restaurant located on the corner of Locust Avenue and 7th Street, one additional structure located behind (east of) the Meeker building, and surface parking lots.

With respect to light and glare, the development area currently has street lighting, some exterior building lighting and security lighting for the surface parking lots. Because of the relatively small surface area of the buildings on site devoted to windows, and the use of exterior shades on the windows of the Press-Telegram building, interior lighting does not contribute

substantially to nighttime light. Again, due to limited glazing and non-reflective paints and exterior materials, daytime glare levels from the site are relatively low. Land uses in the vicinity that would be most sensitive to night lighting are the mixed-use residences located across Pine Avenue, south and southwest of the project site, and residences located east of the project site across Locust Avenue.

c. Existing Shadow Conditions. As indicated above, the project site is currently developed with one- to four-story buildings, surface parking lots, and an alley. At these heights, morning and afternoon winter shadows fall partially on the second-story residences across Pine Avenue from the site and the International Elementary School schoolyard across 6th Street from the site, respectively.

d. Regulatory Setting. Citywide policies on scenic vistas focus on protecting views of the City's natural resources as well as views along significant streets and boulevards. The Scenic Routes Element, adopted in 1975, proposed five scenic route systems within the City.

Neighborhood aesthetics and character are addressed in several City policies, especially those contained in the Urban Design Analysis, Conclusions and Policy Directions Section of the Land Use Element and several in the Conservation and Scenic Routes Elements. These issues are further addressed in the City's Zoning Ordinance through a range of development standards that are applied by district. Policies and design standards related to aesthetics that are applicable to the proposed plan are discussed below. This section primarily focuses on those requirements most applicable to the design of the proposed project for the purpose of assessing whether any inconsistency with these standards creates a significant impact on the City's visual resources. The ultimate determination of whether this project is consistent with the General Plan, Specific Plan, and Zoning Ordinance is a decision that resides exclusively with the decision-making body (i.e., the City Council), and not with this environmental document.

The policies most applicable to the proposed project include the following:

Land Use Element.

- *Downtown Revitalization: Long Beach will build its downtown into a multi-purpose activity center of regional significance, emphasizing a quality physical environment, a pedestrian focus, and a wide variety of activities and architectural styles.*

- *Neighborhood Emphasis: Long Beach recognizes the strong neighborhood to be the essential building block of a City-wide quality living environment and will assist and support the efforts of residents to maintain and strengthen their neighborhoods.*

- *Facilities Maintenance: Long Beach will maintain its physical facilities and public rights-of-way at a high level of functional and aesthetic quality, manifesting the pride of the citizens in their City and ensuring that future generations need not bear the burden of deferred maintenance.*

Photo 1. View northwest from the northeast corner of the site, at Locust Avenue and 7th Street, including the Pacific Tower.

Photo 2. View northeast to south from corner of Locust Avenue and 7th Street

Source: Rincon Consultants, Inc., June 2006

Visual Character of Project Site and Surrounding Area

Figure 4.1-1A

Photo 3. Panoramic view from east to west from the northwest corner of the site, at Pine Avenue and 7th Street, including the Pacific Tower.

Photo 4. View west towards the project site from the Metro Station on 6th Street and Long Beach Boulevard.

Source: Rincon Consultants, Inc., June 2006

Visual Character of Project Site and Surrounding Area

Figure 4.1-1B

Conservation Element.

- *To create and maintain a productive harmony between man and his environment through conservation of natural resources and protection of significant areas having environmental and aesthetic value.*

- *To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential.*

Scenic Routes Element. The Scenic Routes Element was adopted by the City Council in 1975. The purpose of the Scenic Routes Element is to protect and enhance the scenic resources of the City of Long Beach, by establishing a system of scenic routes along existing roadways that traverse areas of scenic beauty and interest. None of the scenic routes are located near the project site.

Downtown Mixed-Use Planning District. The project site is carries a Zoning Ordinance designation of Downtown Planned Development District (PD-30), and is within the PD-30 Downtown Mixed Use subarea. In addition to height limits, setbacks including frontage standards, sign standards, various screening requirements, and landscaping standards, the following selected development standards relate to aesthetic resources:

B. Building Siting & Public Art

1. *Buildings should be sited to help define street space and public open spaces, in order that streets and public spaces are as active and safe as possible.*
2. *When public spaces are part of a development, they should be accessible and visible from a public street.*
3. *Siting of buildings should allow and encourage public access that is active and safe along public rights-of-way and on the development site.*
4. *Primary building entrances should face public streets.*
5. *Art work provided through the Percent for Public Art Program (Division VII, Section C. Public Art) should be visible from public streets and/or public open spaces.*
6. *Acceptable forms of public art may include aspects of streetscape design, in accordance with the City's public art program.*

C. Building Servicing and Equipment

1. *Servicing of new and renovated buildings, including garbage and deliveries, should occur on mid-block alleys whenever possible, not along street frontages. Developments occupying entire blocks may eliminate mid-block alleys only if an alternative and equivalent means of mid-block servicing is provided.*
2. *Servicing of new and renovated buildings, including trucks, loading docks and loading operations, should be minimally visible and audible from public streets. Roll down doors, screening, enclosures and other devices, in addition to an*

operational program, should be employed to minimize visibility and audibility of building servicing.

3. *Mechanical, plumbing, sprinkler and electrical equipment for new and renovated buildings should be minimally visible on roofs or at ground level from public streets and from public spaces.*

D. Building Design

1. *Buildings should be designed to reflect the proportions and measurements of people, should have human scale, especially on the ground level.*
2. *Building exterior design should incorporate three dimensional elements to articulate facades and mass, to create plays of light and shadow, and to add interest to the building appearance.*
3. *Public streetscape should be enhanced through exterior building design; building and landscape elements of developments should address frontages of public streets.*
4. *Where possible, building exteriors along public streets should include active pedestrian uses, entrances, arcades and colonnades; where not possible, building exteriors along public streets should include landscaping and other pedestrian level building treatments.*
5. *Exterior materials of buildings should be high quality, durability and permanence. Exterior high quality masonry materials are encouraged, such as stone, brick and terra cotta for non-residential developments.*

E. Residential Development

1. *Residential development should provide the highest quality living environments, including usable open spaces, substantial storage space, natural light and ventilation, and provisions to ensure safety for residents.*
2. *Dwellings should have windows and openings which allow views to open spaces and public ways, and which provide the best natural light and ventilation for living.*
3. *Multi-family residential development should provide adequate and dedicated bicycle parking/storage areas.*

F. Development With and Adjacent To Historic Buildings

1. *Existing historic buildings are important visual and cultural resources for downtown Long Beach. Buildings that are determined to be historic should be used as references for the design of adjacent new buildings in form, materials and quality.*
2. *New buildings should be designed in relation to adjacent historic buildings, including elements such as siting, setbacks, entrances, form, height, materials, colors, fenestration, facade and roof elements.*

G. Parking Structures

1. *Where possible, the ground level of parking structures along public streets should include active pedestrian uses, entrances, arcades and colonnades; where not possible, the ground level of facades along public streets should include landscaping and other pedestrian level building treatments.*
2. *Parking structures which serve primarily a building or a group of buildings in a development should be compatible in architectural treatment with the architecture of the served building(s).*
3. *Ramps, cars and sources of artificial lighting in parking structures should be minimally visible from public streets and open spaces.*

4.1.2 Impact Analysis

a. Methodology and Significance Thresholds. The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Different viewers react to viewsheds and aesthetic conditions differently. This evaluation measures the existing visual resource against the proposed action, analyzing the nature of the anticipated change. The project site was observed and photographically documented, as was the surrounding area, to assist in the analysis.

An impact is considered significant if it can be reasonably argued that the project would:

- *Adversely affect a viewshed from a public viewing area (such as a park, scenic highway, roadway, or other scenic vista);*
- *Substantially damage an existing visual or scenic resource, including but not limited to trees, rock outcroppings or historic buildings;*
- *Substantially degrade the existing visual character or quality of the site and its surroundings; or,*
- *Create a new source of light or glare that substantially alters the nighttime lighting character of the area.*

In determining shadow effects, several factors are considered:

- *Affected land use (i.e., is it a light-sensitive use whereby sunlight is essential to its use);*
- *Duration (i.e., how many hours per day might a use be shadowed);*
- *Time of day (i.e., is it in shadow at a time of day when sunlight is most important);*
- *Season (i.e., what time of year might a particular use be in shadow);*
- *Extent (i.e., what percentage of a particular use may be in shadow);*
- *Nature of the shadows (i.e., is the shadow more solid or more dappled in nature); and,*
- *Pre-existing conditions (i.e., are there existing buildings, landscaping or other features that currently shadow the use).*

In order for a project to generate a significant shadow impact, it must increase shadows cast upon shadow-sensitive uses. Shadow impacts are considered significant if shadow-sensitive

uses would be shaded by project related structures for more than three hours between late October and early April (including Winter Solstice), or for more than four hours between early April and late October (including Summer Solstice). Facilities and operations sensitive to the effects of shading include: solar collectors; nurseries; primarily outdoor-oriented retail uses (e.g., certain restaurants); or, routinely useable outdoor spaces associated with recreational, institutional (e.g., schools), or residential land uses. These uses are considered sensitive because sunlight is important to their function, physical comfort, and/or commerce.

b. Project Impacts and Mitigation Measures.

Impact AES-1 **The visual character of the project site would be altered through the introduction of two high-rise structures surrounded by a nearly continuous four-story "podium" to a site which is partially developed with one-to four-story structures and partially covered with surface parking and accessways. However, due to the moderate visual character and quality of the site and the highly urbanized context, the change from relatively low-profile development and open space to high rise development is considered a Class III, *less than significant*, impact.**

The project site is located in an urban area in the northern portion of downtown Long Beach. Surrounding development consists primarily of one- to two-story structures, while existing on-site development consists of several buildings ranging from one- to four-stories and surface parking lots and accessways. Development of the proposed project would change the visual condition of the site through partial demolition of the existing structures, one of which is a locally-designated historic landmark and one of which is potentially historic, and the construction of a new high-rise development (defined as 100 feet and above) much taller than the existing buildings (refer to Impact AES-3 for potential shadow impacts). The project would also fill in surface parking and alley areas that are currently not occupied by structures. Project renderings are shown on Figures 2-7a-d in Section 2.0, *Project Description.*

Although the site is urbanized, the proposed project represents a change in the type of development on the site and would introduce a new scale of development to the immediate neighborhood, as it would be the first high-rise development proposed in the north downtown area (refer to Section 4.6, *Land Use and Planning,* for a three-dimensional model of building heights in the downtown area). In addition, the new construction would introduce contemporary styles and materials to a site whose main street frontages are characterized primarily by architecture from the 1920s and 1930s. This would change the visual character of the site. In addition to ongoing design review and architectural treatments associated with the proposed structures, the Department of Public Works requires street tree planting at 25-foot intervals around the site as a condition of project approval, which would help soften the street-level views of the project. The Department also requires screening of trash and mechanical areas. As discussed in Regulatory Setting, incorporation of several other aesthetic treatments and design measures would be required as the project progresses through the City's site plan review process.

The existing development on the site is a mix of styles and scales. The fast food stand and

relatively nondescript later additions to the Press-Telegram context contrast with the original Press-Telegram Building and the Meeker Building, which are of visual as well as historic interest due to their architectural styles and exterior materials and adornments. As a whole, however, the site does not exhibit a unified aesthetic value that would be substantially degraded by the proposed project. In addition, although views through the site that are currently available from some surrounding public areas to open sky and/or development beyond would be completely or partially blocked by the proposed new structures, these views are not designated as scenic vistas, nor are they taken from scenic roadways or designated viewpoints. Thus, although the project would completely alter the visual character of the project site, this change in visual character would not be significantly adverse.

Compatibility of the proposed scale of the project with surrounding development is addressed in Section 4.6, *Land Use and Planning,* and compatibility with onsite historic structures is addressed in Section 4.3, *Historic Resources*. The aesthetic quality of the design and aesthetic implications of the mass and scale of the proposed new buildings would be addressed during the project's required Site Plan Review approval process. In accordance with Zoning Code Section 21.25.503, the Site Plan Review Committee considers all applications for Site Plan Review approval. For larger developments such as the proposed project, the Site Plan Review Committee typically refers the project to the Planning Commission for Site Plan Review approval using the procedures established for Planning Commission public hearings. The Planning Commission would be charged with the ultimate authority to approve the Site Plan Review application and requested entitlements. The City's Urban Design Officer would also work closely with staff and decision makers to ensure that design issues are addressed in the approved project.

Mitigation Measures. None required.

Significance After Mitigation. The proposed project would completely alter the visual character of the site by adding two 22-story buildings. However, impacts associated with this would be less than significant without mitigation.

Impact AES-2 The proposed project would result in new sources of light and glare on and around the project site, due to the increased height and scale of development as well as the larger proportion of glazing and potentially reflective materials such as aluminum shown in the conceptual renderings in contrast with the existing development on the site. This is considered a Class II, *significant but mitigable,* impact.

Lighting. Implementation of the proposed project would eliminate some existing light and glare sources and introduce new ones. Potential sources of lighting include the windows of the residential units and ground floor commercial/institutional space and spillover of light onto the street from the illumination of the high rise structures and podium during the nighttime hours. The proposed parking structure and ingress and egress points would also be lighted, and headlights of vehicles entering and exiting the structure at night would cast light onto roadways and surrounding properties. In addition, building signs including those used to identify the ground floor uses could result in light and glare impacts. Because the project site is located within the Downtown--Pine Avenue Activity Center (defined as buildings fronting on

Pine Avenue north of Ocean Boulevard and south of Seventh Street), sign proposals must be consistent with the Redevelopment Agency's Sign Program Guidelines and coordinated with the sign regulations (Long Beach Municipal Code Section 21.44.100).

The project site vicinity is urban in character, with high levels of existing lighting. Although the proposed project would not substantially alter this condition, mitigation measures are required to minimize the potential for project-generated nighttime lighting to adversely affect neighboring properties, particularly adjacent residences.

Glare. Potential sources of glare would consist of glazing (windows) and other reflective materials used in the façade of the proposed structures. Due to the increased height and scale of development, this potential would be greater than other structures in the vicinity and would therefore be a substantial new source of glare when compared to overall development in the area. Glare sources also include the sun's reflection from metallic or glass surfaces on vehicles parked in surface parking lots and along the roadways. It is expected that these sources of glare would diminish as a result of the project, which would replace the existing surface parking lot with a parking structure consisting of four above-ground levels and three below-ground levels. The design of the proposed parking structure, which would primarily be on the interior of the site and below ground, would preclude glare from parked cars from being visible from outside the structure.

As noted above, the project site is in an urban environment with numerous existing sources of glare. The proposed project would not substantially alter this condition. Nevertheless, mitigation measures are required to minimize the glare effects of the 22-story high rise structures on neighboring properties, particularly residences and the International Elementary School.

Mitigation Measures. The following mitigation measures would reduce potential lighting and glare impacts associated with the proposed project.

AES-2(a) **Lighting Plans and Specifications.** Prior to the issuance of any building permits, the applicant shall submit lighting plans and specifications for all exterior lighting fixtures and light standards to the Planning and Building 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 on-site and to minimize spillover of light onto surrounding properties or roadways. All parking structure lighting shall be shielded and directed away from residential uses. Such lighting shall be primarily located and directed so as to provide adequate security.

AES-2(b) **Building Material Specifications.** Prior to the issuance of any building permits, the applicant shall submit plans and specifications for all building materials to the Planning and Building Department for review and approval. All structures facing any public street or neighboring property shall use minimally reflective glass and all

other materials used on the exterior of buildings and structures shall be selected with attention to minimizing reflective glare. The use of glass with over 25% reflectivity shall be prohibited in the exterior of all buildings on the project site.

AES-2(c) **Light Fixture Shielding.** Prior to the issuance of any building permits, the applicant shall demonstrate to the Planning and Building Department that all night lighting installed on private property within the project site shall be shielded, directed away from residential uses, and confined to the project site. Rooftop lighting shall be limited to security lighting or aviation warning lights 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.

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 tinted in order to minimize glare from interior lighting.

Significance After Mitigation. With incorporation of recommended mitigation measures, impacts of the proposed project related to night lighting and glare would be reduced to a less than significant level.

Impact AES-3 **The proposed high rise structures would cast shadows onto adjacent properties, particularly in the wintertime when shadows are most extreme. Because shadows from the project would fall on sensitive residential and school uses for more than three hours during the winter months, shadow impacts would be Class I, *significant and unavoidable.***

The project site consists of one full downtown City block bordered to the east by Locust Avenue, to the west by Pine Avenue, to the north by 7th Street and to the south by 6th Street, and bisected by Tribune Court, an alley. Shadow-sensitive uses near the project site and within shadow range of the proposed project include residences on all sides of the project site, the International Elementary School directly adjacent to the northeast, and the school's play yard to the north. The proposed project would include two 22-story, 250 foot high buildings. These structures would be substantially taller than the existing buildings on the project site and the massing of structures on the entire site would be greater; therefore, the project would cast substantially longer and broader shadows than do the existing buildings. In general, shadows cast by buildings are longest at the winter solstice and shorten through the equinox seasons until their shortest length during the summer.

The projected summer solstice (June 21) shadows are illustrated on Figure 4.1-2a. During most of the day in the summer months, shadows would fall primarily on the site and surrounding streets and sidewalks. In the morning, shadows would fall to the west on second- and third-floor residences, including rooftop outdoor space, across Pine Avenue from the site. However,

because the duration of shading of the residential structures would be less than four hours, shadow impacts would not be significant. Afternoon shadows would be cast on the tire store to the east of the site at 7th Street and Locust Avenue; however the commercial use is not a shadow-sensitive use and the duration of shading would be less than four hours. Therefore, impacts would not be significant on the summer solstice.

The estimated winter solstice (December 21) shadows generated by the proposed project are illustrated on Figure 4.1-2b. As shown on Figure 4.1-2b, shadows would be cast several hundred feet to the northwest in the morning, to the north at midday, and to the northeast in the afternoon. Residences to the west directly across Pine Avenue and to the northwest and north for several hundred feet could be shaded by the shadows from the high rise structures for as long as three or more hours in the first half of the winter day. The elementary school to the northwest, including the school courtyard, could also be shaded by three or more hours. The school's outdoor play yard, directly across 7th Street from the project, would also be shaded for three or more hours, with shadows moving onto the space at about 9:00 a.m. and moving off after 3:00 p.m. This duration exceeds the stated threshold for duration of shadows on a sensitive use. Therefore project-generated shadow impacts would be significant for the school yard and possibly for the school building itself and nearby residences.

Mitigation Measures. None available outside of reducing the project height. Section 6.0 considers project alternatives that would reduce the height of the proposed high rise structures and, thus, reduce the impacts of project-generated shadows on adjacent uses.

Significance After Mitigation. Mitigation is not available. Therefore, shadow impacts to the International Elementary School and residences to the north of the project site would be significant and unavoidable.

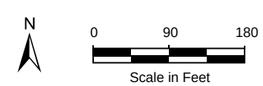
c. Cumulative Impacts. In general, the proposed project combined with other planned pending projects in and near downtown Long Beach (see Table 3-1 in Section 3.0, *Environmental Setting*) would contribute toward creating a denser and "taller" urban environment in the City. Given the City's current policies on the scale and design of new projects, the cumulative impact of the proposed project and other projects in the surrounding area would be to further the City's goal of a slightly more intensely developed urban environment with a stronger pedestrian orientation. These projects would be required to adhere to specific development standards in the City's Zoning Ordinance and General Plan, and to protect and enhance the area's aesthetic and visual resources. Though cumulative development would alter the visual character of the downtown area, the overall visual effect of cumulative development in the area would be less than significant.

Cumulative development of buildings of greater height, including the proposed project, would generally increase shadowing throughout the City. The shadow effects of individual buildings would need to be addressed on a case-by-case basis since shadowing is dependent upon building height, massing, and location, as well as the immediately surrounding uses. In any

9:00 AM

3:00 PM

12:00 PM



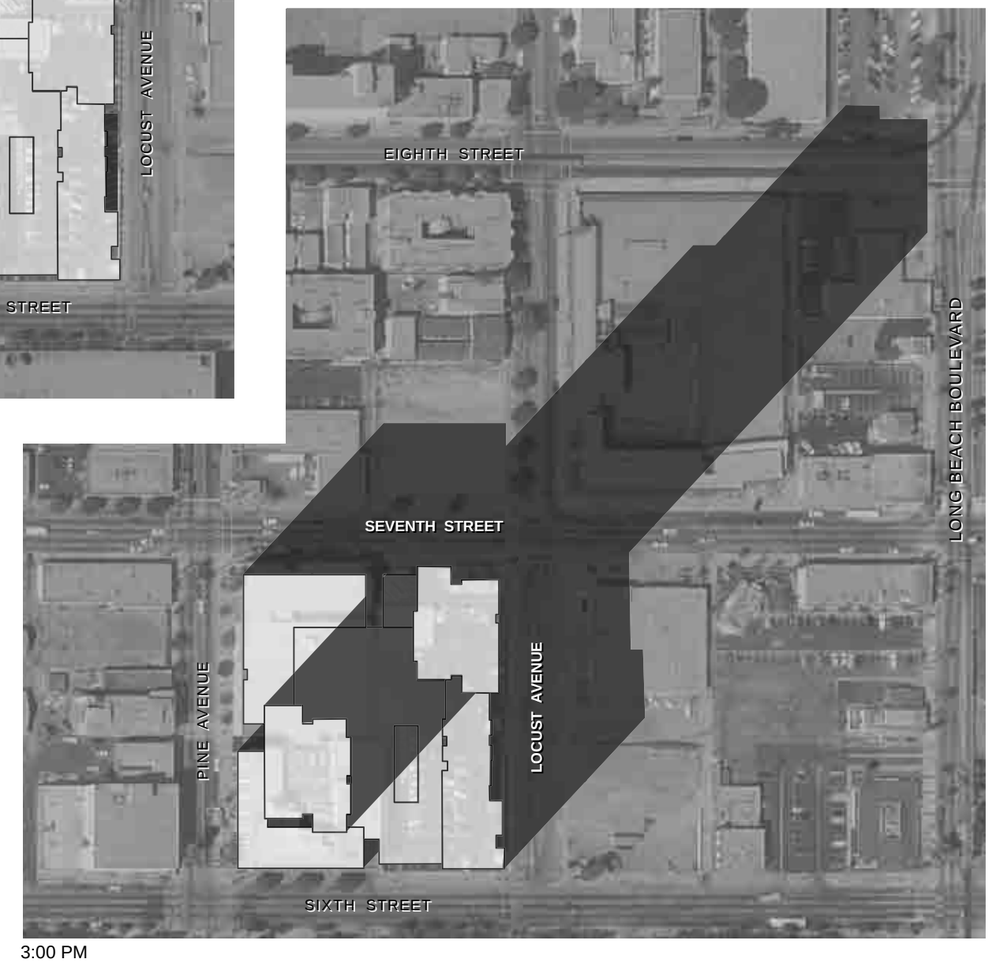
Summer Solstice Shadow - June 21st

Source: Aerial Photo: TerraServerUSA, March 2004

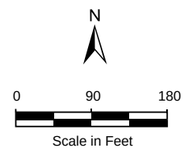
Figure 4.1-2A

9:00 AM

12:00 PM



3:00 PM



Winter Solstice Shadow - December 21st

Figure 4.1-2B

Source: Aerial Photo: TerraServerUSA, March 2004

event, shadow impacts associated with individual buildings are isolated in nature and do not contribute to additive effects on a particular geographic location.

4.2 AIR QUALITY

4.2.1 Setting

a. Climate and Meteorology. Long Beach is on the western edge of the Los Angeles Coastal Plain, immediately adjacent to Long Beach Harbor. The City is within the marine microclimate zone and the fog belt. The climate of the City is heavily influenced by its proximity to the Pacific Ocean, except during Santa Ana wind conditions. Winters are mild, and temperatures are above freezing. Spring and summer days are frequently cloudy, particularly during May and June, due to the presence of high fog. Summers are cool due to the moderating effect of sea breezes. Humidity tends to be higher than in adjacent communities further inland.

Average daytime temperatures range from highs of 74 degrees Fahrenheit in July and August to 57 degrees in January and February. The lowest temperature recorded in Long Beach was 25 degrees (January 1963); the highest was 110 degrees (September 1963). The moderating effects of the Pacific Ocean keep winter temperatures above freezing along the coastline and summer temperatures moderate. However, high temperatures occur when there are Santa Ana wind conditions creating an offshore flow. Santa Ana winds are strong northerly or northeasterly winds that originate from the desert of the Great Basin and predominantly occur from September through March. Usually warm, always very dry, and often full of dust, these winds are particularly strong in passes and at the mouths of canyons. Sustained winds of 60 miles per hour, with higher gusts, are fairly common under these conditions. On average, Santa Ana wind conditions occur five to ten times a year, with each event lasting up to a few days.

Wind data collected between 1992 and 2002 show that westerly/northwesterly winds are the most frequent winds during all seasons. Westerly/northwesterly winds are most common during the fall and winter months. Southerly winds are the second most common directional winds at the Long Beach Airport Station. The average annual wind speed at the Long Beach Airport Station is approximately 5.8 miles an hour.

Annual precipitation in Long Beach averages around 12.4 inches. Rainfall occurs almost exclusively from late October to early April.

b. Air Pollution Regulation. Both the federal and state governments have established ambient air quality standards for the protection of public health. The U.S. Environmental Protection Agency (EPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (CARB) is the state equivalent in the California Environmental Protection Agency. Local control in air quality management is provided by the CARB through regional-level Air Pollution Control Districts (APCDs). The CARB has established air quality standards and is responsible for the control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The CARB has established 14 air basins statewide.

The U.S. EPA has set primary and secondary ambient air quality standards for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, suspended particulates (PM_{10}) and lead. In addition, the State of California has established health-based ambient air quality standards for

these and other pollutants, which are more stringent than the federal standards. Table 4.2-1 shows the federal and state primary standards for the major pollutants. The U.S. EPA recently announced changes to the National Ambient Air Quality Standards for ozone and particulate matter. The federal ozone standard was lowered to 0.08 parts per million (ppm) and the averaging period was changed from one-hour to an eight-hour running average. A new particulate matter standard for 2.5 micron particulates ($PM_{2.5}$) was created in addition to the standard for 10 micron particulates (PM_{10}).

Table 4.2-1
Federal and State Ambient Air Quality Standards and South Coast Air Basin Attainment Statues

Pollutant	Federal Standard	Federal Attainment Status	California Standard	State Attainment Status
Ozone	0.08 ppm (8-hr avg)	Non-Attainment	0.09 ppm (1-hr avg) 0.07 ppm (8-hr avg)*	Non-Attainment
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	Non-Attainment	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)	Attainment
Nitrogen Dioxide	0.053 ppm (annual avg)	Unclassified/Attainment	0.25 ppm (1-hr avg)	Attainment
Respirable Particulate Matter (PM_{10})	50 $\mu g/m^3$ (annual avg) 150 $\mu g/m^3$ (24-hr avg)	Non-Attainment	20 $\mu g/m^3$ (annual avg) 50 $\mu g/m^3$ (24-hr avg)	Non-Attainment
Fine Particulate Matter ($PM_{2.5}$)	15 $\mu g/m^3$ (annual avg) 65 $\mu g/m^3$ (24-hr avg)	Non-Attainment	12 $\mu g/m^3$ (annual avg)	Non-Attainment

ppm = parts per million
$\mu g/m^3$ = micrograms per cubic meter
Source: California Air Resources Board, www.arb.ca.gov/aqs/aaqs2.pdf, May 6, 2005.
** This concentration was approved by the California Air Resources Board on April 28, 2005 and is expected to become effective in early 2006.*

The local air quality management agency is required to monitor air pollutant levels to assure that the air quality standards are met and, in the event they are not, to develop strategies to meet these standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in "attainment" or "non-attainment." The South Coast Air Basin (Basin), in which the project site is located, is a non-attainment area for both the federal and state standards for ozone, PM_{10}, and $PM_{2.5}$. The Basin is also classified as a non-attainment area for the federal standard for carbon monoxide, although it was reclassified as an attainment area for the state standard on January 20, 2005 and a request for federal reclassification has been submitted to the U.S. EPA. Ozone, nitrogen dioxide, PM_{10}, carbon monoxide, and suspended particulates are described below.

Ozone. Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO_x) and reactive organic gases (ROG). Nitrogen oxides are formed during the combustion of fuels, while reactive organic gases are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in

concentrations considered serious between the months of April and October. Ozone is a pungent, colorless toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, persons with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide. Carbon monoxide is a local pollutant that is found in high concentrations only near the source. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes. Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, carbon monoxide reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

Nitrogen Dioxide. Nitrogen dioxide (NO_2) is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_x. Nitrogen dioxide is an acute irritant. A relationship between NO_2 and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light and causes a reddish brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of PM_{10} and acid rain.

Suspended Particulates. PM_{10} is small particulate matter measuring no more than 10 microns in diameter, while $PM_{2.5}$ is fine particulate matter measuring no more than 2.5 microns in diameter. Suspended particulates are mostly dust particles, nitrates and sulfates. They are a by-product of fuel combustion and wind erosion of soil and unpaved roads, and are directly emitted into the atmosphere through these processes. Suspended particulates are also created in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects associated with the small particulates (those between 2.5 and 10 microns in diameter) and fine particulates ($PM_{2.5}$) can be very different. The small particulates generally come from windblown dust and dust kicked up from mobile sources. The fine particulates are generally associated with combustion processes as well as being formed in the atmosphere as a secondary pollutant through chemical reactions. Fine particulate matter is more likely to penetrate deeply into the lungs and poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

c. Current Air Quality. The South Coast Air Basin monitoring station located nearest to the project site is the North Long Beach Monitoring Station, located at 3648 North Long Beach Boulevard, approximately 3.5 miles north of the site. This station monitors ozone, carbon monoxide, nitrogen dioxide, PM_{10}, and $PM_{2.5}$. Table 4.2-2 provides the number of days each of these standards have been exceeded at this station over the past three years. As shown, the ozone concentration exceeded state standards once in 2003, and the PM_{10} concentration exceeded state standards four times in both 2003 and 2004. The $PM_{2.5}$ concentration exceeded

Table 4.2-2
Ambient Air Quality Data at the North Long Beach Monitoring Station

Pollutant	2003	2004	2005
Ozone, ppm - Worst Hour	0.099	0.090	0.091
Number of days of State exceedances (>0.09 ppm)	1	0	0
Number of days of Federal exceedances (>0.12 ppm)	0	0	0
Carbon Monoxide, ppm - Worst 8 Hours	4.66	3.37	3.51
Number of days of State/Federal exceedances (>9.0 ppm)	0	0	0
Nitrogen Dioxide, ppm - Worst Hour	0.135	0.121	0.136
Number of days of State exceedances (>0.25 ppm)	0	0	0
Particulate Matter <10 microns, $\mu g/m^3$ Worst 24 Hours	63.0	72.0	61.0
Number of samples of State exceedances (>50 $\mu g/m^3$)	4	4	N/A
Number of samples of Federal exceedances (>150 $\mu g/m^3$)	0	0	0
Particulate Matter <2.5 microns, $\mu g/m^3$ Worst 24 Hours	115.2	66.6	53.8
Number of samples of Federal exceedances (>65 $\mu g/m^3$)	3	1	0

Source: CARB, 2000, 2001, & 2002 Annual Air Quality Data Summaries available at http://www.arb.ca.gov

federal standards three times in 2003 and once in 2004. No exceedances of either the state or federal standards for NO_2 or CO have occurred at the North Long Beach Station since 1991.

d. Air Quality Management. Under state law, the South Coast Air Quality Management District (SCAQMD) is required to prepare an overall plan for air quality improvement. The SCAQMD Governing Board adopted the 2003 Air Quality Management Plan (AQMP) on August 1, 2003. The 2003 AQMP updates the attainment demonstration for the federal standards for ozone and particulate matter (PM_{10}); replaces the 1997 attainment demonstration for the federal carbon monoxide (CO) standard and provides a basis for a maintenance plan for CO for the future; and updates the maintenance plan for the federal nitrogen dioxide (NO_2) standard that the South Coast Air Basin (Basin) has met since 1992. The focus of the Plan is to demonstrate attainment with the federal PM_{10} ambient air quality standard by 2006 and with federal one-hour ozone in 2010 while making progress toward attainment of state standards and upcoming new federal standards (AQMP, 2003). Since June 2004, the South Coast Air Basin has been designated as a non-attainment area for the federal fine particulate matter ($PM_{2.5}$) standard. The California Air Resources Board will have until early 2008 to submit a new State Implementation Plan (SIP) for the $PM_{2.5}$ standard.

This revision to the AQMP also addresses several state and federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes and new air quality modeling tools. The 2003 AQMP is consistent with and builds upon the approaches taken in the 1997

AQMP and the 1999 Amendments to the Ozone State Implementation Plan (SIP) for the South Coast Air Basin for the attainment of the federal ozone air quality standard. However, this revision points to the urgent need for additional emission reductions (beyond those incorporated in the 1997/99 Plan) from all sources, specifically those under the jurisdiction of the California Air Resources Board and the U.S. Environmental Protection Agency which account for approximately 80 percent of the ozone precursor emissions in the Basin.

The 2003 AQMP is incorporated by reference and is available to download at www.aqmd.gov/aqmp/AQMD03AQMP.htm.

The Southern California Association of Governments (SCAG) provides regional planning efforts for a six-county region, including Los Angeles County. SCAG's Regional Transportation Plan (RTP) is a long-range (minimum 20-year) plan that provides a blueprint for future transportation improvements and investments based on specific transportation goals, objectives, policies, and strategies. The RTP is based on federal transportation law requiring comprehensive, cooperative, and continuous transportation planning. SCAG meets these requirements by developing comprehensive transportation plans that include all surface transportation modes (multi-modal planning) to ensure the efficient movement of people and goods throughout the region. The Regional Transportation Improvement Program (RTIP) is a capital listing of all transportation projects proposed over a six-year period for the SCAG region. The projects include highway improvements, transit, rail, and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, etc. The RTIP is prepared to implement projects and programs listed in the RTP and is developed in compliance with state and federal requirements.

e. Sensitive Receptors in the Project Area. Certain population groups are considered more sensitive to air pollution than others, in particular, children, the elderly, and acutely ill and chronically ill persons, especially those with cardio-respiratory diseases. Sensitive land uses would include those locations where such individuals are concentrated, such as hospitals, schools, residences, and parks with active recreational uses. Sensitive receptors in the vicinity of the proposed project site include mixed-use structures on the southeastern corner of Pine Avenue and 6th Street (~ 80 feet) and on the southwest corner of Pine Avenue and 6th Street (~ 80 feet), a residential structure and single family dwelling located on the east side of Locust Avenue (~80 feet), and International Elementary School and school playground near the intersection of Locust Avenue and 7th Street (~ 80 to 150 feet).

4.2.2 Impact Analysis

a. Methodology and Significance Thresholds. This analysis conforms to the methodologies recommended in the South Coast Air Quality Management District *CEQA Air Quality Handbook* (1993). Pollutant emissions were quantified using the Air Resources Board's URBEMIS 2002 (Version 8.7.0) computer model using the trip generation rates discussed in Section 4.10, *Traffic and Circulation*.

A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of the ozone standard by releasing emissions that equal or exceed the established long term quantitative thresholds for pollutants, or causes an exceedance of a state or federal ambient air quality standard for any criteria pollutant.

Table 4.2-3 provides the significance thresholds recommended by the SCAQMD for projects within the SCAB. Localized significance thresholds (LTSs) are listed in Table 4.2-4. LSTs have been established by the SCAQMD in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the SCAQMD's CEQA Air Quality Handbook.

Table 4.2-3
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	**Construction**	**Operation**
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs) and Odor Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Hazard Index ≥ 1.0 (project increment) Hazard Index ≥ 3.0 (facility-wide)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality for Criteria Pollutants [a]		
NO_2 1-hour average annual average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.25 ppm (state) 0.053 ppm (federal)	
PM_{10} 24-hour average annual geometric average annual arithmetic mean	10.4 $\mu g/m^3$ (recommended for construction) [b] 2.5 $\mu g/m^3$ (operation) 1.0 $\mu g/m^3$ 20 $\mu g/m^3$	
Sulfate 24-hour average	1 ug/m^3	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) 9.0 ppm (state/federal)	

[a] *Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, unless otherwise stated.*
[b] *Ambient air quality threshold based on SCAQMD Rule 403.*

KEY: lbs/day = pounds per day; ppm = parts per million; ug/m^3 = microgram per cubic meter; ≥ greater than or equal to

Source: SCAQMD, June24, 2005, http://www.aqmd.gov/ceqa/hdbk.html

Table 4.2-4
SCAQMD LSTs for Construction and Operation

Pollutant	Allowable emissions as a function of receptor distance in feet from a five acre site boundary (lbs/day)				
	82	164	328	656	1,640
Gradual conversion of NO_x to NO_2	177	177	192	233	331
CO	589	908	1,373	2,454	7,120
PM_{10} ($\mu g/m^3$)	2	5	23	42	60

Source: http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf
July 2006
With Links to: 1) SRA/City Table; and 2) Appendix B - Mass Rate LST Look-up Tables

The LSTs were devised in response to public concern regarding exposure of individuals to criteria pollutants in local communities. The LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, distance to the sensitive receptor, etc. However, the LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation, and LSTs have been developed only for NO_x, CO, and PM_{10}. LSTs have been developed for emissions within areas up to 5 acres in size, with air pollutant modeling recommended for activity within larger areas. Table 4.2-4 includes LSTs for projects of two acres in size in Source Receptor Area 4 (SRA-4), which is designated by the SCAQMD as the South Coastal LA County area and includes the City of Long Beach. For the purposes of this EIR, it is assumed that construction activity within the Specific Plan would generally occur within a 2-acre area at any one time. LSTs do not apply to mobile sources such as cars on a roadway.

As previously indicated, construction and operation emission associated with the proposed 542-unit mixed development were calculated suing the URBEMIS 2002 v. 8.7 computer program (see Appendix B for modeling results). Trip generation rates were applied based on data from the EIR traffic study (see Appendix G). The estimate of operation emission includes both emissions from vehicle trips and from electricity and natural gas consumption.

Impacts relating to carbon monoxide (CO) concentrations are considered significant if the additional CO from a project creates a "hot spot" where either the California one-hour standard of 20 parts per million (ppm) carbon monoxide or the federal and state eight-hour standard of 9.0 (ppm) is exceeded.

Neither the State nor the City of Long Beach have established standards or criteria for the evaluation of wind impacts. Based on pedestrian comfort considerations, implementation of the proposed project would result in a significant wind-related impact if it results in the occurrence at least one time per year of winds greater than 36 miles per hour (mph).

b. Project Impacts and Mitigation Measures.

Impact AQ-1 Project construction would generate air pollutant emissions that exceed SCAQMD construction thresholds for ozone precursor NO_x. Construction-related emissions are also expected to exceed the LST thresholds for NO_x, and exhaust PM_{10}. Because emissions cannot feasibly be reduced to below SCAQMD thresholds, temporary construction impacts would be Class I, *significant and unavoidable*.

Table 4.2-5 shows worst-case estimated daily emissions during demolition (Phase I), grading (Phase II), and building (Phase III) construction tasks. As indicated, emissions of ROC, CO, and PM_{10} would be below SCAQMD thresholds. However, maximum NO_x emissions during grading (240 pounds per day) would exceed the SCAQMD daily significance threshold of 100 pounds per day. Thus, impacts relating to temporary NO_x emissions during construction are considered significant.

Table 4.2-5
Estimated Maximum Daily Air Pollutant Emissions During Construction

	Unmitigated Emissions (lbs/day)				
	ROC	NOx	CO	Exhaust PM_{10}	Fugitive Dust
Phase I Demolition	15	171*	92	5	43
Phase II Site Grading	24	188*	184	6	20
Phase II Building Construction	39	240*	322	8.7	0.23
Maximum lbs/day	**39**	**240***	**322**	**8.7***	**43**
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*
Threshold Exceeded?	***No***	***Yes***	***No***	***No***	***No***
LSTs[3]	*N/A*	*177*	*589*	*2*	*N/A*
Threshold Exceeded?	***N/A***	***Yes***	***No***	***Yes***	***N/A***

Source: URBEMIS 2002, Version 8.7; see Appendix B for calculations.
[1]Totals include emissions associated with site grading, offsite earth export, and worker trips.
[2] Maximum daily emissions based on highest in either construction year 1, 2, or 3.
[3]LSTs are for a two acre project in SRA-4 at a distance of 82 feet from the site boundary.
** Indicates exceedance of an SCAQMD threshold or Local significance threshold.*

The nearest sensitive receptors with respect to the local significance thresholds (LSTs) are: (1) two mixed use residential apartment buildings on the southeast and southwest corner of Pine and 6th Street; (2) residential structure and single family dwelling located on the east side of Locust Avenue; (3) International Elementary School and school playground adjacent to the intersection of Locust Avenue and 7th Street. All of these sensitive receptors are approximately 80 feet away from the project site. The thresholds are relative only to those emissions that occur within a 2-acre area, such as onsite grading emissions or stationary source emissions, and

not to offsite mobile emissions. Comparison of emissions associated with all construction phases with the LSTs for NO_x, CO, and PM_{10} (in terms of exhaust emissions) indicates that LST thresholds for CO would not be exceeded, but that the LST thresholds for NO_x and PM_{10} would be exceeded. These exceedances represent a significant temporary air quality impact.

Mitigation Measures. The following mitigation measures are required to reduce emissions associated with construction activities to the greatest extent feasible. These measures shall be made conditions of approval and indicated on final construction and grading plans submitted to the City prior to issuance of a building permit or grading permit.

AQ-1(a) **Fugitive Dust Control Measures.** The following shall be implemented during construction to minimize fugitive dust and associated particulate emissions:

- *Water trucks shall be used during construction to keep all areas of vehicle movements damp enough to prevent dust from leaving the site. At a minimum, this will require twice daily applications (once in late morning and once at the end of the workday). Increased watering is required whenever wind speed exceeds 15 mph. Grading shall be suspended if wind gusts exceed 25 mph.*
- *The amount of disturbed area shall be minimized and onsite vehicle speeds shall be limited to 15 mph or less.*
- *If importation, exportation and stockpiling of fill material is involved, earth with 5% or greater silt content that is stockpiled for more than two days shall be covered, kept moist, or treated with earth binders to prevent dust generation. Trucks transporting material shall be tarped from the point of origin or shall maintain at least two feet of freeboard.*
- *After clearing, grading, earth-moving or excavation is completed, the disturbed area shall be treated by watering, revegetation, or by spreading earth binders until the area is paved or otherwise developed.*
- *All material transported off-site shall be securely covered to prevent excessive amounts of dust.*

AQ-1(b) **NO_x Control Measures.** The following shall be implemented throughout construction to reduce emissions of nitrogen oxides:

- *When feasible, electricity from temporary power poles on site shall be utilized rather than temporary diesel or gasoline generators.*
- *When feasible, on site mobile equipment shall be fueled by methanol or natural gas (to replace diesel-fueled equipment), or, propane or butane (to replace gasoline-fueled equipment).*
- *Aqueous Diesel Fuel or biodiesel (B20 with retarded fuel injection timing), if available, shall be used in diesel fueled vehicles when methanol or natural gas alternatives are not available.*

The following measure is required to further reduce emissions of construction-related ozone precursors (ROC and NO_x).

AQ-1(c) **Ozone Precursor Control Measures.** The following shall be implemented throughout construction to reduce emissions of ozone precursors ROC and NO_x:

- *Equipment engines should be maintained in good condition and in proper tune as per manufacturer's specifications;*
- *Schedule construction periods to occur over a longer time period (ie lengthen from 60 days to 90 days) during the smog season so as to minimize the number of vehicles and equipment operating simultaneously; and*
- *Use new technologies to control ozone precursor emissions as they become readily available.*

Significance After Mitigation. The required mitigation measures would reduce temporary construction emissions to the extent feasible. However, these measures are not sufficient to reduce emissions of NO_x below SCAQMD and LST significance thresholds (see Table 4.2-6). Therefore, construction impacts are considered significant and unavoidable.

Table 4.2-6
Estimated Mitigated Maximum Daily
Air Pollutant Emissions During Construction

	Emissions (lbs/day)				
	VOC	**Nox**	**CO**	**Exhaust PM_{10}**	**Fugitive Dust**
Total Emissions	**39**	**207***	**322**	**0.66**	**43**
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*
Threshold Exceeded?	***No***	***Yes***	***No***	***No***	***No***
LSTs[3]	*N/A*	*177*	*589*	*2*	*N/A*
Threshold Exceeded?	***N/A***	***Yes***	***No***	***Yes***	***N/A***

Source: URBEMIS 2002 calculations. See Appendix B for calculations.
** Indicates exceedance of an SCAQMD threshold or Local significance threshold.*

Impact AQ-2 **Operation of the proposed project would generate air pollutant emissions, but such emissions would not exceed SCAQMD operational significance thresholds. Therefore, the project's operational impact to regional air quality would be Class III, *less than significant*.**

Long-term operation of the project would generate air pollutant emissions due to increased vehicle traffic and energy consumption. Estimates of project emissions are shown in Table 4.2-

7. As indicated, overall emissions would not exceed SCAQMD thresholds. Therefore, operational impacts would be less than significant.

Table 4.2-7
Operational Emissions Associated with the Proposed Project (lbs/day)

Emission Source	ROC	NO_x	CO	PM_{10}
Vehicle	28	24	236	25
Area	27	4.33	3.32	0
Total Emissions	**55**	**29**	**267**	**25***
SCAQMD Thresholds	*55*	*55*	*550*	*150*
Exceeds Threshold?	***No***	***No***	***No***	***No***

Source: URBEMIS 2002 calculations. See Appendix B for calculations.
** Indicates an exceedance of SCAQMD significance threshold*

Several elements of the project may increase the use of alternative forms of transportation, thus reducing the actual impacts of vehicular traffic on air quality. The mixed use concept that incorporates retail, residential, and business/professional uses is intended to reduce vehicular flow within the area by residents. Bus and Metro services are available within ½-mile of the project site and are located on the corners of Long Beach Blvd 6th, and Long Beach Blvd and 7th respectively.

Mitigation Measures. Operational emissions associated with the proposed project would not exceed SCAQMD thresholds. To further reduce emissions, the following measures are recommended.

AQ-2(a) **Energy Consumption**. Onsite structures shall reduce energy consumption by at least 20% below current Federal guidelines as specified in Title 24 of the Code of Federal Regulations. Potential energy consumption reduction measures include, but are not limited to, the use of photovoltaic roof tiles, installation of energy efficient windows, and the use of R-45 insulation in the roof/attic space of all onsite structures.

AQ-2(a) **Energy Consumption.** Onsite commercial structures shall reduce energy consumption by at least 20% below current Federal guidelines as specified in Title 24 of the Code of Federal Regulations. Potential energy consumption reduction measures include, but are not limited to, the use of photovoltaic roof tiles, installation of energy efficient windows, and the use of R-45 insulation in the roof/attic space of all onsite structures.

Significance after Mitigation. Impacts would be less than significant without mitigation. Implementation of the recommended measures would further reduce impacts.

Impact AQ-3 Project traffic, together with cumulative traffic growth in the area, would not create carbon monoxide concentrations exceeding state or federal standards. Localized air quality impacts would therefore be Class III, *less than significant*.

Areas with high vehicle density, such as congested intersections, have the potential to create high concentrations of CO. These areas are known as CO "hot spots." A project's localized air quality impact is considered significant if CO emissions create a hot spot where either the California one-hour standard of 20 ppm or the federal and state eight-hour standard of 9.0 ppm is exceeded. This typically occurs at severely congested intersections (LOS E or worse). As discussed in Section 4.10, *Transportation and Traffic*, of the 42 intersections in the project vicinity that were analyzed in the traffic study, 5 intersections would be expected to operate at LOS E or lower during the weekday or weekend peak hours under the cumulative + project conditions. However, only 2 of these intersections would be significantly affected by project-related traffic. These intersections and their most affected peak traffic period are listed below:

- *Magnolia & 7th (PM)*
- *Alamitos & 7th (PM)*

The CALINE 4 air dispersion model was used to estimate the potential CO impacts at each of the above intersections during the peak period most affected by the proposed project. Receptor locations were set 10 feet from each intersection, although actual receptor locations are generally at a greater distance. This distance was selected to model the worst-case CO scenario for both atmospheric conditions and traffic levels. Traffic data for the 2015 with project scenario were used to represent maximum traffic congestion anticipated for the area. Data sheets containing the model inputs and detailed results are included in Appendix B.

The results of the CALINE modeling for each intersection are shown in Table 4.2-8. The concentrations listed are the highest calculated CO concentrations of all the receptor locations at each intersection.

Table 4.2-8
Carbon Monoxide Modeling Results

Intersection	2015 + Project Concentration*	California 1-Hour Standard*	Federal and State 8-Hour Standard*	Significant Impact?
Magnolia & 7th	5.5	20	9	**No**
Alamitos & 7th	6.1	20	9	**No**

** All concentrations in parts per million (ppm).*

As shown, cumulative + project traffic would not cause an exceedance of either the state or federal CO standards in build out year 2015. The highest estimated concentration of CO of 6.1 parts per millions (ppm) is expected at the intersection of Alamitos and 7th. This would be

below both the federal and state standards for CO. Therefore, project-related CO impacts would be less than significant.

Mitigation Measures. No mitigation measures would be required.

Significance after Mitigation. Carbon monoxide concentrations would not exceed state and federal thresholds, and would therefore be less than significant without mitigation.

Impact AQ-4 Construction of two 22-story high rise structures in a location where high-rise structures (defined as 100 feet or higher) do not currently exist could result in wind speeds of over 36 mph. This is considered a Class II, *significant but mitigable*, impact.

Ground-level wind acceleration in urban areas is heavily influenced by building exposure, massing, and orientation. Exposure is a measure of the extent that a building extends above surrounding structures into the wind stream. A building that is surrounded by taller buildings is not likely to substantially accelerate wind speeds at ground level; however, a small building could cause acceleration if it is freestanding and exposed.

Massing, which is the physical bulk of a structure, determines how much wind is intercepted by a given structure and whether building-generated wind accelerations occur above-ground or at ground level. In general, slab-shaped buildings (i.e., buildings with long, flat fronts or sides) have the greatest potential to increase wind acceleration. Buildings with unusual shapes, rounded faces, or substantial set-backs tend to have a lesser effect on wind speed. In general, buildings with more complex massing typically have a smaller effect on ground-level wind acceleration. In addition, buildings with intricate articulation, or buildings that are surrounded by street furniture, large-scale artwork, or landscaping, can reduce overall wind speeds.

Building orientation (i.e., the direction a building faces) determines how much wind a structure intercepts. In general, a building that is oriented with its wide access against the prevailing wind direction will have a greater impact on ground-level winds than a building oriented with its long access parallel to the prevailing wind direction.

The project site contains a mixture of land uses, including surface parking, two single-story structures and two four-story buildings. Buildings surrounding the project site are generally one- to four-stories tall, with the exception of the 17-story "Pacific Tower" and the 8-story "Pine Villa" structure, located one block west and one block north of the site, respectively.

The Long Beach Airport, which is located approximately 3.5 miles northeast of the project site, provides the closest source of long-term wind data. Wind data collected between 1992 and 2002 at this location show that westerly/northwesterly winds are the most frequent winds during all seasons. Westerly/northwesterly winds are most common during the fall and winter months. Southerly winds are the second most common directional winds at the Long Beach Airport Station. The average annual wind speed at the Long Beach Airport Station is approximately 5.8 miles an hour.

Both 22-story high rise structures proposed for the project site would be oriented along a north, south alignment. A four story podium would surround both the high rise structures and the

general perimeter of the site. Because the tall structures may intercept westerly/northwesterly winds, the buildings could substantially increase wind speeds in the vicinity of the project site. In addition, during Santa Ana events, in which sustained northerly or northeasterly winds of 60 miles per hour may occur, the proposed 22-story structures may be exposed to and/or intercept these winds, thereby further increasing wind speeds. This is considered a significant impact.

Mitigation Measures. The following mitigation measures are required.

AQ-4(a) **Building Design.** The final design of the high-rise buildings shall be in accordance with one or more of the following design guidelines. In addition, as part of the design review process for these high-rise buildings, a qualified wind consultant shall ensure that the project is designed in accordance with these guidelines:

- *Align long axes of each building along a northwest-southeast alignment to reduce exposure of the wide faces of the building to westerly/northwesterly winds.*
- *West or southeasterly building faces shall be articulated and modulated through the use of architectural devices such as surface articulation; variation; variation of planes, wall surfaces, and heights; and the placement of setbacks and other similar features.*
- *Utilize properly-located landscaping that mitigates high winds. Porous materials (e.g., vegetation, hedges, screens, latticework, perforated metal), which offer superior wind shelter compared to solid surfaces, shall be used.*
- *Avoid narrow gaps between buildings where winds could be accelerated.*
- *Avoid breezeways or notches at the upwind corners of the building.*

AQ-4(b) A qualified wind consultant shall review and evaluate the final design of the high-rise buildings, and shall determine whether incorporated design features would reduce wind impacts to a less-than-significant level. If the wind consultant determines that these design features would reduce wind impacts to a less-than-significant level (i.e., less than 36 mph), no further mitigation would be required. If the wind consultant determines that significant adverse wind impacts could occur, models of the proposed high rise structures shall be subject to wind tunnel testing to determine if the buildings would result in uncomfortable or hazardous winds. The wind consultant shall work with the project architect to develop further building design modifications that would reduce wind impacts to a less than significant level (i.e., standard of less than 36 mph).

Significance after Mitigation. With the above mitigation measures, impacts would be reduced to a less than significant level.

Impact AQ-5 The proposed project would generate population growth, but such growth is within the population projections upon which the Air Quality Management Plan (AQMP) are based. Therefore, impacts associated with AQMP consistency would be Class III, *less than significant*.

A significant impact to air quality would occur if the proposed project would conflict with or obstruct implementation of the AQMP for the South Coast Air Basin. Although any development project would represent an incremental negative impact on air quality in the Basin, of primary concern is that project-related impacts have been properly anticipated in the regional air quality planning process and reduced whenever feasible.

According to the SCAQMD Handbook, the purpose of the consistency finding is to determine whether a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus whether it would interfere with the region's ability to comply with Federal and State air quality standards. If a project is inconsistent, local governments need to consider project modifications or inclusion of mitigation to eliminate the inconsistency. Consistency with the AQMP implies that a project is consistent with the goals, objectives and assumptions in the respective plan to achieve the Federal and State air quality standards.

Per the SCAQMD Handbook, there are two main indicators of a project's consistency with the AQMP:

- *Whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP; and*

- *Whether the project would exceed the AQMP's assumptions for 2011 or yearly increments, based on the year of project buildout and phase.*

As indicated under Impact AQ-2, emissions associated with project operation would not exceed SCAQMD thresholds; therefore, the project satisfies the first criteria for consistency with the AQMP. In addition, implementation of the proposed project would not result in the formation of CO hotspots from the increase of LOS at study intersections (see Impact AQ-3).

A project is also consistent with the AQMP if it is consistent with the population, housing and employment assumptions, which were used in the development of the AQMP. The 2003 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates in part local city general plans and SCAG's Regional Transportation Plan socioeconomic forecast projections of regional population, housing and employment growth.

The project site is currently developed with a mixed-use residential, commercial, office and parking uses on several parcels. The proposed project would not require any General Plan amendments. The project area is part of the Downtown Long Beach Redevelopment Project Area. Originally adopted on June 17, 1975, the Downtown Long Beach Redevelopment Project Area encompasses approximately 421 acres of land generally extending from the shoreline on the south to Seventh Street on the north and from

Alamitos and Elm Avenues on the east to Magnolia and Pacific Avenues on the west. The original business district, historic shopping district and the site of the former waterfront amusement area of the City are located within the Downtown Project Area. The primary objective of the Redevelopment Plan is to revitalize the City's Downtown area by restoring this area as a center for business and commerce, and re-establishing its relationship to the shoreline. General objectives of the Redevelopment Plan include diversifying land uses in the Downtown to make it the principal focus of the City's cultural, employment, retail, services and visitor activities and a meaningful place in which to live and work.

Development of the proposed project would be consistent with the goals and policies of the Redevelopment Plan and relevant strategic planning documents. Project implementation would contribute to long-range development goals identified by the City and Redevelopment Agency.

According to the SCAG growth projections, the City of Long Beach will have a population of 503,450 in 2010. Development of 542 dwelling units on the project site would cause a direct increase in the City's population. Using the California State Department of Finance average household size of 2.90 persons, the 542 dwelling units of the proposed project would generate an average resident population of 1,572 persons (542 units x 2.9 persons/unit). The current City population is 490,166. Therefore, the proposed project would result in a total population of 491,738 persons (490,166 + 1,572). This increase in population is below the City's projected 2010 population of 503,450. Since the project would be consistent with the City's General Plan and SCAG population growth forecasts, the project would be consistent with the AQMP. Impacts would be less than significant.

Mitigation Measures. No mitigation measures are required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

c. Cumulative Impacts. Any growth within the Los Angeles metropolitan area contributes to existing exceedances of ambient air quality standards when taken as a whole with existing development in the region. However, planned and pending development within Long Beach (as indicated in Table 3-1 in Section 3.0, *Environmental Setting*) would not generate population growth beyond that envisioned in current SCAG forecasts, which project population growth in the City of more than 70,000 persons by 2030. Because local air quality planning is based on SCAG forecasts, planned and pending development in the City would not generate emissions exceeding that accounted for in the AQMP and cumulative development would not hinder attainment of state or federal air quality standards. Cumulative impacts would not be significant.

4.3 HISTORIC RESOURCES

4.3.1 Setting

a. Historic Resources Surveys. A historical resources survey and evaluation report was prepared for the project (Historic Resources Technical Report Press-Telegram Mixed Use Development) by San Buenaventura Research Associates of Santa Paula, California in July, 2006. The purpose of this technical report was to identify and evaluate any historic resources that may be affected by implementation of the proposed Press-Telegram Mixed Use Development, to assess any potential impacts of the project on historic resources, and to recommend mitigation if appropriate. The report includes record searches for previous documentation of identified historic resources, including listings in the National Register of Historic Places, determinations of eligibility for National Register listings, the California Historical Resources Inventory database and the City of Long Beach Inventories. A site inspection was made to document existing conditions, identify character-defining features of those properties evaluated as significant, and define the historic resources study area. A reconnaissance survey including photography and background research was then made of the area. Additional background and site-specific research was conducted in order to evaluate the properties within their historic context. National Register of Historic Places and California Register of Historical Resources criteria were employed to assess the significance of the properties. Summarized findings of the three pre-1925 structures on the site are noted and discussed in detail below for the following buildings:

1. *604 Pine Avenue (Long Beach Press-Telegram Building)*
2. *644 Pine Avenue (Commercial Building)*
3. *650 Pine Avenue (Meeker/Baker Building)*

The project is also located in proximity to two designated City Landmarks, 601 Pine Avenue and the Walker's Department Store Building, at 4th Street and Pine Avenue.

Photographs of the site, the buildings discussed in this section and the surrounding neighborhood may be found in Figure 2-4 in Section 2.0 *Project Description* and Figure 4.1-1 in Section 4.1 *Aesthetics*. The 2006 San Buenaventura Research Associates report is included in Appendix C.

b. Overview of Historical Context of the Press-Telegram Site. A summary of the area's history is provided below. The San Buenaventura Research Associates report in Appendix C provides a detailed overview of the historical context of the Press-Telegram, 604 Pine Avenue, and Meeker (also known as Baker) buildings.

The study area is within the ethnographically recorded territory of the Gabrielino, a Shoshonean speaking group of American Indians who inhabited the area beginning approximately 500 BC and who were present in 1769 when the first Spanish land expedition passed through the area. The historic period begins in 1769, when the first Spanish land expedition, led by Gaspar de Portolá, left San Diego in an attempt to establish a trail to the Port of Monterey. Portolá's party entered Los Angeles County on July 30, 1769.

The Spanish Mission Period is that portion of the historic period beginning with the first Spanish presence in the area (1769) until 1821, when Mexico gained independence from Spain. In California, only about 25 Spanish Mission Period land grants were made, and the project area is located within the *Rancho los Nietos* grant, one of the few grants made during this period. The *Rancho los Nietos* grant, the single largest Spanish or Mexican Period grant, was made in November 1784 by Governor Pedro Fages to Manuel Nieto for 68 square leagues, or over 300,000 square acres.

The period from 1821–1848 is known as the Mexican Rancho Period. During the Mexican Rancho Period, the original Spanish Mission Period *Rancho los Nietos* grant was divided among Nieto's five heirs by Governor Figueroa in May 1834 to become five separate ranchos: Santa Gertrudes, Los Cerritos, Los Coyotes, Las Bolsas, and Alamitos. The current Long Beach Sports Park project area is within the five-square-league (27,054.36-acre) *Rancho los Cerritos* grant made to Manuela Nieto de Cota. *Cerritos* is Spanish for the little or small hills (Hanna 1951:60; Gudde 1959:15).

The City of Long Beach was initially settled as part of the Spanish land grant to Manuel Nieto. In 1880, William Erwin Willmore, president of the American Colony, initiated plans for a new town subdivided from *Rancho los Cerritos*, and named it Willmore City. By 1884, the settlement had failed by Willmore's standards, and he moved to Arizona after selling the property to the Long Beach Land and Water Company (Hartman 1981:178), after which the City was named. New settlers continued to arrive, largely due to the advent of the Santa Fe and Southern Pacific Railroads. By 1889, the community was incorporated as the City of Long Beach. The Southern Pacific trolley, introduced in 1902, promoted expansion of the City as both a commercial hub and resort community. Between 1902 and 1910, Long Beach was the fastest growing city in the United States. The following year, the Port of Long Beach was established, spurring further economic and population growth.

In 1921, oil was discovered on Signal Hill, resulting in intense development and industrial growth in the area. Long Beach's economy flourished and the downtown witnessed a million dollars per month in new construction. Additional oil was discovered in 1936 and, in response, the Port was expanded, and its facilities were upgraded to allow for improved oil transportation. During the 1920s and 1930s, Signal Hill was the world's richest oil field in terms of production per acre. Signal Hill was an important historic industrial area of the City of Long Beach. Together with its associated petroleum industries, it contributed to the economic growth and prosperity of the City. The industry continues its operations after nearly 80 years.

The Long Beach Press-Telegram newspaper was created by the merger of the Press and the Telegram in 1924, and represented the combined operations of at least five previous newspapers in the city dating historically to 1888. The newspaper can consequently be regarded as having a nearly 120 year relationship with the city of Long Beach extending back through its predecessors on the Press side of the company's family tree, to the city's founding decade. The Press Telegram Building on the subject site was designed by noted Long Beach architect H. Horace Austin and constructed in 1924. It is associated with the production of the Press Telegram, the city's primary newspaper of record, since that time.

c. Criteria for Evaluation of Historic Resources. The California Environmental Quality Act (CEQA) requires evaluation of project impacts on historic resources, including properties

"listed in, or determined eligible for listing in, the California Register of Historical Resources [or] included in a local register of historical resources." In analyzing the historic significance of properties located within the study area, various criteria for designation under federal, state, and local landmark programs were considered and applied, as described below. It should be noted, however, that pursuant to CEQA Section 15064.5(a)(4), "[t]he fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources…or identified in an historical resources survey…does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1."

Federal Regulatory Setting. The criteria for determining eligibility for listing on the National Register of Historic Places (NRHP) have been developed by the National Park Service. Properties may qualify for NRHP listing if they:

a. *Are associated with events that have made a significant contribution to the broad patterns of our history; or*
b. *Are associated with the lives of persons significant in our past; or*
c. *Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
d. *Have yielded, or may be likely to yield, information important in prehistory or history.*

According to the NRHP guidelines, the "essential physical features" of a property must be present for it to convey its significance. Further, in order to qualify for the NRHP, a resource must retain its integrity, or "the ability of a property to convey its significance."

The seven aspects of integrity are:

1. *Location (the place where the historic property was constructed or the place where the historic event occurred)*
2. *Design (the combination of elements that create the form, plan, space, structure, and style of a property)*
3. *Setting (the physical environment of a historic property)*
4. *Materials (the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property*
5. *Workmanship (the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory)*
6. *Feeling (a property's expression of the aesthetic or historic sense of a particular period of time)*
7. *Association (the direct link between an important historic event or person and a historic property).*

The relevant aspects of integrity depend upon the National Register criteria applied to a property. For example, a property nominated under Criterion A (events), would be likely to

convey its significance primarily through integrity of location, setting and association. A property nominated solely under Criterion C (design) would usually rely primarily upon integrity of design, materials and workmanship.

The minimum age criterion for the NRHP is 50 years. Properties less than 50 years old may be eligible for listing on the NRHP if they can be regarded as "exceptional," as defined by the NRHP procedures.

State of California Regulatory Setting. A resource is eligible for listing on the California Register of Historical Resources if it meets any of the criteria for listing, which are:

1. *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
2. *Is associated with the lives of persons important in our past;*
3. *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
4. *Has yielded, or may be likely to yield, information important in prehistory or history.*

The California Register procedures include very similar language to the NRHP with regard to integrity. The minimum age criterion for the CRHR is 50 years. Properties less than 50 years old may be eligible for listing on the CRHR "if it can be demonstrated that sufficient time has passed to understand its historical importance" (Chapter 11, Title 14, §4842(d)(2)).

By definition, the California Register of Historical Resources also includes all "properties formally determined eligible for, or listed in, the National Register of Historic Places," and certain specified State Historical Landmarks. The majority of "formal determinations" of NRHP eligibility occur when properties are evaluated by the State Office of Historic Preservation in connection with federal environmental review procedures (Section 106 of the National Historic Preservation Act of 1966). Formal determinations of eligibility also occur when properties are nominated to the NRHP, but are not listed due to owner objection.

Historic resources as defined by CEQA also include properties listed in "local registers" of historic properties. A "local register of historic resources" is broadly defined in §5020.1 (k) of the Public Resources Code, as "a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution." Local registers of historic properties come essentially in two forms: (1) surveys of historic resources conducted by a local agency in accordance with Office of Historic Preservation procedures and standards, adopted by the local agency and maintained as current, and (2) landmarks designated under local ordinances or resolutions. These properties are "presumed to be historically or culturally significant... unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant." (Public Resources Code §§ 5024.1, 21804.1, 15064.5)

Local Regulatory Setting. According to §2.63.050 of the Long Beach Municipal Code (Criteria for designation of landmarks and landmark districts), a cultural resource may be

recommended for designation as a landmark or landmark district if it manifests one of the following criteria:

a. *It possesses a significant character, interest or value attributable to the development, heritage or cultural characteristics of the city, the southern California region, the state or the nation; or*

b. *It is the site of a historic event with a significant place in history; or*

c. *It is associated with the life of a person or persons significant to the community, city, region or nation; or*

d. *It portrays the environment in an era of history characterized by a distinctive architectural style; or*

e. *It embodies those distinguishing characteristics of an architectural type or engineering specimen; or*

f. *It is the work of a person or persons whose work has significantly influenced the development of the city or the southern California region; or*

g. *It contains elements of design, detail, materials, or craftsmanship which represent a significant innovation or*

h. *It is a part of or related to a distinctive area and should be developed or preserved according to a specific historical, cultural or architectural motif; or*

i. *It represents an established and familiar visual feature of a neighborhood or community due to its unique location or specific distinguishing characteristic; or*

j. *It is, or has been, a valuable information source important to the prehistory or history of the city, the southern California region or the state; or*

k. *It is one of the few remaining examples in the city, region, state or nation possessing distinguishing characteristics of an architectural or historical type; or*

l. *In the case of the designation of a tree(s) based on historic significance, that the tree(s) is (are) associated with individuals, places and/or events that are deemed significant based on their importance to national, state and community history; or*

m. *In the case of the designation of a tree(s) based on cultural contribution, that the tree(s) is (are) associated with a particular event or adds (add) significant aesthetic or cultural contribution to the community. (Ord. ORD-05-0026 § 1, 2005; Ord. C-6961 § 1 (part), 1992).*

The Municipal Code (Section 16.52.720) also includes language related to alterations of the Meeker Building. This language states that:

> *The "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" prepared by the Secretary of the Interior (Revised, 1983), as amended, are incorporated by reference, and they, along with the following additional guidelines and standards as recommended by the cultural heritage commission shall apply to the landmark:*
>
> *The original historic fabric shall be retained as much possible. Any alterations, repairs or modifications of the subject structure shall be done so in keeping with its historic character.*

No environmental change shall be allowed unless a certificate of appropriateness has been applied for and approved by the cultural heritage commission upon appeal, authorizing such environmental change (Ord. C-6921 § 3, 1991).

d. Specific History of the Surveyed Properties. Below is a discussion of properties surveyed within the project area. Pictures of the surveyed areas can be found in Section 2.0, *Project Description*.

Press-Telegram Building. The Press-Telegram Building was designed by noted Long Beach architect H. Horace Austin and constructed in 1924. The Press-Telegram Building is designed in the Art Deco style, and is associated with the production of the city's primary newspaper of record since the 1920s. This four-story building located on a prominent corner is characterized by a symmetrical organization of bays along the primary Pine and Sixth streets elevations, defined by wide brick piers. Each bay is subdivided vertically into three parts by narrow, shallow pilasters topped by capitols and terminating in arches. A blind arcade consisting of shallow arches wraps the main elevations above the bays and below the cornice. The cornice is supported by scrolled piano-leg brackets between each bay. A dentil moulding runs underneath. The street-level elevations are similarly divided into eight storefronts on the two streets frontages. The storefront materials are modern anodized aluminum. The primary building material is poured-in-place concrete, faced with brick. Fenestration located within the bays, which consists of aluminum casements, is covered by a modern louvered aluminum grill. Architecturally, the building exhibits the abstracted Italian Renaissance Revival style as it was utilized frequently during the 1920s (refer to Figure 4.3-1, photo 1).

The original building consisted of three bays on Pine Avenue and eight bays on 6th Street. The building was substantially damaged in the 1933 earthquake, and repaired. In 1945, a 50 by 70 foot addition was made, apparently to the rear of the building, along Tribune Alley. The building was then roughly doubled in street frontage with the addition of the four matching bays on Pine Street.

The architect for this addition was J.H. Davies, apparently working from Austin's original architectural scheme. In 1968 the original sash windows were replaced with the existing aluminum windows. Presumably, the aluminum grills within the bays were added at the same time. The ground floor, including the lobby areas and storefronts, were altered to their present configurations during a major remodeling campaign in 1969-71. A 15,000 square foot steel-roofed building was added in 1972-73. Pictures of the Press-Telegram building in its past (1930) and present (2006) configuration can be found on Figure 4.3-1, photos 1 and 2.

644 Pine Avenue. This two-story commercial building was constructed in 1925, and for several decades was occupied by the Singer Sewing Machine Company store. The original architect, if any, is unknown. This building was extensively altered to its current appearance in 1978. Only the original terra cotta cornice and a small portion of the upper facade remain.

Meeker Building. The Meeker Building (also known as the Baker Building) was constructed in 1924. The Meeker Building, which is designated by the City of Long Beach as a historical landmark, is designed in the Renaissance Revival style and still exhibits elements of that style, including decorative brick and tile work, arched openings, medallions and friezes. The Long Beach Municipal Code contains the following description of this property in connection with its designation as a City Landmark:

16.52.720 The Meeker Building:

Pursuant to the provisions of Chapter 2.63 and with the recommendation of the planning commission, the city council designates the following building as an historical landmark in the city: The Meeker Building.

The Meeker Building is located at 650 Pine Avenue/112 East 7th Street in the city, the Meeker Building was constructed in 1924 at the eastern end of the main commercial street of Long Beach. The two-story structure occupies a prominent corner of the business district, contributing to its character and continuity. The building was designed in the Renaissance Revival style and still exhibits elements of that style, primarily on the second story. Elements of the original style still extant include decorative brick and tile work, arched openings, medallions, and a frieze with medallions. Some alterations on the corner have damaged the integrity of the building, but the structure remains a representative example of commercial architecture in downtown Long Beach from the 1920's period of development. The building entrance at 112 E. 7th Street retains its monumental architectural character in its original condition. It is a two-story Renaissance styled doorway, flanked by paired columns. The two-story lobby contains an open staircase and original cage elevator. The lobby walls are decorated with cast plaster ornamental floral designs in a frieze.

The second story retains all its original interiors: mahogany woodwork, original glass and mahogany doors with transoms, original double-hung wood frame windows, high ceiling heights. The retention of all the original 1924 building fabric in the interiors is remarkable, and a special asset of the building. The aluminum storefront sign which obscures the facade is removable; original building material exists underneath. (Ord. C-6921 § 3, 1991).

The current appearance of this building appears to be substantially similar today. Some effort to introduce more suitable ground floor storefront treatments has apparently occurred subsequent to this designation.

Photo 1: Long Beach Press-Telegram Building, circa 1930 (Historical Society of Long Beach).

Source: San Buenaventura Research Associates, July 25, 2006.

Photo 2: Press-Telegram Building, Pine Avenue and 6th Street elevations (January 6, 2006).

Press-Telegram Building
Past (1930) and Present (2006)

Figure 4.3-1

e. Eligibility of Historic Resources. Below is a discussion of the Significance, Eligibility and Integrity in the National and California Registers.

Long Beach Press-Telegram Building. The Long Beach Press-Telegram, created by the merger of the Press and Telegram in 1924, represents the combined operations of at least five previous newspapers in the city dating historically to 1888. The newspaper can consequently be regarded as having a nearly 120 year relationship with the city of Long Beach extending back through its predecessors on the Press side of the company's family tree, to the city's founding decade. It has operated continuously under its current masthead, and in its present location, for over 80 years. The Press-Telegram Building should therefore be regarded as potentially eligible for the NRHP and CRHR under Criterion A (1) for its lengthy association with Long Beach as one its most prominent commercial institutions.

The property should also be regarded as potentially eligible for the NRHP and CRHR under Criterion B (2) for its association with individuals of importance to the city of Long Beach, including Frank C. Roberts, founder of the Long Beach Telegram in 1904, who was lauded as one of the city's leading citizens on his death in 1922; with William Prisk, who purchased the Long Beach Press in 1911 and was known statewide for his efforts in newspaper publishing and locally as the newspaper's publisher for nearly 30 years; and with Belle McCord Roberts, briefly the only woman to publish a major daily newspaper in the United States, and who was also apparently instrumental in engineering the merger of the Press and Telegram into its current configuration.

The property also appears to be eligible for the NRHP and CRHR under Criterion C (3) as a building designed by W. Horace Austin, one of the City's most prominent architects during the 1920s, and as a scarce remaining example of monumental commercial architecture of the period.

The integrity of location for this property is intact; it is located on the site on which it was originally constructed. The property's integrity of feeling and association are largely intact, as the building remains in use as a newspaper office. However, the integrity of design was substantially compromised during the 1960s and 1970s, with the addition of aluminum screens over the windows, the replacement of the windows themselves, and the alteration of the ground floor storefronts. The historical setting for the property is substantially diminished due to the replacement of much of the surrounding historic commercial district with contemporary construction over the last 20 years. To the extent that the property is altered, its integrity of materials and workmanship is also reduced.

The Press-Telegram Building still contains many now-defunct printing presses. As these are associated with decades of printing the city's newspaper of record, they contribute to the historic feel and exhibit the historic use of the property.

On a whole, this property appears to lack the integrity required for it to be eligible for listing on the NRHP or CRHR. The property should, however, based on the discussion above, be regarded as a historic resource for the purpose of the California Environmental Quality Act (CEQA).

644 Pine Avenue. This property does not appear to be associated with events of importance to the development of Long Beach (Criteria A/1), or with individuals known to be of significance to the city's history (Criterion B/2). It should not be regarded as potentially

eligible under Criterion C/3 due to the extensive alterations to its appearance which occurred in 1978.

Meeker/Baker Building. Section 16.52.720 of the Long Beach Municipal Code contains a description of this property in connection with its designation as a City Landmark, including the reasons for its designation:

> *The two-story structure occupies a prominent corner of the business district, contributing to its character and continuity. The building was designed in the Renaissance Revival style and still exhibits elements of that style, primarily on the second story. Elements of the original style still extant include decorative brick and tile work, arched openings, medallions, and a frieze with medallions. Some alterations on the corner have damaged the integrity of the building, but the structure remains a representative example of commercial architecture in downtown Long Beach from the 1920's period of development.*
>
> *The building entrance at 112 E. 7th Street retains its monumental architectural character in its original condition. It is a two-story Renaissance-styled doorway, flanked by paired columns. The two-story lobby contains an open staircase and original cage elevator. The lobby walls are decorated with cast plaster ornamental floral designs in a frieze.*
>
> *The second story retains all its original interiors: mahogany woodwork, original glass and mahogany doors with transoms, original double-hung wood frame windows, high ceiling heights. The retention of all the original 1924 building fabric in the interiors is remarkable, and a special asset of the building.*
>
> *The aluminum storefront sign which obscures the facade is removable; original building material exists underneath. (Ord. C-6921 § 3, 1991).*

The current appearance of this building appears to be substantially similar today. Some effort to introduce more suitable ground floor storefront treatments has apparently occurred subsequent to this designation.

This property does not appear to be associated with events of importance to the development of Long Beach (Criterion A/1), or with individuals known to be of significance to the City's history (Criterion B/2). However, it should be regarded as potentially eligible under Criterion C/3 as a good, representative example of Renaissance Revival style commercial architecture of the 1920s.

The integrity of location for this property is intact; it is located on the site on which it was originally constructed. The integrity of design was somewhat compromised with the alteration of the ground floor storefronts. The historical setting for the property is substantially diminished, due to the replacement of much of the surrounding historic commercial district with contemporary construction over the last 20 years. To the extent that the property is altered, its integrity of materials and workmanship is also reduced. However, the property's integrity of feeling and association are largely intact, as the building remains in it historical use, as a commercial building, with apartments on the second floor.

On a whole, this property appears to retain a sufficient level of integrity to be eligible for listing on the NRHP and/or CRHR (the criteria for the two are nearly identical), and is already listed as a local historic landmark. The property is also considered a historic resource for the purpose of CEQA.

f. Properties Less Than 50 Years of Age. Properties less than 50 years of age may be eligible if they can be found to be "exceptional." While no hard and fast definition for "exceptional" is provided in the NRHP literature, the special language developed to support nominating these properties was clearly intended to accommodate properties which demonstrate a level of importance such that their historical significance can be understood without the passage of time. In general, according to NRHP literature, eligible "exceptional" properties may include, "resources so fragile that survivors of any age are unusual. [Exceptionalness] may be a function of the relative age of a community and its perceptions of old and new. It may be represented by a building or structure whose developmental or design value is quickly recognized as historically significant by the architectural or engineering profession [or] it may be reflected in a range of resources for which the community has an unusually strong associative attachment." No properties in the study area appear to rise to the exceptional level.

g. Local Significance and Eligibility

Long Beach Press-Telegram Building. This building was determined by the City of Long Beach to be eligible for listing as a City Landmark in connection with a survey of historic properties conducted in 1988. It was not listed at that time. However, this property appears to remain eligible for local designation under criteria A, B, C, D, F and I of the Landmarks Ordinance.

644 Pine Avenue. This property does not appear to be eligible for local designation under any ordinance criterion. It does not appear to have been previously determined to be eligible through the 1988 survey or other inventories or determinations.

Meeker/Baker Building. This property is currently a designated Long Beach City Landmark.

The properties located at 604 Pine Avenue (Press-Telegram Building) and 650 Pine Avenue (Meeker/Baker Building) should be regarded as historic resources for the purpose of CEQA.

4.3.2 Impact Analysis

a. Methodology and Significance Thresholds. San Buenaventura Research Associates performed an historic resources technical report for the proposed project in July 2006. The conclusions as to the significance of the effects of the proposed project on historic resources are based on the findings of the Historic Resources report, which is included in Appendix C.

According to PRC §21084.1, "a project that may cause a substantial change in the significance of an historical resource is a project that may have a significant effect on the environment." Broadly defines a threshold for determining if the impacts of a project on an historic property would be significant and adverse. By definition, a substantial adverse change means,

"demolition, destruction, relocation, or alterations," such that the significance of an historical resource would be impaired (PRC §5020.1(6)). For purposes of NRHP eligibility, reductions in a resource's integrity (the ability of the property to convey its significance) should be regarded as potentially adverse impacts.

Further, according to the CEQA Guidelines, "an historical resource is materially impaired when a project... [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources [or] that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant."

The lead agency is responsible for the identification of "potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource." The specified methodology for determining if impacts are mitigated to less than significant levels are the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings and the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), publications of the National Park Service. (PRC §15064.5(b)(3-4))

b. Project Impacts and Mitigation Measures.

Impact HR-1 The proposed Press-Telegram Mixed Use Development Project would involve the partial demolition of the Press-Telegram Building. This would result in a significant adverse impact on a historic resource. Impacts would be Class I, *significant and unavoidable.*

Presently, the property located at 604 Pine Avenue (the Press-Telegram Building) is ineligible for listing on the NRHP and CRHR due primarily to a lack of design integrity. The proposed project would involve the restoration of the building's exterior street elevations to their historic appearance. Taken on its own, this activity could make the property eligible for listing on the NRHP and CRHR. However, the project would also involve the removal of a substantial quantity of historic building fabric, including roughly 40% of the above-ground interior spaces of the building related to its historic use. In addition, it would involve the permanent attachment of two 22-story high-rise buildings that do not respect the materials, features, size, scale and proportion, and massing of the historic property. This activity would likely cause the property to become ineligible for the NRHP and CRHR, even if the property had not been previously altered. The net result of the project with respect to the NRHP and CRHR would be not change as the property is currently ineligible for listing and would remain ineligible following project implementation.

The property is currently eligible for designation as a City Landmark. The applicant proposes to retain and restore all of the original 1924-built portions of the Press Telegram Building

structure, including the façade, with the exception of the manufacturing facility (see Figure 2-8 in Section 2.0 *Project Description*). In addition, approximately 40 feet of office space behind the Pine Avenue façade of the 1930 and 1948 additions would be retained and renovated. The remaining structure would comprise an L-shaped four story building on the corner of Pine Avenue and 6th Street. Table 2-5 in Section 2.0 *Project Description* shows the breakdown of areas proposed for adaptive reuse of the Press-Telegram Building. In summary, the proposed project would involve the removal of a substantial quantity of historic building fabric, including roughly 40% of the above-ground interior spaces of the building related to its historic use, as well as the permanent attachment of new construction which does not respect the materials, features, size, scale and proportion, and massing of the historic property. The printing presses would also be removed from their context in the facility. Consequently, the proposed activities would potentially make a building that is currently eligible for City Landmark designation ineligible for designation as a City Landmark. Therefore, the project would result in a significant adverse impact on an historic resource.

Mitigation Measures. The following mitigation measures are proposed to reduce impacts to the Press-Telegram Mixed Use Development Project:

HR-1(a) **Press-Telegram Documentation Report.** In consultation with a qualified historic preservation professional, the applicant shall produce a Documentation Report consisting of black and white archival, quality photographs and measured drawings of the historic resources to be altered, which along with the Historic Resources Report prepared for this property, shall be submitted to an appropriate repository.

HR-1(b) **Press-Telegram Interpretive Plan.** In consultation with a qualified historic preservation professional, an interpretive plan for the property shall be produced, focusing on the significant historic themes associated with the property. The plan may consist of a public display or other suitable approach to interpreting the history of the property, as determined by the City of Long Beach. A display shall include historic photographs, memorabilia, documents and other appropriate features, and interpretive installations, including original printing presses and other equipment. The display shall be open to the public, easily accessible directly from Pine Avenue and shall be completed prior to occupancy clearance.

HR-1(c) **Secretary of the Interior Standards.** To the greatest extent feasible, all modifications to historic building on the property shall be undertaken in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. These alterations should not unnecessarily destroy historic materials or architectural features which characterize the property, and to the greatest extent feasible, shall be based on historical documentation and/or forensic evidence of original conditions.

Significance after Mitigation. Implementation of the above mitigation measures would reduce impacts relating to the demolition of portions of the Press-Telegram Building to the degree feasible and could potentially retain the building's eligibility for designation as a City Landmark. However, even with recommended mitigation measures, the building could be determined to be ineligible for City Landmark designation. Therefore, the impact to the Press-Telegram Building would be Class I, significant and unavoidable.

Impact HR-2 The proposed Press-Telegram Mixed Use Project would involve the partial demolition of the Meeker Building. These proposed activities would result in a significant adverse impact to a historic resource. Impacts would be Class I, *significant and unavoidable.*

The proposed project would involve the demolition of extensive historic building fabric for the property at 650 Pine Avenue (the Meeker Building), including all of the interior spaces of the building related to its historic use. The complete structure behind the two-story façade of the building would be removed, and floors and walls would then be replaced with new construction. The façade would undergo a major restoration to its original condition. Although the applicant proposes to retain the façade of the Meeker Building as an offsetting factor, the majority of the interior of the residential and commercial uses would be demolished to accommodate proposed new structures and underground parking. These proposed activities would result in a significant adverse impact to a historic resource. Potential incompatibilities of scale and design of the proposed 22-story buildings may also contribute to a reduction in the historic value of the remaining portions of the Meeker Building due to an alteration of the site setting. With the proposed modifications, the Meeker Building would no longer be eligible for listing on the NRHP or the CRHR. Therefore, the impact to the Meeker Building would be significant.

Mitigation Measures. The following mitigation measures are proposed to reduce impacts to the Meeker Building.

HR-2(a) Meeker Documentation Report. In consultation with a qualified historic preservation professional, the applicant shall produce a Documentation Report consisting of black and white archival, quality photographs and measured drawings of the historic resources to be altered, which along with the Historic Resources Report prepared for this property, shall be submitted to an appropriate repository.

HR-2(b) Meeker Interpretive Plan. In consultation with a qualified historic preservation professional, an interpretive plan for the property shall be produced, focusing on the significant historic themes associated with the property. The plan may consist of a public display or other suitable approach to interpreting the history of the property, as determined by the City of Long Beach.

HR-2(c) Secretary of the Interior Standards. To the greatest extent feasible, all modifications to historic building on the property shall be undertaken in conformance with the Secretary of the Interior's Standards for the

Treatment of Historic Properties. These alterations should not unnecessarily destroy historic materials or architectural features which characterize the property, and to the greatest extent feasible, shall be based on historical documentation and/or forensic evidence of original conditions.

Significance after Mitigation. Implementation of the above mitigation measures would reduce impacts relating to the demolition of portions of the Meeker Building to the degree feasible. However, because the property would no longer be eligible for listing on the NRHR or the CRHP, the impact to the Meeker Building would be Class I, significant and unavoidable.

Impact HR-3 The project would not result in adverse impacts to 601 Pine Avenue or the Walker's Department Store Building due to the extensive new construction and redevelopment which has occurred in downtown Long Beach, which has substantially altered the historic setting and context. Impacts would be Class III, *less than significant.*

The project is located in proximity to two designated City Landmarks, 601 Pine Avenue and the Walker's Department Store Building at 4th Street and Pine Avenue, described in the Municipal Code Historic Landmarks section as follows:

Located at 601-609 Pine Avenue in the City of Long Beach, the Thrifty Drug/Famous Department Store Building was originally built as the Famous Department Store Building in 1929. Located at a prime corner in downtown Long Beach, it demonstrates the economic growth of Long Beach in the twenties in the retail sector...The building is one of the finest examples of Art Deco in downtown Long Beach, and is a strong visual presence on a prominent corner…The architectural firm of Morgan, Wall and Clements created major landmark buildings in Los Angeles and Southern California, significantly influencing the urban design of the region. Their work includes the Wiltern Theater, the Samson Uniroyal Tire Factory in Commerce, the Chapman Buildings, the Owl Drug Company, the Mayan Theater, the Belasco Theater, the Pantages Theater, the Richfield Building (demolished) and many others.

Located at 401-423 Pine Avenue in the city of Long Beach, Walkers Department Store exemplifies the burst of retail development that occurred in the twenties as part of an economic boom in Long Beach…Pine Street was then the primary shopping district of Long Beach…The architectural style of Walkers Department Store blends two distinct traditions: Art Deco and Renaissance Revival…Constructed in 1929, the architecture of this building exemplifies the transition from a traditional style to a new modern style. Meyer and Holler, the architects, was a prominent Los Angeles firm whose most famous building was Grauman's Chinese Theater in Hollywood. They also designed two other Hollywood landmarks: Grauman's Egyptian Theater and the Security Pacific Bank. In Long Beach they designed the Fox West Coast Theater (demolished) and the Ocean Center Building. Walkers Department Store is part of the original Pine Avenue retail commercial district during the boom years of the twenties, representing the economic growth of Long Beach and recalling the predominance of Pine Avenue as downtown's major retail corridor.

The scale, size, bulk and design of the proposed Press-Telegram project would be markedly different from these nearby historic structures. Such a difference, in some situations, could have potentially adverse impacts on historic properties resulting from a reduction in the integrity of the historic setting. However, due to the extensive new construction and redevelopment that has occurred in downtown Long Beach within the past two to three decades, the existing historic setting for the designated landmarks has already been substantially altered. Therefore, the proposed project would not have a significant indirect impact on these properties.

Mitigation Measures. No mitigation is necessary. Indirect impacts to nearby historic properties would be less than significant.

Significance After Mitigation. Impacts would be less than significant without mitigation.

c. Cumulative Impacts. Implementation of the proposed project, in combination with past, present, and potential future cumulative development in the area, could continue to alter the historic character of the City and result in significant cumulative impacts to historic resources. Where historic properties have been demolished or degraded, mitigation measures such as those proposed in this EIR are not always sufficient to reduce project specific impacts to less than significant levels. In addition, approval of projects with significant and unavoidable impacts to historic resources could be seen as establishing a pattern of development/ redevelopment that includes continued significant loss of historic resources. Cumulative impacts would therefore be significant and unavoidable.

4.4 GEOLOGY

A geotechnical evaluation of the site was conducted for the proposed project by MACTEC Engineering and Consulting, Inc. The following analysis is partially based on that report, dated June 7, 2006, which can be found in its entirety in Appendix D.

4.4.1 Setting

a. Regional Geology. The project site is located in the south central portion of the City of Long Beach, California. The City of Long Beach lies in the southwestern portion of a geographic area known as the Los Angeles Basin. The portion of the basin nearest the Ocean is known as the Coastal Plain while the portion of the City directly adjacent to the shoreline is designated specifically as the Long Beach Plain. The landward portion of the Los Angeles Basin is bounded to the north by the Santa Monica Mountains, Elysian Hills and Repetto Hills, to the east by the Merced Hills, Puente Hills, and Santa Ana Mountains, and to the south and west by the Pacific Ocean. The City is within the northern Peninsular Ranges Geomorphic Province, which is characterized by northwest-southeast trending valleys, folds and mountain ranges, subparallel to faults branching from the San Andreas Fault. This province is highly active seismically.

The project site is located at the northern end of the Peninsular Range geomorphic province, a 900-mile (1,450 km) northwest-southeast trending structural block that extends from the tip of Baja California to the Transverse Ranges and includes the Los Angeles Basin (Norris and Webb 1976). The total width of the province is approximately 225 miles (362 km), with a maximum landbound width of 65 miles (105 km) (Sharp, 1976). It contains extensive pre-Cretaceous (> 65 million years ago) igneous and metamorphic rock covered by limited exposures of post-Cretaceous sedimentary deposits.

Specifically, the project site is located within the Los Angeles coastal plain at the northwest extremity of a ridge-like topographic high that extends for approximately three miles across the Cities of Signal Hill and Long Beach. This topographic high reaches a maximum elevation of 340 feet at the crest of Signal Hill to the southeast. It is part of a larger northwesterly trending alignment of low hills and mesas that extend across the Los Angeles coastal plain between Newport Beach and Beverly Hills. These hills were formed by tectonic forces associated with the Newport-Inglewood structural/fault zone that caused these sediments to be uplifted. On the northeast side of the Newport-Inglewood structural/fault zone, the Los Angeles coastal plain is underlain by Recent or Holocene age alluvial sediment. These sediments were deposited less than 10,000 years ago and have a typical thickness of about 100 to 200 feet. These alluvial sediments consist of sand, gravel, silt, and clay that were deposited in layers, lenses, and/or channels by the Los Angeles, San Gabriel, and Santa Ana Rivers. This Recent alluvium is in turn underlain by a much thicker succession of sedimentary strata and unconsolidated sediments of Pleistocene age (1.8 million to 10,000 years ago), locally up to 3,000 feet thick (Poland and Piper 1956).

The topography of Long Beach is generally flat, with elevations of less than one hundred feet. However, geologic uplifts occur which interrupt the plain in different areas and result in prominent folds and hills. The Signal Hill, Reservoir Hill and Bixby Knolls areas provide the greatest relief within the City. The project site is located approximately one mile north of the

Pacific Ocean at an elevation of approximately 30 feet above mean sea level, with essentially flat topography.

The faulting and seismicity of Southern California is dominated by the compressionary regime associated with the "Big Bend" of the San Andreas Fault Zone. The San Andreas Fault Zone separates two of the major tectonic plates that comprise the earth's crust. West of the San Andreas Fault Zone lies the Pacific Plate, which is moving in a northwesterly direction relative to the North American Plate east of the San Andreas Fault Zone. This relative movement between the two plates is the driving force of fault ruptures in western California. The San Andreas Fault generally trends northwest-southeast. However, north of the Transverse Ranges Province, the fault trends more in an east-west direction (the Big Bend), causing the fault's right-lateral strike-slip movement to produce north-south compression between the two plates. This compression has produced rapid uplift of many of the mountain ranges in Southern California. North-south compression in southern California has been estimated from 5 to 20 millimeters per year (SCEC, 1995).

Associated with the rapid uplift of the mountains surrounding the Coastal Plain of the Los Angeles Basin is rapid sedimentation of the basin. Quaternary age (within the last 1.6 million years) unconsolidated and semi-consolidated sediments are over 1,000 feet thick in some localities of the Coastal Plain. The Quaternary sediments are underlain by Tertiary (1.6 to 65 million years old) age rocks. The Tertiary material is principally composed of marine sediments of the Pico, Repetto, Monterey and Topanga formations that filled the basin when it was below sea level.

The Coastal Plain of the Los Angeles Basin is sub-divided into several distinct groundwater basins. The divisions of these groundwater basins are caused by geologic features such as non-water bearing bedrock, faults and other features that impede the flow of groundwater such as folds and groundwater mounds. The project area is within the West Coast sub-basin, which is bounded on the west and south by the Pacific Ocean, on the north by the Ballona Escarpment and on the east by the Newport - Inglewood Fault. This fault forms a natural barrier to groundwater flows from the adjacent Central Basin. Groundwater in this basin is primarily recharged from two remaining barrier projects and from limited Central Basin underflow.

The major aquifers beneath Long Beach are known as the 400-foot Gravel, the 200-foot Sand, and the Gaspur Zone. Until the 1920's these beds contained fresh water. However, withdrawals inland, in addition to pollution by percolation of industrial wastes, caused the water to become polluted or to be replaced by seawater (salt water intrusion). In 1970, approximately 30 injection wells were put into operation in Long Beach for the purpose of fresh water injection along the Gaspur Zone. This created a barrier against further salt-water intrusion.

b. Site Geology. The project site is located in the south central portion of Long Beach. The City is located on a broad, slightly elevated coastal terrace flanked by two flood plains on the east and west. Faults associated with the Newport-Inglewood Fault Zone cut diagonally across these features. In general, Long Beach is of low relief with a lack of significant slopes. The project site is located at an elevation of approximately 30 feet above mean sea level with essentially flat topography. The geotechnical report states that the site is underlain by Pleistocene age terrace deposits. The deposits consist of generally massive sand and silty sand

with layers of sandy silt and clayey silt. Scattered shell fragments are often found in the sands. The sands typically have a low expansion potential, however the silts and local clays could have medium to high expansion potential. The terrace deposits are underlain at depth by marine sediments of the Pliocene age Pico Formation.

The project site is not located in a ground water production area and there are no known ground-water monitoring wells nearby. Based on information from the California Division of mines and Geology, now the California Geological Survey (1998, revised 2006), the historic high groundwater level in the site vicinity is estimated to be on the order of 10 feet beneath the existing ground surface. Based on information in the Geotechnical Report (June 2006) borings in the vicinity of the site encountered ground water at depths of 29 to 35 feet, which is approximately equal to sea level.

c. Seismic Hazards. The U.S. Geological Survey defines **active faults** as those that have had surface displacement within Holocene time (about the last 11,000 years). Surface displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream courses, fault troughs and saddles, the alignment of depressions, sag ponds, and the existence of steep mountain fronts. **Potentially active faults** are ones that have had surface displacement during the last 1.6 million years. **Inactive faults** have not had surface displacement within the last 1.6 million years.

Earthquake magnitude varies logarithmically with the wave amplitude or seismic moment recorded by a seismograph. Each whole number step in magnitude represents an increase of ten times in the amplitude of the recorded seismic waves, and the energy release increases by a factor of about 31 times. The size of the fault rupture and the fault's displacement (movement) also increase logarithmically with magnitude.

Several active and potentially active faults are located in the general site vicinity, as shown in Figure 4.4-1. Table 4.4-1 shows the nearest faults with the distance in miles between the nearest point on the fault and the site, the maximum magnitude, and the slip rate for some of these nearby faults.

In addition to these nearby faults, other large faults in the Southern California area have the potential to seismically impact the site. These include the San Gabriel Fault, San Andreas Fault Zone and the probable existence of other large blind thrust faults.

Faults generally produce damage in two ways: ground shaking and surface rupture. Seismically induced ground shaking covers a wide area and is greatly influenced by the distance of the site to the seismic source, soil conditions, and depth to groundwater. Surface rupture is limited to very near the fault. Other hazards associated with seismically induced ground shaking include earthquake-triggered landslides and tsunamis.

Ground Surface Rupture. Seismically induced ground rupture occurs as the result of differential movement across a fault. An earthquake occurs when seismic stress builds to the point where rocks rupture. As the rocks rupture, one side of a fault block moves relative to the other side. The resulting shock wave is the earthquake. If the rupture plane reaches the ground surface, ground rupture occurs.

Table 4.4-1
Major Named Faults Considered to be Active Near the Proposed Project Site

Fault (increasing distance)	Maximum Magnitude	Type	Slip Rate (mm/yr)	Distance from Site (miles)	Direction from Site
Newport-Inglewood Zone	7.1	Strike Slip	1.5	2.0	NE
Palos Verdes	7.3	Strike Slip	3.0	4.5	SW
Puente Hills Thrust	7.1	Blind Thrust	0.7	12	NNE
San Joaquin Hills Thrust	6.6	Blind Thrust	0.5	17	SE
Upper Elysian Park Thrust	6.4	Reverse Oblique	1.3	19	NE
Whittier	7.3	Strike Slip	2.0	19	NE
Santa Monica	6.6	Reverse Oblique	1.0	24	NW
Raymond	6.5	Reverse Oblique	1.5	24	N
Hollywood	6.4	Reverse Oblique	1.0	24	NNW
Verdugo	6.9	Reverse Oblique	0.5	26	N
San Jose	6.4	Reverse Oblique	0.5	26	NE
Malibu Coast	6.7	Reverse Oblique	0.3	27	NW

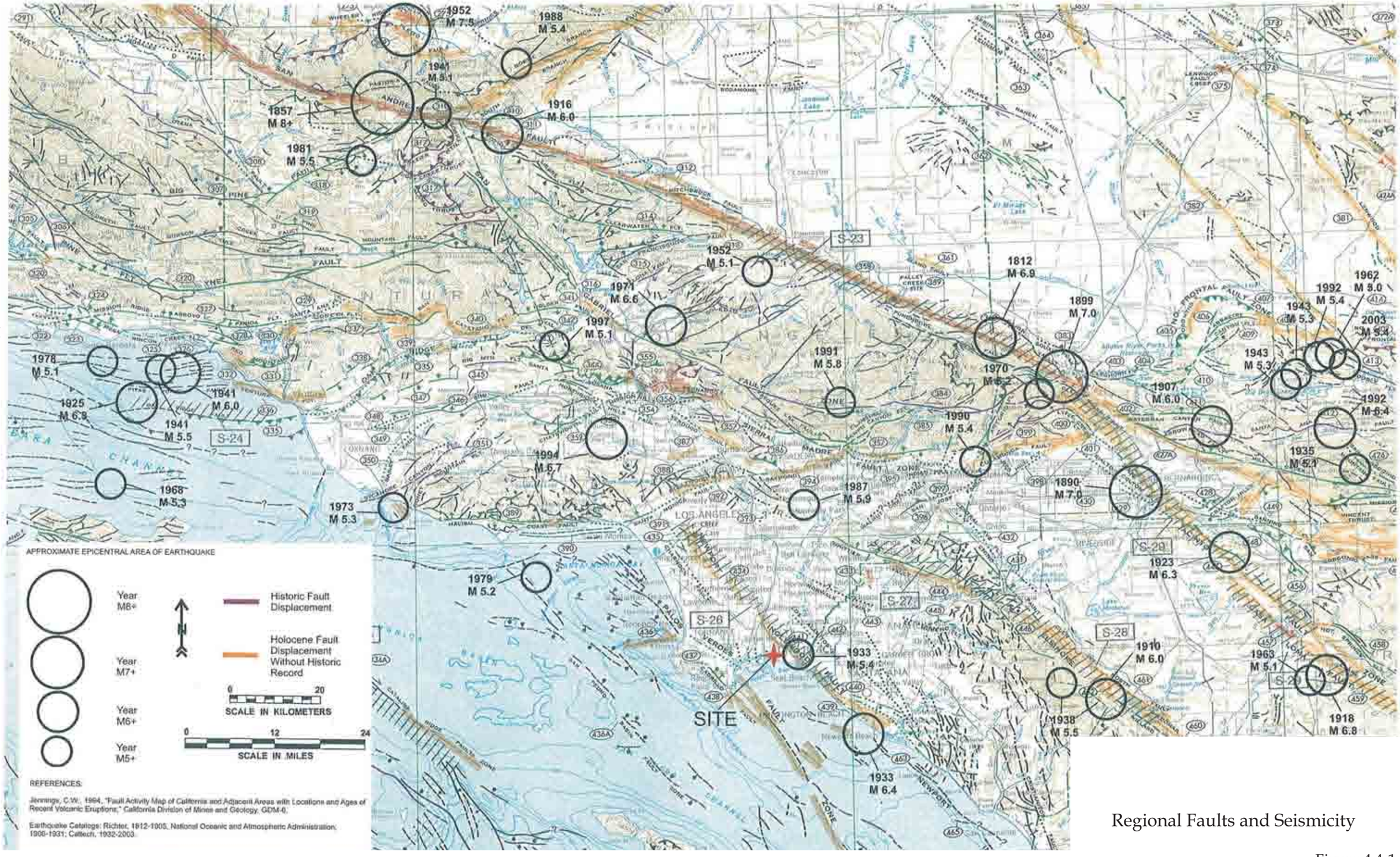
Source: California Geological Survey, 2003

Ground rupture is potentially very damaging to any structure that straddles the fault trace. Structures cannot readily withstand the effect of differential movement of its foundation. Buildings typically collapse or suffer significant damage as a result of differential movement through a foundation.

No active faults have been mapped across the site (Long Beach Seismic Safety Element, 1998). The nearest active fault to the site is the Newport – Inglewood Fault, which runs in a northwest-southeasterly direction approximately 2 miles northeast of the site. Therefore, the fault rupture hazard at the project site is considered very low.

The Alquist-Priolo Earthquake Fault Zone (formerly known as a Special Studies Zone) is an area within 500 feet from a known active fault trace that has been designated by the State Geologist. Per the Alquist-Priolo legislation, no structure for human occupancy is permitted on the trace of an active fault. The term "structure for human occupancy" is defined as any structure used or intended for supporting or sheltering any use or occupancy, which is expected to have a human occupancy rate of more than 2,000 person-hours per year. Unless proven otherwise, an area within 50 feet of an active fault is presumed to be underlain by active branches of the fault.

The Alquist-Priolo Earthquake Fault Zone nearest to the project site is located approximately two miles to the northeast of the site (Long Beach Seismic Safety Element, 1998). This zone is



Regional Faults and Seismicity

Source: MACTEC Engineering and Consulting, Inc., 2006.

Figure 4.4-1

associated with the active Newport-Inglewood Fault Zone.

Ground shaking covers a wide area and is greatly influenced by the distance of the site to the seismic source, soil conditions, and depth to groundwater. The ground shaking is a result of the seismic waves produced by a fault rupture event. Secondary hazards associated with seismically induced ground shaking include liquefaction, seismically induced settlement, earthquake-triggered landslides, tsunamis and seiches.

The following is a list of seismic sources most likely to impact the project site:

- *Newport-Inglewood Fault*
- *Palos Verdes Fault*
- *Whittier Fault*
- *Santa Monica-Malibu Coast Fault Zone*
- *Elsinore Fault Zone*
- *Blind Thrust Faults*

Newport-Inglewood Fault. The Cherry Hill segment of the Newport-Inglewood Fault is located about 2 miles northeast of the site and is considered active with historically recorded movement (Jennings, 1994). The entire trace of the fault is mapped as an Alquist Priolo Earthquake Fault Zone. The 1920 Inglewood earthquake (estimated magnitude 4.9) and the 1933 Long Beach earthquake (estimated magnitude 6.3) are thought to be the result of movement of this fault (CDMG, 1974). The Newport-Inglewood Fault is the principal fault crossing the middle of the Los Angeles Basin. The trace of this fault is manifest through the topographic highs through the basin, including the Baldwin, Cheviot, Rosecrans, Dominguez, and Signal Hills. This fault zone is composed of a series of discontinuous northwest-trending en echelon faults extending from Ballona Gap southeastward past the Santa Ana River in Newport Beach, where it trends off-shore. This zone is reflected at the surface by a line of geomorphically young anticlinal hill and mesas formed by the folding and faulting of a thick sequence of Pleistocene age sediments and Tertiary age sedimentary rocks (Barrows, 1974).

Palos Verdes Fault. The northwest-southeast trending Palos Verdes Fault is located immediately offshore of the City of Long Beach, approximately 6.8 miles southwest of the site. Studies by Stephenson et al. (1995), which included geophysical studies, aerial photograph interpretation, and limited fault trenching, indicate that there are several active on-shore splays of the Palos Verdes fault zone. It extends offshore from Santa Monica Bay (northern extent) and passes through the Palos Verdes Peninsula and into the Los Angeles Harbor area (southern extent). Based on geophysical data, the dip of the fault is interpreted to be near vertical to 55 degrees to the southwest. Vertical separation up to about 5,900 feet occurs across the fault at depth. However strike-slip movement is indicated by the configuration of the basement surface and lithologic changes in the Tertiary age rocks across the fault. The fault has right lateral strike slip displacement. Offsets along the ancestral Los Angeles River have been attributed to this fault. No historic large magnitude earthquakes are associated with this fault, however, the fault is considered active by the California Geological Survey (CGS). The active portions of the fault are offshore and are not mapped as Alquist-Priolo Zones, with the closest splay of the active Palos Verdes fault zone to the site located approximately 4.5 miles off-shore to the southwest.

Whittier Fault. The active Whittier fault is located approximately 19 miles northeast of

the site. The northwest-trending fault extends along the south flank of Puente Hills from the Santa Ana River on the southeast to Whittier Narrows on the northwest. According to Yeats, at Whittier Narrows the Whittier fault turns more northwesterly becoming the East Montebello fault. The main Whittier fault trace is a high-angle reverse fault, with the north side uplifted over the south side at an angle of approximately 70 degrees, although late Quaternary movement has been nearly pure strike slip and total right displacement may be around 8 to 9 kilometers (Yeats, 2004). In the Brea-Olinda Oil Field, the Whittier fault displaces Pleistocene age alluvium and Carbon Canyon Creek is offset in a right lateral sense by the Whittier fault.

Santa Monica-Malibu Coast Fault Zone. This fault zone is comprised of a series of east-west trending, north dipping left-lateral reverse oblique faults (having both strike-slip and reverse displacement components) that are generally located along the southern flank of the Santa Monica Mountains. The zone extends from the City of Sierra Madre at the base of the San Gabriel Mountains westward to offshore of Point Mugu. The Santa Monica and Malibu Coast segments are discussed below.

Santa Monica Fault. The Santa Monica Fault is located approximately 24 miles north of the site according to the City of Long Beach Seismic Safety Element (1998) and is considered potentially active (Jennings, 1994). Recent studies of the fault indicate that it could possibly be considered active (City of Santa Monica, 1999). However, it has not been designated as an Alquist-Priolo Fault Zone as of the time of this report. The Santa Monica Fault extends from approximately the City of Glendale westward through the northern portion of the City of Santa Monica and extends offshore where it is structurally linked to the Malibu Coast Fault. This fault is thought to be predominately a reverse fault and is treated as such for the seismic evaluation in this EIR.

Malibu Coast Fault. The Malibu Coast Fault is located 27 miles northwest of the site and is considered to be potentially active with active segments near Malibu (Jennings, 1994). These active segments are mapped as Alquist Priolo Earthquake Fault Zones. The Malibu Coast Fault extends from west of Point Dume near the Ventura-Los Angeles County line, eastward towards the City of Santa Monica where it is structurally linked to the Santa Monica Fault. Activity along the Malibu Coast Fault is thought to have occurred during the Late Quaternary and Holocene periods. The Malibu Coast Fault is thought to be predominately a left-lateral strike slip fault and is treated as such for the seismic evaluation in this EIR.

Elsinore Fault Zone. The active Elsinore fault zone is located approximately 22 miles northeast of the site. This fault zone extends south-southeastward at least 110 miles along the northeastern flank of the Santa Ana Mountains. The fault zone dips steeply toward the southwest and displacement is both right-lateral and reverse-dip faulting. The fault zone contains several parallel to subparallel fault segments, and characteristically occupies a trough-like depression. The CGS considers the Glen Ivy Segment to be capable of a Magnitude 6.8 earthquake and estimated an annual slip rate of 5.0 millimeters per year.

San Gabriel Fault. The San Gabriel Fault is located approximately 40 miles northeast of the site and is considered active (Jennings, 1994). A portion of this fault, east of the site, is mapped as an Alquist Priolo Earthquake Fault Zone. This large fault extends from near Frasier Mountain to the north, to near the Tejon Pass, near the city of San Bernardino. The San Gabriel Fault is a right lateral strike-slip fault that is structurally associated with the "Big Bend" of the

San Andreas Fault.

San Andreas Fault Zone. The Mohave segment of the San Andreas Fault is located 50 miles northeast of the site and is considered active (Jennings, 1994). Much of the trace of this fault is mapped as an Alquist Priolo Earthquake Fault Zone. The San Andreas Fault Zone is the dominant active fault in California, and the most prominent structural feature, trending in a general northwest direction for almost the entire length of the state. It is the primary surface boundary between the Pacific and the North American plates. The fault is divided into several different segments. These segments include the North Coast, San Francisco Peninsula, Santa Cruz Mountains, Central Creeping, Parkfield, Cholame, Carrizo, Mojave, San Bernardino, and Coachella segments. The southern segment of the fault is approximately 450 kilometers long and extends from the Transverse Ranges west of Tejon Pass on the north to the Mexican border and beyond on the south. The last major earthquake along the San Andreas Fault zone in Southern California was the 1857 Magnitude 8.3 Fort Tejon earthquake.

Blind Thrusts. In addition to the nearby faults, there is the potential for ground shaking from blind thrust faults. Blind thrust faults are low angle detachment faults that do not reach the ground surface. Recent examples of blind thrust fault earthquakes include the 1994 Northridge (Magnitude 6.7), 1983 Coalinga (Magnitude 6.5), and 1987 Whittier Narrows (Magnitude 5.9) events. As described in Dolan et al (1995), much of the Los Angeles area is underlain by blind thrust faults. In their seismic model for Los Angeles, blind thrust faults are found at a depth of about six to ten miles below ground surface and have the ability to produce magnitude 7.5 earthquakes. Blind thrust faults with potential to affect the proposed project site include: the Puente Hills Thrust fault located approximately 12 miles to the north-northeast of the site; the San Joaquin Hills Thrust fault located approximately 17 miles southeast of the site; and the Upper Elysian Park Thrust fault located approximately 19 miles northeast of the site.

Seismic Potential. The 1997 Uniform Building Code (UBC) defines different regions of the United States and ranks them according to their seismic hazard potential. There are four types of these regions. These are designated as Seismic Zones 1 through 4, with Zone 1 having the least seismic potential and Zone 4 having the highest seismic potential. Per Figure 16-2 in Chapter 16 of the UBC (1997), the project site is located within Seismic Zone 4.

Seismically induced ground acceleration is the shaking motion that is produced by an earthquake. Probabilistic modeling is done to predict future ground accelerations. Probabilistic modeling generally considers two scenarios, design basis earthquake ground motion or upper-bound earthquake ground motion. Design basis earthquake ground motion calculations are typically applied for residential and commercial sites. This ground motion is defined as a ground motion that has a 10 percent chance of exceedance in 50 years. Upper-bound earthquake ground motion calculations are applied to public schools, hospitals, skilled nursing facilities, and essential services buildings, such as police stations, fire stations, city hall, and emergency communication centers. Upper-bound earthquake ground motion is defined as the ground motion that has a 10 percent chance of exceedance in 100 years.

As shown in the Seismic Shaking Hazard Maps of California (California Division of Mines and Geology, 2003), the area near the site has a 10% probability of experiencing 0.4-0.5 g peak horizontal ground acceleration within the next 50 years.
The California Building Code (1998, Chapter 16A, Division V) defines five occupancy categories

for structures. These are:

- *Essential facilities- including emergency treatment areas, fire and police stations, municipal, county, and state government disaster operation and communications centers, garages and shelters for emergency vehicles.*
- *Hazardous facilities- including structures for toxic or explosive chemicals*
- *Special Occupancy structures- including covered structures whose primary occupancy is public assembly-capacity greater than 300 persons, buildings with a capacity greater than 300 students, occupancies with 50 or more incapacitated residents, all structures with an occupancy greater than 5,000 persons.*
- *Standard occupancy structures*
- *Miscellaneous structures*

The seismicity of the region surrounding the site was determined from research of a computer catalog of seismic data (Southern California Seismographic Network, 2006). This database includes earthquake data compiled by the California Institute of Technology for 1932 to January 2006. This analysis also utilized data from 1812 to 1932 compiled by Richter and the U.S. National Oceanic Atmospheric Administration (NOAA). The search for earthquakes that occurred within 100 kilometers of the site indicates that 415 earthquakes of Magnitude 4.0 and greater occurred between 1932 and 2006; two earthquakes of Magnitude 6.0 or greater occurred between 1906 and 1931; and one earthquake of Magnitude 7.0 or greater occurred between 1812 and 1905. A list of these earthquakes can be found in Table 3 of the geotechnical report in Appendix D.

Ground shaking that an area is subject to is primarily a function of the distance between an area and the seismic source, the type of material underlying a property, and the motion of fault displacement. In addition, the Northridge (1994) earthquake showed how peculiarities in basin effects could play a significant role in ground accelerations at particular areas. For instance, ground accelerations exceeding 1 g were recorded at areas far from the epicenter of the Northridge earthquake. It is possible that accelerations near or over the upper bound earthquake ground motion could occur anywhere within or adjacent to Long Beach's city limits, including the project area.

Groundshaking can also cause seismic settlement and subsidence, lurch cracking, and lateral spreading. The seismic settlement and subsidence is caused by the compaction of low-density alluvium and soils. Lurch cracking is the development of ground fractures, cracks, and fissures produced by groundshaking, settlement, compaction, and sliding that can occur due to seismic ground acceleration. These features can occur if high ground accelerations affect an area. Lateral spreading is the horizontal movement or spreading of soil towards an open slope face, such as a stream bank. Lateral spreading is most likely to occur where inappropriately designed artificial fill slopes have been built.

d. Secondary Seismic Hazards and Soil Hazards.

Liquefaction. Liquefaction is a temporary, but substantial, loss of shear strength in granular solids, such as sand, silt, and gravel, usually occurring during or after a major

earthquake. This occurs when the shock waves from an earthquake of sufficient magnitude and duration compact and decrease the volume of the soil; if drainage cannot occur, this reduction in soil volume will increase the pressure exerted on the water contained in the soil, forcing it upward to the ground surface. This process can transform stable granular material into a fluid-like state. The potential for liquefaction to occur is greatest in areas with loose, granular, low-density soil, where the water table is within the upper 40 to 50 feet of the ground surface. Liquefaction can result in slope and foundation failure.

Other effects of liquefaction include lateral spread, flow failures, ground oscillations, and loss of bearing strength. Liquefaction is intrinsically linked with the depth of groundwater below the site and the types of sediments underlying an area. Table 4.4-2 lists the relationship between liquefaction hazard and groundwater depth.

Table 4.4-2
Liquefaction Zone Criteria

Geologic Unit	Depth to Groundwater	
	Greater than 40 feet	Less than 40 feet
Qa	Low	High
all other	Low	Low

Source: CDMG, 1995.

CDMG prepared Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California*, 1997. This document describes reasonable recommendations to ascertain the degree of risk that may exist on a site relative to seismic hazards, such as from landslides, liquefaction, and ground shaking. For liquefaction, they recommend that the following be performed:

- *Screening investigations for liquefaction potential*
- *Qualitative evaluation of liquefaction potential*
- *Evaluation of potential liquefaction hazards*
- *Mitigation of liquefaction hazards*

According to the County of Los Angeles Safety Element (1990) and the California Division of Mines and Geology (1999) the site is not within an area identified as having a potential for liquefaction. The Seismic Safety Element of the General Plan (1998) depicts the site as having a minimal liquefaction hazard. Based on information from the California Division of Mines and Geology (2001), ground water has historically been less than a depth of 50 feet below the existing ground surface. Ground water levels in the area had a historic high reported by the CGS at a depth of around 10 feet. The terrace deposits underlying the site are dense, and predominantly sand and silty sands with layers of sandy silt and clayey silt; and with the depth to groundwater (about 29-35 feet below grade) underlying the site, the potential for liquefaction occurring at the existing ground surface is considered low. However, the proposed project includes a parking structure consisting of four above-ground levels and three below-ground levels. If the bottom below-ground levels are within 40 feet from the groundwater table, then

there could be a risk from liquefaction.

Subsidence and Settlement. Subsidence involves deep seated settlement due to the withdrawal of fluid (oil, natural gas, or water). Seismically induced settlement occurs in loose to medium dense unconsolidated soil above groundwater. These soils compress (settle) when subject to seismic shaking. The settlement can be exacerbated by increased loading, such as from the construction of onsite buildings. Settlement can also result solely from human activities including improperly placed artificial fill, and structures built on soils or bedrock materials with differential settlement rates. This settlement can be mitigated prior to development through the removal and recompaction of loose soils.

The City of Long Beach Seismic Safety Element states that large-scale subsidence, primarily related to petroleum production from the Wilmington Oil Field, has taken place in the Long Beach Harbor area. Nearly 30 feet of subsidence has occurred at the center of the basin near the Navy dry-dock on Terminal Island, located approximately three miles southwest of the project site. According to Seismic Safety Element maps, approximately 1 foot of subsidence has occurred in the vicinity of the project area. However, elevation changes of 6 feet or more are primarily confined to the harbor area (Seismic Safety Element, 1998).

Seismic-induced settlement is often cause by loose to medium-dense granular soils densified during ground shaking. Uniform settlement beneath a given structure would cause minimal damage; however, because of variations in distribution, density, and confining conditions of the soils, seismic-induced settlement is generally non-uniform and can cause serious structural damage. Dry and partially saturated soils as well as saturated granular soils are subject to seismic-induced settlement. The terrace deposits are generally dense and are not considered susceptible to significant seismic induced settlement.

Expansive and Corrosive Soils. Expansive soils are soils that are generally clayey, swell when wetted and shrink when dried. Wetting can occur in a number of ways (i.e., absorption from the air, rainfall, groundwater fluctuations, lawn watering, broken water or sewer lines, etc.). Expansive soils located beneath structures can result in cracks in foundations, walls, and ceilings. Expansive soils located on slopes can cause slope failure.

The 1998 California Building Code states that foundations constructed on soils with an expansion index greater than 20 need special design considerations to accommodate the expected expansion and contraction. In a geotechnical report performed for the proposed project found in Appendix D, it is stated that the terrace deposit sands typically have low expansion potential; however the silts and local clays could have a medium to high expansion potential.

Testing of soils from a nearby site indicated the soils were considered severely corrosive to ferrous metal and deleterious to copper and concrete. The potential for onsite soils to exhibit similar corrosive properties is moderate to high.

Landslides and Slope Instability. Landslides occur when slopes become unstable and masses of earth material move down slope. Landslides are generally considered to be rapid events, often triggered during periods of rainfall or by earthquakes. Mudslides and slumps are a more shallow type of slope failure compared to landslides. These typically affect the upper

soil horizons, and are not bedrock features. Historically, mudslides and slumps occur during or soon after periods of rainfall. Erosion can occur along manufactured slopes that are improperly designed or not adequately re-vegetated.

The size of a landslide can vary from minor rock falls to large hillside slumps. The underlying bedrock bedding planes, degree of water saturation of a material, steepness of a slope and the general strength of the soil all contribute to the stability of a hillside. Basal erosion caused by water or human-induced modifications to the natural contour of a hill, including grading, have the potential to destabilize a hillside.

Stability of a soil is influenced by many factors. Some of these factors include grain size, moisture content, organic matter content, degree of slope, and soil type. Unstable soils can produce landslides, debris flows, and rock falls. All of these phenomenons are manifestations of gravity driven flows of earth materials due to slope instability. Hill slopes naturally have a tendency to fail. Unless engineered properly, development in hillside areas tends to increase the potential for slope failures. Slope modifications by grading, changes in infiltration of surface water, and undercutting slopes can create unstable hill slopes, resulting in landslides or debris flows. Rock falls occur in virtually all types of rocks and especially on slopes steeper than 40 degrees where the rocks are weakly cemented, intensely fractured, or weathered.

Landslides and rock falls are usually triggered by seismically induced ground shaking or by erosional destabilization of a hill slope, but can also be caused by undercutting of slopes during grading operations.

The City of Long Beach Seismic Safety Element (1998) states that slopes within the City are not high (less than 50 feet) or steep (generally sloping flatter than 1-1/2:1, horizontal to vertical), and slope instability has not been a significant problem. There were only minor slope failures noted during the 1933 Long Beach Earthquake. The potential for seismically induced slope instability that is not associated with liquefaction or dikes is low (Seismic Safety Element, 1998). The site is relatively level. There are no known landslides at the site, nor is the site in the path of any known or potential landslides. The site is not within an area identified as having a potential for slope instability in the City of Long Beach Safety Element of the General plan (1988). The site is not within a California Division of Mines and Geology (1998) Seismically Induced Landslide Hazard Zone. The terrace deposits are generally uncemented and susceptible to erosion. If constructed at angles greater than approximately 2:1 (horizontal to vertical), temporary cut slopes may be susceptible to sloughing and failure.

Tsunamis and Seiches. Tsunamis are large ocean surges that are created as a result of a subsea earthquake or landslide. The waves created by the subsea earthquake or landslide travel across the ocean at high speeds (several hundreds of miles per hour). As the waves reach shore, their amplitudes increase. Once the waves reach land, they can cause widespread flooding. The areas susceptible to tsunamis are those near to the ocean and along low-lying river channels.

A seiche is a wave or series of waves that are produced within an enclosed or partially enclosed body of water (such as a lake or bay). Most seiches are created as landslides fall into the body of water and displace the water. The water then sloshes out of the bay or lake, creating the seiche. If a seiche overtops a dam, the water can erode the dam face to the point where the dam can fail.

According to the Seismic Safety Element of the General Plan (1998), and the County of Los Angeles Seismic Safety Element (1990), the site is not located in an area that could be affected by a tsunami or seiche. The site is located approximately one mile from San Pedro Bay and topography at the site is 35 feet above sea level. Therefore, the risk from tsunamis or seiches at the project site is considered to be low.

4.4.2 Environmental Impact Analysis

a. Methodology and Significance Thresholds. This evaluation is based on review of existing information that has been developed for the project site, including a geotechnical evaluation and report prepared for the project by MACTEC, the City of Long Beach General Plan Seismic Safety Element (1998), and other available regional sources.

The proposed project's impact is considered potentially significant if it will expose people or structures to major geologic hazards. Therefore, impacts are considered significant if the proposed development would be exposed to a high potential for such seismic hazards as ground shaking, liquefaction, and settlement, and soil hazards such as expansive soils, based on regional or site-specific conditions.

b. Project Impacts and Mitigation Measures.

Impact GEO-1 Seismically-induced ground shaking could damage proposed structures and infrastructure, potentially resulting in loss of property or risk to human health and safety. This is considered a Class II, *significant but mitigable*, impact.

As discussed under Section 4.4.1, design basis earthquake ground motion calculations are typically applied for residential and commercial sites. This ground motion is defined as a ground motion that has a 10% chance of exceedance in 50 years. As discussed in Section 4.4.1c, the design level ground acceleration (10% probability of exceedance in 50 years) for the project site is estimated at 0.4 to 0.5 g. Earthquakes of this magnitude could potentially damage buildings and pose risks to human health and safety. The proposed project involves a 22-story, 250-foot structure that would be susceptible to ground shaking impacts.

Upper-bound earthquake ground motion calculations are applied to public schools, hospitals, skilled nursing facilities, and essential services buildings, such as police stations, fire stations, city hall, and emergency communication centers. Upper-bound earthquake ground motion is defined as the ground motion that has a 10% chance of exceedance in 100 years.

The faults discussed in Section 4.4.1 are not the only faults in the area that can produce earthquakes, but they are the faults most likely to affect the project site according to the latest data. Earthquakes along these faults could produce potentially significant impacts to structures on site. Although nothing can ensure that structures do not fail under seismic stress, proper engineering, including the measures identified below, can minimize the risk to life and property.

In addition to the calculated expected ground accelerations, there is the possibility that basin and sediment effects may amplify site ground accelerations. Potential basin effects are

earthquake specific. Local building codes and the Uniform Building Code (UBC) do not require any mitigation for possible amplifications resulting from these effects.

Mitigation Measures. The following measure would reduce seismic hazard impacts associated with the proposed project.

GEO-1 **UBC and CBC Compliance.** Design and construction of the buildings proposed for the Press-Telegram Mixed Use Development shall be engineered to withstand the expected ground acceleration that may occur at the project site. The calculated design base ground motion for the site shall take into consideration the soil type, potential for liquefaction, and the most current and applicable seismic attenuation methods that are available. All on-site structures shall comply with applicable provisions of the 1997 Uniform Building Code and the 1998 California Building Code.

Significance after Mitigation. Any structure built in California is susceptible to failure due to seismic activity. However, structural failure due to seismic ground shaking would be reduced to less than significant by implementing the most recent industry standards for structural designs.

Impact GEO-2 **Seismic activity could produce ground shaking that results in liquefaction. Liquefaction could potentially cause structural failure, resulting in loss of property or risk to human health and safety. This is considered a Class II, *significant but mitigable,* impact.**

The findings of the geotechnical study (MACTEC, 2006) completed for the Press-Telegram site indicates that the liquefaction potential at the site was low. In addition, the City of Long Beach Safety Element (1988) lists the site as having a low to very low, to no, liquefaction potential. If the groundwater table is more than 40 feet below the base of a structure, then liquefaction hazards are generally seen as non-existent. However, groundwater has recently been encountered at depths of 29 to 35 feet and the historic high reported by the California Geological Survey is 10 feet below ground surface level.

For subterranean structures, such as basements, and the proposed parking garages, the depth of the subterranean structure needs to be considered in the liquefaction analysis. If soils below a subterranean structure are loose to semi-dense granular material, then liquefaction could occur. According to the Southern California Earthquake Center's recommendations (SCEC, 1999), borings completed for liquefaction analysis should extend down 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). A mitigation measure is recommended below to address this potentially significant impact.

Mitigation Measure. The following measure would reduce liquefaction hazard impacts to less than significant levels:

GEO-2 **Additional Geotechnical and Geo-Engineering Analysis.** Prior to

issuance of a building permit for the new structures, 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 any structure built as part of the proposed project, per City requirements. The 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 on-site structures shall comply with applicable methods of the Uniform Building Code 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 ground characteristics.

Significance after Mitigation. The potential for structural failure due to seismically-induced liquefaction would be reduced to a level less than significant by implementing the most recent industry standards for structural designs.

Impact GEO-3 **Seismic activity could produce ground shaking that results in seismic settlement of material underlying the site. Settlement potential at the site is low; however, if the underlying material is improperly compacted, it can settle during earthquakes or due to construction-related loading. This settlement is considered a Class II, *significant but mitigable,* impact.**

The proposed project includes the demolition of existing structures and construction of new structures. Through the course of this development, soil will be excavated to make room for footings and subterranean structures, and fill will be emplaced to contour the site to control the grade of buildings. The Safety Element states that most of the areas within the City have a low settlement hazard, except for the areas near former clay pits, which have a high potential for settlement. The project site is not near any of the former clay pits and the terrace deposits underlying the site are generally dense and are not considered susceptible to significant seismic induced settlement. The proposed project would excavate the site down 30-35 feet to accommodate subterranean levels. After the area is excavated, portions would need to be backfilled. Improperly backfilling this excavated area could produce a potential settlement hazard for the future buildings at this site. This is considered a potentially significant impact, which can be mitigated through proper grading and foundation design.

Mitigation Measures. The following measures would address settlement hazard impacts.

GEO-3(a) **Construction Fill Material Certification.** All fill material used for

construction shall be approved by a geotechnical or civil engineer, and all backfill and foundation sub-grade shall be certified by a geotechnical or civil engineer for proper compaction.

GEO-3(b) **Backfill Material Certification.** All fill material used for backfill of any below-grade levels within the project area shall be approved by a geotechnical or civil engineer. In addition, the backfill shall be certified by a geotechnical or civil engineer for proper compaction.

Significance after Mitigation. Implementation of the above mitigation measures would reduce impacts related to soil settlement to a less than significant level.

Impact GEO-4 **The proposed project includes below-grade parking structures, deep foundations, and deep utilities. Terrace deposits underlying the site may be susceptible to soughing and failure during excavation. In addition, groundwater could be encountered at the base of the excavations during construction and require dewatering. There is also the potential for groundwater and/or percolating surface water to collect in the bottom of structures after construction. The potential for groundwater to be encountered during excavation and the resulting conditions associated with encountering groundwater during construction or operation of any subterranean structure is considered a Class II, *significant but mitigable,* impact.**

The proposed project includes the construction of a subterranean parking garage, and building basements. The terrace deposits underlying the site are generally uncemented and susceptible to erosion. If constructed at angles greater than approximately 2:1 (horizontal to vertical), temporary cut slopes cut slopes may be susceptible to sloughing and failure. During construction, the sidewalls of the excavations could potentially become unstable and fail if not properly designed or shored. Failure during excavation could pose a safety risk for onsite and offsite personnel, the general public, and nearby buildings, streets, and utility lines.

Groundwater has been encountered in borings nearby the site at depths of 29 to 30 feet. According to CGS (1998), the historic high groundwater depth is estimated around 10 feet. Excavations for underground parking, deep foundations, or deep utilities may encounter ground water. Dewatering may be necessary for excavations. Testing of groundwater to be discharged offsite will be necessary and proper disposal or treatment may be necessary if the ground water does not meet regulatory standards. Waterproofing will be needed for underground structures sensitive to moisture or inundation. Underground structures will need to be designed for hydrostatic pressures of potential ground water unless permanent dewatering systems are installed.

Mitigation Measures. The following measures are recommended to reduce hazard impacts associated with the subterranean excavation and operation of subterranean structures to less than significant levels:

GEO-4(a) **Geotechnical Investigations.** Appropriate geotechnical, and geo-engineering investigations, as mandated by the building codes, and City of Long Beach shall be performed prior to the design of any structure. Proper engineering design and conformance with recommendations presented in the comprehensive geotechnical report for the project, in compliance with current building codes are required by the City, will reduce the identified potential geotechnical impacts to a level that is less than significant.

GEO-4(b) **Temporary Shoring.** If constructed at angles greater than approximately 2:1, temporary cut slopes in terrace deposits are susceptible to sloughing and failure. Temporary shoring can be designed to protect the temporary excavations, structures to remain in place, and adjacent properties. This shoring shall be designed to the satisfaction of the project civil engineer and take into account all lateral load parameters and the possible presence of groundwater at the bottom grade of the excavations or the base of the shoring soldier piles (if used).

GEO-4(c) **Safety Standards.** All excavations for parking structures, or buildings shall comply with all applicable regulations of the California Occupational Safety and Hazard Administration guidelines as they pertain to excavations.

GEO-4(d) **Groundwater.** Excavations for underground parking, deep foundations, or deep utilities may encounter ground water. Dewatering may be necessary for excavations. Testing of groundwater to be discharged offsite would be necessary and proper disposal or treatment may be necessary if the groundwater does not meet regulatory standards. Waterproofing would be needed for underground structures sensitive to moisture or inundation. Underground structures would need to be designed for the hydrostatic pressures of potential ground water unless permanent dewatering systems are installed. The removal systems shall be designed to prevent the structure from flooding.

Significance after Mitigation. Implementation of the above mitigation measures would reduce impacts related to hazards associated with the construction and operation of subterranean structures to a less than significant level.

Impact GEO-5 **The native soils below the project site include terrace deposit sands, which typically have a low expansion potential. However, silts and local clays are also found under the site. These types of soils can be expansive. Expansive soils can cause subtle damage that can compromise a building's structural integrity. This is considered a Class II, *significant but mitigable,* impact.**

As discussed in the Setting, the native soils in the project vicinity typically have low expansion potential. However, because the characteristics of soils can vary widely within short distances and depend on the relative amount and type of clay, impacts related to potential expansion are presumed to be potentially significant. Soil analyses are needed prior to development to evaluate the potential for expansive soils. If the site is found to have expansive soils, this can be mitigated through proper foundation design.

Mitigation Measures. The following measure would reduce impacts associated with expansive soils to less than significant levels.

GEO-5 **Soil Expansion Analysis.** Prior to issuance of a building permit, soil samples of final sub-grade areas and excavation sidewalls shall 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.

Significance After Mitigation. Implementation of above mitigation measure would reduce impacts relating to soil expansion to a less than significant level.

Impact GEO-6 **During project construction, heavy equipment would be used to excavate soil. In addition, other grading would occur. This would necessitate on site stockpile storage and disruption to the soil surface, which could potentially become subject to erosion, with potential off-site sedimentation and pollutant discharges. This is considered a Class II, *significant but mitigable*, impact.**

The excavation for the subterranean parking lots, and building basements, would necessitate temporary stockpiling of excavated soil onsite. Also, grading and building demolitions would also cause disturbance to the soil surface. Water and wind erosion of the stockpiles and loose dirt may impact surface water run-off and air quality to off-site areas. Per the City's Municipal Code Section 18.95 shall be implemented throughout the construction period reducing the potential for off-site sedimentation. The types of pollutant discharges that could occur as a result of construction include accidental spillage of fuel and lubricants, discharge of excess concrete and an increase in sediment runoff. This is considered a potentially significant impact.

Mitigation Measures. The following mitigation measures address potential impacts related to requirements associated with the discharge of pollutants during project construction.

GEO-6(a) **Best Management Practices.** Pursuant to the Long Beach Municipal Code Section 18.95.050 Development Construction: prior to the issuance of any building or grading permit for any project, the construction plans shall include features meeting the construction activities BMPs (CA-10 through CA-12, CA-20, CA-21 and CA-23, and CA-30 through CA-32) and the applicable provisions of the erosion

and sediment control BMPs (ESC-1 through ESC-56) published in the "California Storm Water Best Management Practice Handbooks (Construction Activity) (1993)," and BMP (CD-4(2)) of the "Caltrans Storm Water Quality Handbooks, Construction Contractor's Guide and Specifications (1997)," to ensure that every construction site meets the requirements of the regulations during the time of construction.

GEO-6(b) **Covering and Removal of Stockpiles.** All stockpiles of excavated material shall be covered with an impervious material during storage and shall be removed from the site within 3 weeks of being excavated or they shall be used for grading or backfill if the material fulfills the requirements of measures GEO-3(a and b) above.

Significance after Mitigation. Implementation of the above mitigation measures would reduce impacts from excavation and grading to less than significant levels.

Impact GEO-7 **The proposed project is located within an area of known subsidence. Based on the ongoing fluid injection program and the regional nature of the subsidence, the potential for subsidence to affect the proposed development or specific structures is considered low. This is considered a Class III, *less than significant*, impact**

The project site is not located within an area of known subsidence associated with ground water withdrawal, peat oxidation or hydro-compaction. However, the site is located within an area of known subsidence associated with fluid withdrawal during petroleum production. Subsidence in the Long Beach area as a result of oil production is well documented as was noted as early as 1940. Surveys conducted within the Long Beach area revealed an elliptical zone of subsidence with up to 29 feet of settlement (elevation loss) at its center by 1970. According to contours of subsidence published by the City of Long Beach, Department of Oil Properties (1971), up to four feet of subsidence has been documented in the vicinity of the site. Since the 1950s, fluid injection to repressurize the oil fields has been ongoing. Since that time, there has been a steady decline in the rate of subsidence, approaching zero in the late 1960s and early 1970s. Based on the ongoing fluid injection program and the regional nature of the subsidence, the potential for subsidence to affect the proposed development or specific structures is considered low. Therefore, significant impacts related to subsidence are not anticipated for the proposed development.

Mitigation Measures. None required.

Significance after Mitigation. Impacts on the proposed development project related to subsidence are considered less than significant without mitigation.

c. Cumulative Impacts. Proposed development, in conjunction with other cumulative projects proposed in the City of Long Beach, would expose additional people and property to seismically related hazards that are present throughout the region. Cumulative impacts related

to seismically related ground shaking, liquefaction, and soil settlement would be similar to what is described for project-specific impacts, and would be addressed on a project-by-project basis through compliance with existing building codes and any site-specific mitigation measures for individual projects. Compliance with applicable code requirements and the recommendations of site-specific geotechnical evaluations on a case-by-case basis would reduce cumulative impacts relating to geologic hazards to a less than significant level.

4.5 HAZARDS and HAZARDOUS MATERIALS

This section analyzes potential impacts associated with the use of hazardous materials. Impacts relating to both ongoing industrial activities in the site vicinity and possible historic soil and groundwater contamination onsite are addressed. The analysis relies in part on a *Phase I Environmental Site Assessment (ESA)*, prepared by Leymaseter Environmental Consulting, LLC. (LEC) dated, October 3, 2005, a *Phase I ESA* prepared by Heritage Environmental Services in October 1997, and an *Underground Tank Removal and Soil Sampling Report*, prepared by Targhee Incorporated dated October 8, 1996.

4.5.1 Setting

a. Regulatory Setting. The federal government defines hazardous materials as substances that are toxic, flammable/ignitable, reactive, or corrosive. Extremely hazardous materials are substances that show high or chronic toxicity, carcinogenic, bioaccumulative properties, persistence in the environment, or that are water reactive.

Soil Contamination Health Risk Assessment. Regulatory agencies such as the United States Environmental Protection Agency (EPA), Department of Toxic Substance Control , and Department of Environmental Health Hazard Assessment set forth guidelines that list at what point concentrations of certain contaminants pose a risk to human health. The EPA combines current toxicity values of contaminants with exposure factors to estimate what the maximum concentration of a contaminant can be in environmental media before it is a risk to human health. These concentrations set forth by the EPA are termed Preliminary Remediation Goals (PRGs) for various pollutants in soil, air, and tap water (USEPA Region IX, Preliminary Remediation Goals Tables, 2002). PRG concentrations can be used to screen pollutants in environmental media, trigger further investigation, and provide an initial cleanup goal. PRGs for soil contamination have been developed for both industrial sites and residential sites. Residential PRGs are more conservative and take into account the possibility of the contaminated environmental media coming into contact with sensitive receptor sites such as nurseries and schools. PRGs consider exposure to pollutants by means of ingestion, dermal contact, and inhalation, but do not consider impacts to groundwater.

Soil Contamination Groundwater Protection. The Los Angeles Regional Water Quality Control Board (RWQCB) has developed an interim guidance document that contains numerical site screening levels to determine the need for remediation of gasoline and volatile organic compound (VOC) contaminated soils (Los Angeles RWQCB, 1996). The guidance document has been used to determine when a site may require remedial action or to establish an acceptable clean up standard for a particular constituent. The document was developed to simplify the remediation process by facilitating the selection of soil cleanup levels for gasoline and VOC impacted sites.

Groundwater Contamination. Both the EPA and the California Department of Health Services (DHS) regulate the concentration of various chemicals in drinking water. The DHS thresholds are generally stricter than the EPA thresholds. Primary maximum contaminant levels (MCLs) are established for a number of chemical and radioactive contaminants (Title 22, Division 4, Chapter 15 California Code of Regulations). MCLs are often used by regulatory agencies to

determine cleanup standards when groundwater is affected with contaminants. The groundwater within Long Beach is approximately 35 feet below ground surface (LEC, 2005).

Recognized Environmental Conditions. A "Recognized Environmental Condition" (REC) is defined pursuant to the American Society of Testing and Materials (ASTM) as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the project site or into the ground, groundwater, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

b. Phase I ESAs. Environmental site assessments (ESAs) were conducted for the project site in 1996, 1997, and 2005. The Phase I ESAs, prepared by LEC in October 2005 and Heritage Environmental in 1997 covered the entire area of the Press-Telegram property, APNs 7323-025-015, 7323-025-017, 7323-025-018, 7323-025-019, 7323-025-020, and 7323-025-021. The Underground storage tank (UST) Removal and Soil Sampling Report prepared by Targhee Incorporated in 1996, analyzed soil and groundwater for possible contamination associated with the removal of two on site USTs. The three reports are incorporated by reference and are available for review at the Planning & Building Department City of Long Beach. The findings of these reports are summarized below.

Historic Land Use**.** According to Phase I completed by LEC, at least part of the on-site structures are 80 years old or older. The Media News Group reportedly obtained ownership of the site in the 1920s. Prior to this time the site was developed with residential uses, as confirmed by historic information from as far back as 1902 (Heritage Environmental Services, 1997). Prior to 1960, the southwest corner of the Site was developed with small businesses, a church, and a small school. LEC reviewed aerial photographs, historic topographic maps, files, and other reports to determine past uses of the project site. The Site consists of four buildings and a parking lot situated on 1.9-acres. Three of the four buildings are connected and comprise the Press-Telegram Building. The main building was completed in the 1920s, is five stories high, and primarily consists of production offices. The next building to the north was constructed in the 1940s, is a single story, and was used as the distribution building. The building to the furthest north was completed in the 1960s, is two stories high, and was utilized as the circulation building. The asphalt-covered parking lot on the eastern side of the property primarily covers the eastern portion of the lot and contains a 3,825 square foot transportation building utilized as a carpentry shop and storage area for equipment and non-hazardous supplies. Previous reports document the parking lot as containing two USTs, two aboveground storage tanks (ASTs) used to store acid, a propane AST, and a hazardous waste storage building. All of the storage has been removed from the property. During the removal of the tanks, the soil on this lot was found to be contaminated with petroleum hydrocarbons, which were remediated and removed according to Long Beach Department of Health and Human Services requirements (Targhee, Inc., October 8, 1996).

Field Reconnaissance Findings. Rincon Consultants performed a reconnaissance of the site on May 22, 2006, accompanied by John Sevilla of October Five Development. The purpose

of the reconnaissance was to observe existing site conditions and to identify obvious indicators of hazardous materials that could affect the project site. An interview questionnaire was provided to Mr. Sevilla at the time of the site reconnaissance.

The five-story main building on the southwest corner of the project site is entered along Pine Avenue and comprised primarily of offices and photo labs on the upper floors and printing presses, plate making room, and storage areas on the street level and basement. The photo labs contained photo-processing equipment utilizing silver and other hazardous materials. Some of the photo processing equipment appeared to release liquids to drains and other equipment utilized containerized filters that were disposed by a recycling company. The presses located on the first floor and the basement has not been used since Los Angeles Newspaper Group purchased Press Telegram in 1997, according to the LEC Phase I. Oil and grease were apparently utilized in the maintaining of the presses and was found on and around the presses. The basement was used to store ink and paper. Ink containers and tanks were contained in concrete secondary containment areas. Staining was noted within the secondary containment areas. What appeared to be a metal lathe was kept in a small room in the basement; staining and puddling of oily residue surrounded the machine on the floor. Drains and two sewer-line connections were found in the floor near the presses. Wastewater, including oil-based inks, photo processing developer and fixer, diesel fuel, and solvents, was discarded into the domestic sewer utility until 1991. The basement contains an electrical control room that apparently contains transformers to power the presses, distribution machinery and the remainder of the building. Access to the control room was unavailable. From the electrical control room a stairway extends to a sub-basement. The sub-basement currently is utilized for the storage of electrical parts and machinery, and contains what appears to be a furnace and at least one sump. According to Heritage Environmental, there was a furnace and lead-smelting operation in the basement until the mid 1940s. The sump was contained in an approximately 1-foot high concrete secondary containment area.

The mail building completed in the 1960s is directly north of the main building and was used for the collation, packaging, and distribution of newspapers. The building contains a concrete slab floor and attached to the ceiling are transportation and collation machinery. To the north of the distribution building is a two story concrete floored building used for the distribution of newspapers. No staining or RECs were observed.

Between the three main-buildings and the parking lot, extends a paved roadway connecting 7th Street and 6th Street. Roof drains apparently drain into the alley. The Parking lot is gated and is accessed from the alley way and Locust Avenue. The locked gate and fencing around the property provides security. Capped boreholes are evident throughout the parking lot. The northern portion of the parking lot contains a cinderblock building primarily utilized for the storage of tools and equipment. No evidence of dumping, spills, or RECs was observed, however access to the interior of the building was not available.

According to the Phase I ESA completed by Heritage Environmental in 1997, the eastern side of the parking lot contained a hazardous waste storage area. The area was enclosed by a fence and was roofed; however, the area did not contain any secondary containment. The area was used to store 55-gallon drums of oil based ink sludge and waste oil from machines and vehicles. According to the Phase I ESA completed by LEC, the north side of the parking lot contained

two ASTs for approximately three years. The tanks were used to store acid, reportedly used in the plate-making process.

According to the Phase I ESA completed by LEC, the surrounding land use has been primarily residential and commercial since the 1900s. The adjacent property to the west of the site contains a mixed use residential/commercial development. North of the site are single- and multi-family residences, and a small commercial business. To the south of the site is a residential use building and parking lot. East of the site is residential and commercial uses.

Environmental Records Review. Rincon contracted Environmental Data Resources, Inc. (EDR) to provide a database search of public lists of sites that generate, store, treat or dispose of hazardous materials or sites for which a release or incident has occurred. The EDR search was conducted for the project site on April 5, 2006 and included data from surrounding sites within a specified radius of the property. The EDR report, which specifies the ASTM search distance for each public list, is incorporated by reference and available for review at the City of Long Beach Planning and Building Department. Federal, State and County lists were reviewed as part of the research effort. The project site was listed as a LUST, Cortese, RCRA-SQG, FINDS, HAZNET, HIST UST, Ca. FID UST, SWEEPS UST, and UST site in the EDR database (see explanation of acronyms below). The EDR databases indicate 53 sites (including the project site) with environmental listings that are located within one-half mile of the site. Of these, 44 sites are within one-quarter mile, and 22 sites are located within 1/8 mile of the project site. Sites that were identified within a one eighth mile radius of the project site are listed in Table 4.5-1. A total of 22 sites are located within 1/8 mile of the project site. Sites appear in the following databases:

UST: The underground storage tank (UST) database contains registered UST's. This database is maintained by the State Water Resources Control Board.

FINDS: Facility Index System (FINDS). Contains both facility information and pointers to other sources that contain more detail.

LUST: The leaking underground storage tank (LUST) records contain an inventory of reported leaking underground storage tank incidents. This database is maintained by the State Water Resources Control Board.

RCRA-(TSD, LQG, SQG): RCRAInfo is U.S. EPA's comprehensive information system providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data and recording abilities of the Resource Conservation and Recovery Information System (RCRIS). The RCRAInfo database includes selected information on sites that generate, store, treat, or dispose of hazardous waste as defined by RCRA. Conditionally exempt small quantity generators (CESQG) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQG) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQG) generate over 1,000 kg of hazardous waste or over 1 kg of acutely hazardous waste per month. Transporters move hazardous wastes from the generator off-site to a facility that can recycle, treat, store or dispose of the waste (Treatment, Storage, and Disposal Facility, or TSDF). TSDFs treat store or dispose of the waste.

Table 4.5-1
EDR Summary Listing of Sites

Site Name	Site Address	Distance from Project Site	Database Reference
Press Telegram/Long Beach Press Telegram/Press Telegram/Independent Press-Telegram	604 Pine St.	Project Site	CA FID UST, SWEEPS UST, LUST, Cortese, HIST UST, UST, RCRA-SQG, FINDS, HAZNET
Holton & Son Mortuary/ Jess Holton & Georgie Ann Trower	614 Locust Ave.	< 1/8	UST, HAZNET
Montgomery Ward (Demo)	598 Pine Ave.	<1/8	UST
LBUSD-Board Building/ Long Beach USD-Board Building. Long Beach USD	701 Locust St.	<1/8	FTTS, HAZNET, RCRA-SQG, FINDS
Rite Aid #5518/ Thrifty/Payless Drug Stores #6139	601 Pine St.	< 1/8	HAZNET
Chas S Paul Trust	625 Pine Ave.	<1/8	UST
West Coast Firestone	636 Locust Ave.	<1/8	UST, HAZNET
Formerly Cormier Chevrolet	244 E 7th St.	<1/8	UST
	702 Pacific Ave.	<1/8	UST
J.C. Management	602 Pacific Ave.	<1/8	UST
Press Telegram/Ideal Garage/ E20 Ideal Garage	624 Pacific Ave.	<1/8	UST, HIST UST
Denny's	601 Long Beach Blvd.	<1/8	UST
Long Beach	591 Long Beach Blvd.	<1/8	CA FID UST, SWEEPS UST, HIST UST
Goodyear Service Store #9246.	795 Long Beach Blvd.	<1/8	CA FID UST, SWEEPS UST, HAZNET
None	760 Pacific Ave.	<1/8	UST
None	733 Long Beach Blvd.	<1/8	UST
Reid High School	235 E 8th St.	<1/8	FINDS, RCRA-LQG
La Administration Agency Office	215 W 6th St.	<1/8	RCRA-SQG, FINDS
Long Beach USD-Boyd Center	255 East 8th St.	<1/8	RCRA-SQG, FINDS,
None	630 Long Beach Blvd.	<1/8	UST
None	835 Locust Ave.	<1/8	UST
Rainbow Tire & Service Inc/ Goodyear Service Store #9246	795 Long Beach Blvd.	<1/8	UST, HIST UST RCRIS-SQG, FINDS,HAZNET

Cortese: Identified Hazardous Waste and Substance Sites. This database (from the CAL EPA/Office of Emergency Information) identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration.

Ca. FID: California Facilities Inventory Database (Ca FID) contains active and inactive underground storage tank locations as provided by the California State Water Resources Control Board.

HistUST: The Hazardous Substance Storage Container Database is a historical listing of UST sites. This database is maintained by the State Water Resources Control Board.

Haznet: Haznet is a Department of Toxic Substances Control (DTSC) database. Data that is extracted from the copies of hazardous waste manifests received each year by the DTSC (information is provided by the Department of Toxic Substances Control).

SWEEPS: The Statewide Environmental Evaluation and Planning System (SWEEPS) is an underground storage tank listing that was updated and maintained by a company contracted by the SWRCB in the early 1980s. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

FTTS: FIFRA/TSCA Tracking System – FIFRA (Federal Insecticide, Fungicide & Rodenticide Act)/TSCA (Toxic Substances Control Act). FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know) (information is provided by the EPA/Office of Prevention, Pesticides and Toxic Substances).

c. Underground Tank Removal and Soil Sampling Report. Targhee, Incorporated (Targhee) conducted a *Underground Tank Removal And Soil Sampling Report*, dated October 8, 1996, that involved removal of two 10,000 gallon tanks and subsequent soil sampling. According to the Targhee report, following the removal of the gasoline and diesel tanks and the associated dispensers and plumbing, there was notable staining and hydrocarbon odor beneath the gasoline dispenser. Impacted soil was removed from the tank excavation and stockpiled onsite. Soil samples were collected from beneath the east and west ends of the diesel and gasoline tank excavated and the soil stockpiles and analyzed for gasoline or diesel depending upon their location. The analytical results indicate gasoline contamination in the samples collected from beneath the gasoline tank and the gasoline tank soil stockpile. Due to the location of the staining and the sampling results, Targhee assumed that the contamination was associated with the gasoline dispenser and not the UST. Therefore, the area around the gasoline dispenser and the eastern end of the gasoline UST was excavated to a depth of approximately 20 feet below ground surface. Confirmation soil sampling was conducted along the bottom and sidewalls of the remedial excavation. The results of the confirmation sampling indicate low

levels of gasoline, toluene, ethylbenzene, and total xylenes remain in the soil. In a letter dated November 21, 2006, the Long Beach Department of Human Services stated that no further action was required for the site.

d. Environmental Conditions.

Site Conditions.

Recognized Environmental Conditions. Based on the findings of the Phase I ESA, several recognized environmental conditions (RECs) were identified on the Site. A REC is defined pursuant to ASTM E 1527-00 as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The RECs associated with the property include the following:

- *The main building was built in the 1920s at this time it was a common practice to use both asbestos and lead based paint. No investigation was undertaken to confirm the presence of the lead base paint and asbestos on the site. Due to the likelihood of the presence and the intended demolition and refurbishing of the buildings, until such a time that the lack of asbestos and lead-based paint in the building is proven, this is recognized as a environmental concern.*
- *Targhee removed two 10,000-gallon USTs, used to store gasoline and diesel fuel, two dispensers and all associated piping, as documented in their October 1996 report. Hydrocarbon impacted soil was removed and disposed. Confirmation samples were taken and indicated elevated levels of total petroleum hydrocarbons as gasoline, toluene, ethylbenzene, and xylenes. The site was granted case closure by the Regional Water Quality Control Board prior to the tank excavation on July 22, 1996. The Long Beach Department of Health And Human Services Department issued a "No Further Action "Letter on November 21, 1996. The ground water was not assessed and the extent of the contaminant plume was not delineated, therefore there is potential for the areas under and around the former tanks to be effected by residual hydrocarbon contamination.*

Potential Environmental Conditions. The following possible indicators of a hazardous materials release, or subgrade structures where releases may have occurred but have gone undetected, are considered suspect, or potential environmental conditions at the college site were found:

- *Staining was noted on and around the storage tanks located in secondary containment in the basement of the main building.*
- *ASTs were located in the basement. According to Heritage and LEC, historically ink used for printing was oil based and often contained metals. The tanks were contained in secondary containment areas, however extensive staining was noted in the area. There is a potential for the soil beneath the site to be affected with hydrocarbons and heavy metals.*

- *Due to the historical hydrocarbon based products and the possible presence of heavy metals and solvents in the printing process, the two sumps represent a potential environmental concern.*
- *According to the LEC Phase I, two aboveground storage tanks used for the storage of acid were located in the asphalt parking lot. Records indicate that the material in the tanks was disposed of off-site. Due to the historic storage and use of acid there is potential for the soil beneath the site to have been impacted.*
- *The parking lot contained a hazardous materials storage area, used to store 55-gallon drums of ink sludge and waste oils.*
- *Drains and sewage-line connection located in the basement next to the printing machinery and floor staining are potential areas of concern for the collection of contaminants associated with heavy machinery repair, maintenance, and printing*
- *According to the Heritage Environmental Phase I the furnace and exhaust stack in the basemen area were utilized for lead smelting operation in the mid-40s. The potential for lead residue in the furnace and exhaust stack is therefore considered a potential environmental concern.*

De Minimus Environmental Conditions. *De minimus* conditions generally do not present a material risk of harm to public health or the environment, and would not be the subject of an enforcement action if brought before the attention of appropriate governmental agencies.

The following *de minimus* environmental conditions exist within the vicinity of the project site*:*

- *Photo processing chemicals are used and stored onsite in the upper floors of the main building. The waste materials are sent to a recycler.*
- *The basement contains a metal lathe around which staining and pooling of potential oils and solvents were noted.*
- *The EDR report listed 22 properties within 1/8 of a mile with possible Site impact*

Surrounding Land Uses. As noted above, EDR was contracted to provide a database search of public lists of sites that generate, store, treat or dispose of hazardous materials or sites for which a release or incident has occurred. The EDR search results indicate, that due to, the distance from the project site, the groundwater flow direction, or regulatory closure, the listed sites do not represent an environmental concern.

e. Regulatory Setting. State and Federal governmental agencies regulate the use, storage, and transport of hazardous materials through numerous legal and regulatory requirements. State and Federal government regulations require businesses that store, use, or manufacture specific amounts of hazardous materials to report the quantities and types of materials to the local administering agency. City Code 8.85-8.87 requires that the installation, operation and removal of above ground and underground storage tanks and the oversight of hazardous materials releases and hazardous waste control be overseen by the authority of Long Beach/Signal Hill Certified Unified Program Agency CUPA as the Unified Program Agency to enforce the Spill Prevention Control and Countermeasure requirements. The Unified Program

combines both Fire Department and Health Department programs to manage hazardous materials.

4.5.2 Impact Analysis

a. Methodology and Thresholds of Significance. The findings of this analysis are based upon the *Phase I Environmental Site Assessment (ESA)*, prepared by LEC dated, October 3, 2005, a *Phase I ESA* prepared by Heritage Environmental Services in October 1997, and a *Underground Tank Removal and Soil Sampling Report*, prepared by Targhee Incorporated dated October 8, 1996.

These reports included review of relevant agency databases and files, review of historic site photographs, site reconnaissance, and soil analysis. For the purpose of this analysis, a significant impact would occur if the project would:

- *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;*
- *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;*
- *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school;*
- *Be located on a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment; or*
- *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.*

The Initial Study (see Appendix A) determined that the first, third, and fifth criteria do not apply; therefore, the analysis focuses on the second and fourth criteria, which relate to the presence of hazardous materials.

b. Project Impacts and Mitigation Measures.

Impact HAZ-1 **The proposed project would require the demolition of buildings and structures that could contain asbestos or lead based paints. Therefore, there is potential for a significant hazard to the public or the environment through the release of hazardous materials. However, compliance with state regulations regarding the handling and disposal of these materials would reduce impacts to a Class II, *significant but mitigable*, level.**

Construction of the project would involve demolition of portions of the existing buildings, which, due to their age, may contain asbestos and lead. The removal of any asbestos and lead-containing materials would be required to comply with all pertinent existing rules and

regulations, including SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities). In addition, the proposed project would have to comply with California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based materials. California Code of Regulations, §1532.1, requires testing, monitoring, containment, and disposal of lead-based materials such that exposure levels do not exceed CalOSHA standards. All mitigation measures must adhere to the City of Long Beach regulations pertaining to hazardous materials and waste (Chapters 8.85 through 8.88 of the Municipal Code). Therefore, assuming compliance with these regulations, no significant hazardous impacts are expected from the project.

Mitigation Measures. The following measures are required to mitigate potential impacts relating to the release of asbestos or lead during building demolition.

HAZ-1(a) **Lead-Based Paint and Asbestos Surveys.** Prior to issuance of a demolition or renovation permit, a lead-based paint and asbestos survey shall be performed by a licensed sampling company. 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.

HAZ-1(b) **Asbestos Removal.** 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 with the South Coast Air Quality Management District 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 include 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.

HAZ-1(c) **Lead Removal.** 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 with the South Coast Air Quality Management District 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 include 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.

Significance After Mitigation. With implementation of the above mitigation measures, the impacts related to exposure to asbestos containing material and lead based paint would be reduced to less than significant levels.

Impact HAZ-2 **Industrial uses and storage of hydrocarbons, heavy metals, and acids on in the vicinity may threaten soil and groundwater quality at the property. There remains the possibility that site soil and/or groundwater has been contaminated by historic activity onsite. Impacts relating to potential contamination are considered Class II, *significant but mitigable*.**

The Phase I completed by LEC in 2005 indicated that several areas on-site have recognized or potential environmental conditions that could pose a health and safety risk to site construction workers and future occupants of the proposed development. These conditions include, as discussed in the *Setting*, the findings of the Phase I ESAs prepared by Heritage Environmental and LEC in 1997 and 2006, respectively, identified several RECs and potential RECs related to the current and historical uses at the site.

The project site is in an area that has been developed since at least the 1920s; therefore, although there is no evidence of groundwater contamination onsite, there are contaminants present in soil at this location. The ground surface will be disturbed during development of the project as site excavation and re-grading will be needed to install the proposed subterranean garage and construct the proposed new structures. If surface or near surface contaminants are present at the site, these contaminants would likely be disturbed during site development. If appropriate remedial actions are not taken, excavation and transport of such contaminants could potentially result in exposure of workers or the public to health hazards. This is considered a potentially significant impact.

Mitigation Measures. The following mitigation measures are required:

HAZ-2(a) **Excavation and Demolition Contingency Plans.** All excavation and demolition projects conducted within the Press Telegram Site area shall have a contingency plan to be implemented in the event that contaminants or structural features that could be associated

with contaminants or hazardous materials are suspected or discovered. The contingency plan shall identify appropriate measures to be followed if contaminants are found or suspected. The appropriate measures 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 at what point it is safe to continue with the excavation or demolition, and identify the person authorized to make that determination.

HAZ-2(b) **Soil Sampling.** If contaminants are detected, the results of the soil sampling shall be forwarded to the local regulatory agency (Long Beach/Signal Hill CUPA, Los Angeles Regional Water Quality Control Board, or the State of California Environmental Protection Agency Department of Toxic Substances Control). The agency should review the data and either sign off on the property or determine if any additional investigation or remedial activities are deemed necessary.

HAZ-2(c) **Soil Remediation.** 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, such as the (Long Beach/Signal Hill Unified Program Agency CUPA), Los Angeles Regional Water Quality Control Board, or the State of California Environmental Protection Agency Department of Toxic Substances Control). 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, and the analytical results after completion of the remediation, including all waste disposal or treatment manifests.

HAZ-2(d) **Groundwater Sampling and Remdiation.** If, during the soil sampling, groundwater contamination is suspected, or if soil contamination is detected at depths at or greater than 30 feet below grade, then the applicant shall perform a groundwater sampling assessment. 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, one in one million cancer risk, or a health risk index above 1, then the results of the

groundwater sampling shall be forwarded to the appropriate regulatory agency (Long Beach/Signal Hill Unified Program Agency CUPA), Los Angeles Regional Water Quality Control Board, or the State of California Environmental Protection Agency Department of Toxic Substances Control). The agency shall review the data and sign off on the property or determine if any additional investigation or remedial activities are deemed necessary.

Significance After Mitigation. With implementation of the mitigation measures above, impacts related to contaminated soil would be reduced to less than significant levels.

c. Cumulative Impacts. Cumulative development in Long Beach will have the potential to expose future area residents, employees, and visitors to chemical hazards by developing and redeveloping areas that may have previously been contaminated. As noted in Table 3-1 in Section 3.0, *Environmental Setting*, planned and pending development in the City include more than 29 commercial and residential projects. The magnitude of hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Therefore, hazard evaluations would need to be completed on a case-by-case basis. If lead and asbestos are found to be present in buildings planned for demolition or renovation, or in the case that soil and groundwater contamination were found to be present on sites of planned and future development, these conditions would require appropriate mitigation. Implementation of appropriate mitigation measures, including remedial action on contaminated sites, would avoid potential hazard impacts associated with cumulative development in the City.

4.6 LAND USE and PLANNING

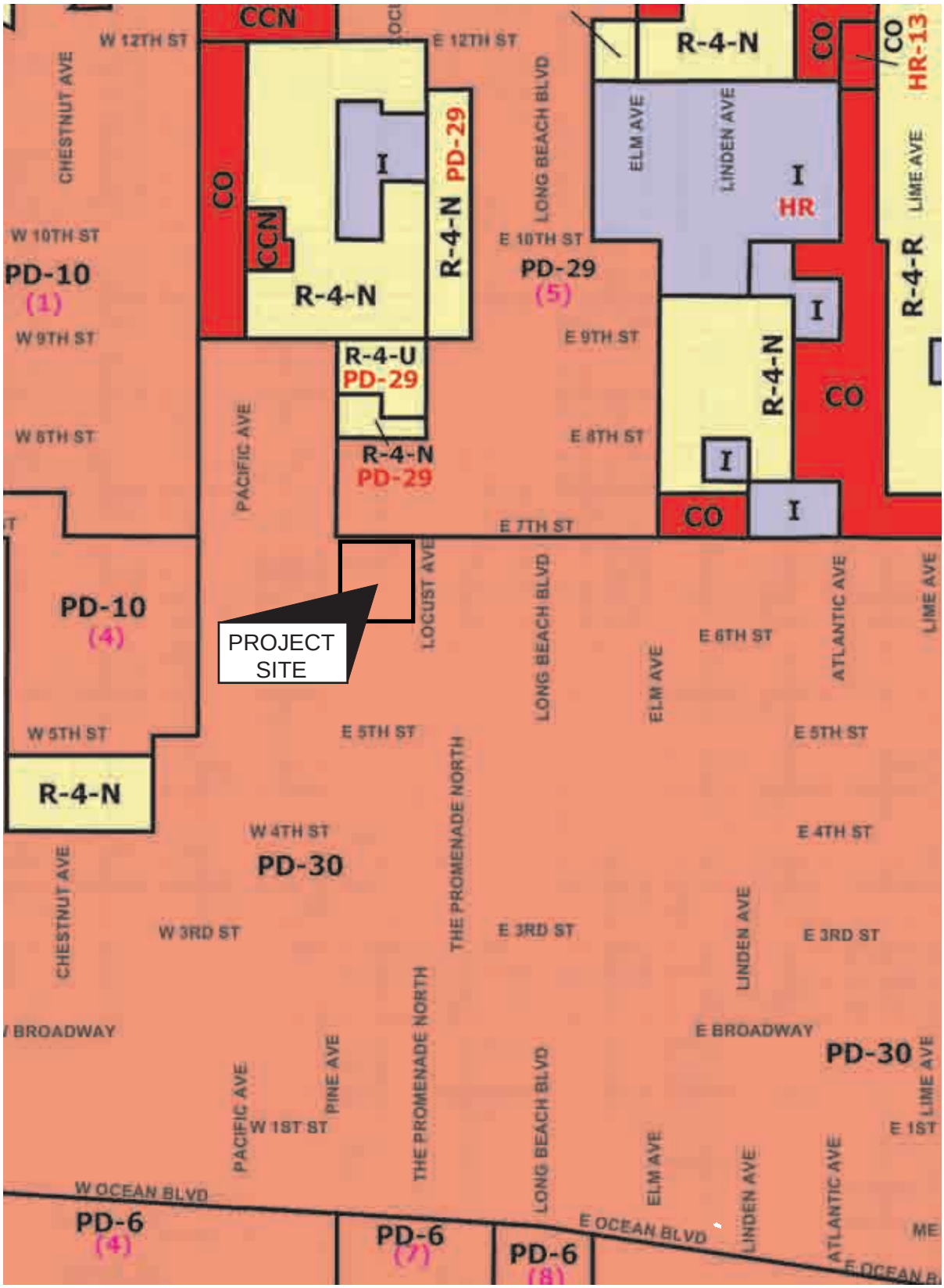
4.6.1 Setting

a. Citywide Land Use. The total area of the City of Long Beach is approximately 33,908 acres (53 square miles). Developed land comprises approximately 98.6% of the City, leaving only 473 acres or 1.4% of the City undeveloped. Residential uses make up approximately 47.4 percent (16,060 acres) of developed land in the City, with low-density residential uses comprising about 77% of this total. Transportation, industrial, and utilities-related uses comprise 23.8 percent (8,071 acres), and commercial uses represent 8.6 percent (2,914 acres). Institutional uses, primarily government buildings and educational facilities, represent 6.6% (2,237 acres). Open space comprises 7.5% (2,530 acres). Water-covered areas and miscellaneous land uses account for the remaining land.

b. Site and Surrounding Land Uses. The Press-Telegram site comprises one full city block bordered to the east by Locust Avenue, to the west by Pine Avenue, to the north by 7th Street and to the south by 6th Street, and bisected by Tribune Court, a private alley. The site is currently developed with six structures, including the Press Telegram facilities, which house the newspaper's offices, non-operational printing facility, storage space and other support uses; the Meeker Building (also known as the Baker Building), which houses retail and restaurant uses as well as nonconforming residential uses; and a fast food restaurant.

The general vicinity of the project is completely developed and contains a wide variety of residential, office, retail and mixed uses. The project site is located at the northern edge of the City's Downtown, in a transitional area between the Downtown Core and the more residential neighborhoods to the north. The site is bordered to the south, east, and west by areas designated for mixed-use development as part of the Downtown Mixed-Use District (PD-30), and to the north by areas designated for high density residential uses as part of the Long Beach Boulevard Planned Development District (PD-29). These surrounding areas are built out with a variety of commercial and residential uses, including mixed uses, in buildings generally ranging from one to four stories. Progressing north, east, and west, the neighborhoods become more devoted to residential uses, while the downtown area to the south is more commercially oriented with some mixed-use development. Specific land uses adjacent to the site are commercial to the north, including a locksmith and restaurant; mixed-use development (ground level commercial and three levels of residential) and a parking structure to the south; a tire repair service, YMCA, an apartment building and a single-family residence to the east; and commercial and mixed commercial and residential structures, including a men's clothing store and pharmacy, to the west. International Elementary School is located northeast of the project site on the corner of Locust Avenue and 7th Street. Newer condominium development with ground floor commercial uses is located on Pine Avenue south and southwest of the site.

Major arterials in the project vicinity include north-south streets such as Long Beach Boulevard and Pacific Avenue, and east-west streets such Broadway and 3rd, 6th, 7th and Tenth Streets. Pine Avenue is designated as a Minor Arterial. Interstate 710 runs north-south to the west of the project area, paralleling the Los Angeles River as it flows into the Long Beach Harbor which includes the U.S. Naval Station at Long Beach. Maps of existing zoning and General Plan land use designations for the project and immediately surrounding area are provided in Figures 4.6-1 and 4.6-2.

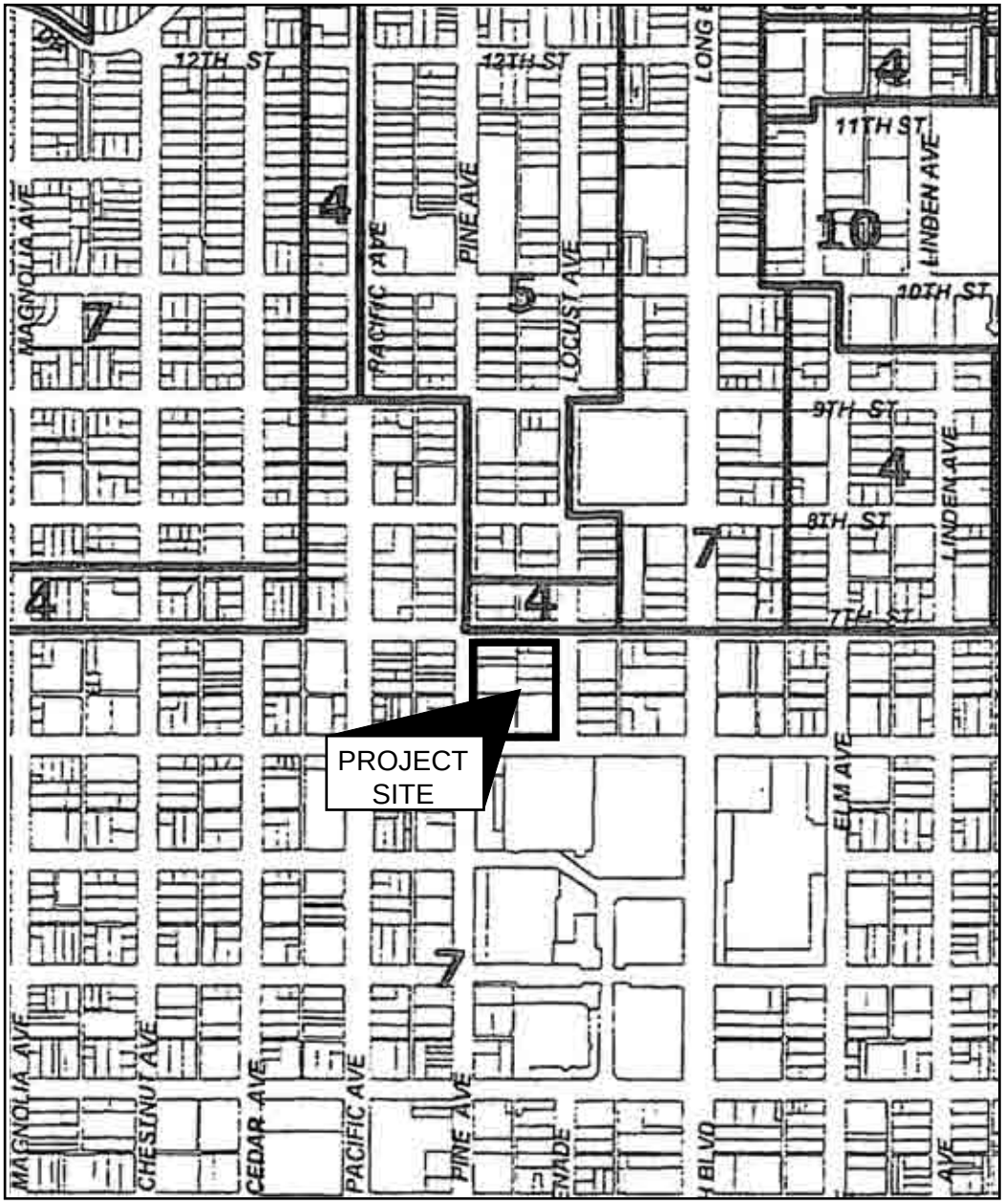


Source: City of Long Beach Dept. of Planning & Building and Department of Technology Services

N

Site and Surrounding Zoning Designations

Figure 4.6-1



Source: City of Long Beach Dept. of Planning & Building and Department of Technology Services

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General Plan Land Use Designations:

4 = High Density Residential District
5 = Urban High Density Residential District
7 = Mixed Use District
10 = Institutional and School District

Site and Surrounding General Plan Land Use Designations

Figure 4.6-2

c. Regulatory Setting. Development in the City is subject to the policies and development guidelines contained within several planning policy documents. Relevant planning policy documents related to land uses for the project are described below, including the Long Beach General Plan, The Citywide Strategic Plan (Long Beach 2010), and the Downtown Redevelopment Area. The project is also subject to the City's zoning regulations, including parking requirements.

General Plan. The General Plan is the fundamental planning policy document of the City, providing a "blueprint" for the identification of the location of land uses, the basic design and function of circulation, open space, and infrastructure policies, and public service needs. The City of Long Beach prepared its first General Plan in 1958. The 1958 General Plan served the City for two decades, and in 1978 a new General Plan was prepared. Since that time, individual elements of the General Plan have been revised and updated based on the changing character of the City. The City of Long Beach General Plan provides goals, objectives, and policies that guide City decision makers in directing future growth and development. California law requires that the General Plan contain at least seven elements: Land Use, Transportation, Housing, Conservation, Noise, Open Space, and Safety. The City of Long Beach has also adopted Seismic Safety and Air Quality elements, which are optional components of the General Plan. Each element contains official policies and programs that the City has adopted regarding each issue area.

Table 4.6-1
City of Long Beach General Plan Elements

Element	Year of Adoption
Land Use	1989
Local Coastal Program (LCP)	1980
Transportation	1991
Housing	2001
Open Space and Recreation	2002
Air Quality	1996
Public Safety	1975
Seismic Safety	1988
Noise	1975
Scenic Routes	1975
Conservation	1973

Land Use Element. At the heart of the General Plan is the Land Use Element, adopted in 1989 and revised April 1997. This element regulates the types of use and land use intensity within the City. The Land Use Element specifies various districts which comprise the land use portion of the General Plan. The Land Use Element incorporates the goals developed as part of an earlier citywide strategic planning process and implements them through a series of policies and General Plan land use designations. Goals of the Land Use Element that are applicable to the proposed Press-Telegram project are as follows:

Managed Growth: *Guide growth to have an overall beneficial impact upon the City's quality of life.*

Economic Development: *Long Beach will pursue economic development that focuses upon international trade, while maintaining and expanding its historic economic strengths in aerospace, bio-medicine, and tourism.*

Downtown Revitalization: *Long Beach will build its downtown into a multi-purpose activity center of regional significance, emphasizing a quality physical environment, a pedestrian focus, and a wide variety of activities and architectural styles.*

New Housing Construction: *Long Beach encourages the development of 24,000 new housing units through the year 2000, with emphasis on filling the gaps which exist or are anticipated in certain sectors of the City's housing market. In the immediate future, such emphasis should be upon for-sale housing for first-time homebuyers and upon upscale development in and around the downtown area.*

Affordable Housing: *Long Beach views its existing housing stock as its greatest resource of affordable housing, and will stimulate and support continued maintenance and reinvesting in that housing stock. It will take advantage of every State and Federal program to make its housing affordable to its population, but it will not sacrifice long-term quality for short-term affordability in new or rehabilitated housing.*

Neighborhood Emphasis: *Long Beach recognizes the strong neighborhood to be the essential building block of a City-wide quality living environment, and will assist and support citizen efforts to maintain and strengthen their neighborhoods.*

Quality Education: *Long Beach recognizes that quality education is a key ingredient in building a successful community and will foster community-wide support for education of all levels and for all age groups.*

The Land Use Element adds that "[o]f all the goals, the first, 'managed growth,' most clearly defines the direction and purpose of the 1988 General Plan…Increasingly, growth will require recycling and increased density…The way in which new development is designed and the manner in which the impacts of increased density are mitigated will determine the degree to which the quality of life in our City is preserved and enhanced."

The Land Use Element assigns a Land Use Designation of Mixed Use (Land Use District 7) to the Press-Telegram site. The Mixed Use District allows for a careful blending of different types of land uses to save time and energy in transportation and communications, simplify and shorten transactions of goods and services, vitalize a site and give it more importance in the urban structure of the City. The Mixed Use District is intended for use in large, vital activity centers, not in strips along major arterials. Possible combinations of land uses intended by this district are employment centers, such as retail, offices, medical facilities; higher density residences; visitor-serving facilities; personal and professional services; or recreational facilities.

Allowed residential densities within the land use districts are specified in the Planned Development District standards (see below under Zoning Ordinance).

Finally, among other topics included in the Land Use Element is an Urban Design Analysis. Relevant to the Press-Telegram project, this section states that "it is possible…that tall building masses should be developed in appropriate locations [other than the Downtown Core and Port areas], not only in response to market conditions, but also to help bring relief to the otherwise flat and characterless urban form of much of the City, and to help identify important activity nodes…The largest concentration of tall buildings should be reserved for the downtown and its immediate environs, such as…on Long Beach Boulevard south of Seventh or Tenth Streets."

The Land Use Element also contains a section specific to the Downtown area, including a discussion of trends in the area and the following policies:

- *Long Beach will build its downtown into a multi-purpose activity center of regional significance, with physical and functional integrity – offering a wide variety of activities which result in an overall environment that is attractive and exciting during both the daylight and evening hours.*
- *Long Beach intends to strengthen the visitor-serving and convention segments of her economy and the City will coordinate the marketing and planning activities of her entire downtown and downtown shoreline area, capitalizing on the downtown's locational strength and its maritime and coastal character.*
- *Long Beach will support efforts aimed at preserving its significant historic and cultural places and buildings, and especially supports the development of cultural and artistic offerings in the downtown.*
- *Quality design and materials are of paramount importance in the downtown. Although the City encourages a wide variety of architectural styles, design quality must be demonstrated. Architectural continuity in the downtown shall be achieved through consistency in the quality of design, workmanship and materials utilized. New buildings must respect and complement existing historic and significant structures.*
- *Long Beach accepts the population growth anticipated in the downtown and supports the development of more park/recreation open space, new quality residential units, added commercial/retail goods and services, and additional space for educational facilities required to support a growing downtown population.*
- *In the immediate future, Long Beach will focus on adding quality residential, entertainment and specialty retail uses downtown. Regional-serving commercial uses will be concentrated in the City Center area and neighborhood-serving commercial uses shall be allowed in the residential villages.*
- *Long Beach will create safe, attractive and comfortable downtown streetscapes emphasizing a pedestrian focus and a quality physical environment. Long Beach will clearly define vehicular and pedestrian roles for each downtown street. Well defined routes will create a clear linkage pattern between the various activity centers of the downtown proper and the downtown shoreline. In addition the City will implement specific traffic, transit, signage, street tree, landscaping and parking measures for the downtown.*

These policies also form the basis and intent of the PD-30 Zone District, which implements the Downtown Mixed Use Land Use designation.

Transportation Element. The Transportation Element defines the City's overall transportation system. This Element identifies and establishes standards for the design and operation of the City's existing and future roadway system, public transit and bicycle routes. Additionally, the City's Transportation Element discusses existing air transportation and the Port of Long Beach. The Transportation Element identifies goals and objectives to provide guidance and specific action to ensure the continued safe and efficient movement of people and goods within and through the City.

Housing Element. The Housing Element is a state-mandated General Plan element that "includes a comprehensive assessment of current and projected housing trends for all economic segments of the community. It embodies policy for providing adequate housing for all economic segments of the community, and includes a five-year action program." (Government Code 65302, et. seq.)

Open Space and Recreation Element. The Open Space and Recreation Element provides guidance for the development of park and recreation facilities and programs and for the preservation, management and use of open space lands within the City. This Element addresses current and future needs with recommendations for facility and program improvements.

Conservation Element. The Conservation Element focuses on the preservation and conservation of natural resources within the City. This element focuses on natural resources consisting of water, soils, vegetation, wildlife and mineral resources, in addition to scenic, historic and cultural resources.

Public Safety Element. The Public Safety Element identifies potential safety hazards and establishes policies to protect life and property from natural and man-made hazards. This Element is designed to identify areas where private and public decisions regarding land use need to be sensitive to hazardous conditions caused by geologic conditions, seismic activity, flood and inundation, fire and/or hazardous materials. It establishes a decision-making framework for City leaders to evaluate land use issues for their safety impact. The Public Safety Element provides recommendations for hazard mitigation and ensures that adequate emergency response can be provided when needed.

Seismic Safety Element. The Seismic Safety Element provides a comprehensive analysis of seismic factors to reduce loss of life, injuries, damage to property and social and economic impacts resulting from earthquakes. The Element serves as a guide for future development to encourage development that is responsive to seismic safety considerations.

Noise Element. The purpose of the Noise Element is to identify ambient noise levels and establish policies and programs designed to minimize the effects of noise on people living and working in Long Beach. Goals and policies related to the control of noise levels and the maintenance of appropriate noise levels are included to limit the noise generated from future projects as well as to abate existing noise problems. The Noise Element also serves as a guideline for compliance with the State's noise standards.

Scenic Routes Element. The Scenic Routes Element is an optional element that identifies goals and policies to protect and enhance aesthetic resources within the City. The Scenic Routes Element serves as a comprehensive plan for the development and protection of a system of scenic routes and corridors and identifies scenic assets of historical, cultural, recreational, industrial and aesthetic importance. This Element depicts scenic routes, which may have merit for inclusion in a designated system and establishes criteria and design standards to protect the scenic corridors.

Air Quality Element. The Air Quality Element is an optional element and consists of an inventory of existing air quality conditions and current rules and regulatory agencies involved in air quality. This Element identifies a series of policies, programs and strategies that encourage fewer vehicle trips, increase opportunities for alternative transportation modes and fuels, and land use patterns that can be efficiently served by a diversified transportation system.

Citywide Strategic Plan. The City of Long Beach has adopted a citywide Strategic Plan, "Long Beach 2010." The Strategic Plan includes goals and actions to achieve the long-range vision of the General Plan. The Strategic Plan focuses on goals in five areas: neighborhoods, youth and education, safety, economic opportunity, and the environment. In preparing "Long Beach 2010," a community survey, called the Community Scan, was conducted in 1997 to determine the key issues and concerns of residents, businesses, and community groups. The 2010 Strategic Plan incorporated the Community Scan input and set forth the following seven strategies:

- *Becoming a community of neighborhoods*
- *Focusing on youth and education*
- *Providing community safety for everyone*
- *Creating economic opportunity*
- *Enabling a progressive environmental community*
- *Empowering citizens and linking communities using technology*
- *Ensuring accountability by measuring and reporting progress*

In general, the Strategic Planning Process concluded that the restoration of neighborhoods as the center of community life is the City's most important long term goal. There are several specific Strategic Plan goals that are applicable to the proposed project. Most fall under the heading "Our Community of Neighborhoods:"

Goal 1: Build a strong network of healthy neighborhoods. We will identify our neighborhoods, determine their assets and weaknesses, and form strategies to meet community needs by reallocating resources, forming partnerships, distributing services at the neighborhood level, and leveraging technology to make the most of scarce resources.

Goal 2: Strengthen community leadership and collaboration and increase public participation. Leadership building is the heart of community building. With ever scarcer resources, public and private organizations and community members must promote initiatives together. With more men and women working today, time is also scarce. But we can nurture leaders by expanding successful programs such as Leadership Long Beach and the Leadership Academy run by the Department of Community Development.

Goal 3: Celebrate the diversity of our neighborhoods and residents, using arts and cultural programs to build mutual acceptance. By 2010, Long Beach will be much more diverse in age and ethnicity. Our diversity is a source of strength, but with diversity comes the challenge of appreciating different viewpoints. To realize the benefits of diversity, we must consciously and concertedly create ways to break down ignorance about other cultures and generations. Bringing arts and cultural programming to the neighborhoods is an ideal way to increase awareness, acceptance, and collaboration. All the city's major organizations must participate – schools, churches, public agencies, businesses, and community organizations.

Goal 4: Support neighborhood efforts to create beauty and pride. Our neighborhood infrastructure is gradually deteriorating and a number of neighborhoods in central, downtown, and west-side of Long Beach are severely deteriorated. We need new public policy, infrastructure and land planning strategies to ensure reinvestment in our neighborhoods.

Goal 5: Improve the quality and availability of housing. Home ownership in Long Beach is declining. In some areas, especially the southwest and central parts of the city that are home to low- and moderate-income families, housing is scarce and units are overcrowded. We will need to house 33,000 more residents by 2010. In order to improve neighborhood stability, we need to find locations for high density housing, where transportation and other public and private services can support it.

The following goal under the heading "A Sustainable City" is also applicable:

Goal 4: Improve air quality. Compared to the rest of Southern California, Long Beach enjoys good air quality. But continued growth threatens it, and we have concerns about the coke dust drifting from the Ports of Long Beach and Los Angeles, as well as the pollution from trucks, buses, and cars.

Downtown Long Beach Redevelopment Project Area Five-year Implementation Plan. The Downtown Redevelopment Project Area contains 421 acres of land generally extending from the shoreline on the south to Seventh Street on the north and from Alamitos and Elm Avenues on the east to Magnolia and Pacific Avenues on the west. The original business district, historic shopping district and the site of the former waterfront amusement area of the City are located within the Downtown Project Area. The primary objective of the Redevelopment Plan is to revitalize the City's Downtown area by restoring this area as a center for business and commerce, and re-establishing its relationship to the shoreline.

General objectives of the Redevelopment Plan include diversifying land uses in the Downtown to make it the principal focus of the City's cultural, employment, retail, services and visitor activities and a meaningful place in which to live and work. The primary development within the project area is focused on the revitalization of Downtown's core: Pine Avenue, CityPlace, Ocean Villas, Harbor View and The Pike at Rainbow Harbor are just a few examples. These projects bring a variety of residential, commercial and entertainment opportunities to Long Beach.

The Redevelopment Project Area's Implementation Plan for the period of 2005-2009 contains the following goals that are applicable to the proposed project:

Goal 3: *Encourage diversity and choice in the Project Area by promoting opportunities for cultural events and facilities.*

Goal 4: *Create a secure environment in the Project Area for residents, shoppers and workers and encourage pedestrian usage during daytime, evenings and weekends.*

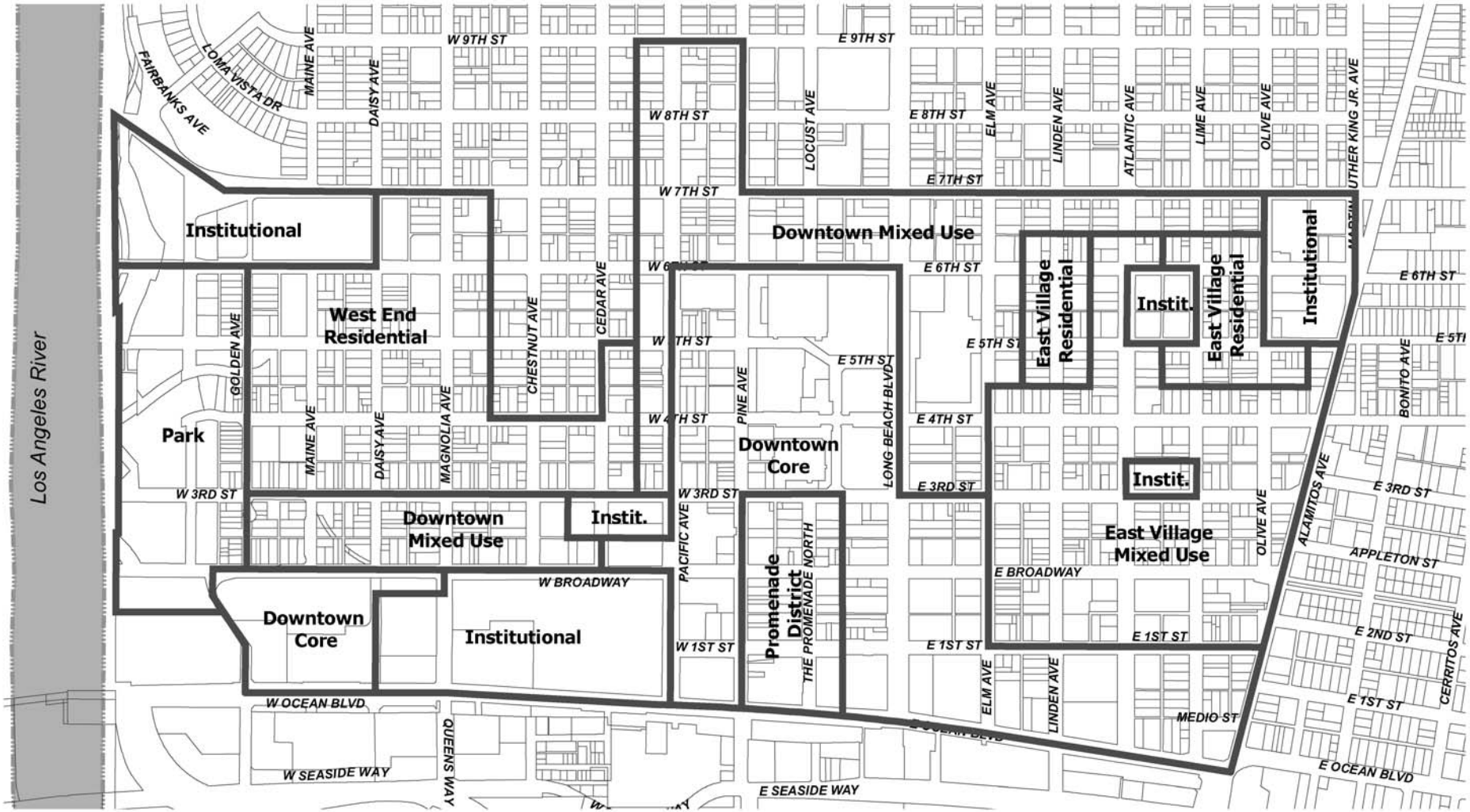
Goal 5: *Promote development in the Project Area which provides economic benefits to the entire community, through the replanning, redesign and development of the portions of the Project Area which are vacant, improperly utilized or not being utilized to their highest and best use.*

Goal 8: *Expand and integrate the Project Area's housing supply through the support of private developments and the creation of a balanced housing supply available to individuals and families of diverse incomes.*

City Of Long Beach Zoning Code. The Zoning Regulations (Title 21) of the City of Long Beach Municipal Code implement the goals, policies, plans, principles and standards of the General Plan. The purpose of the Zoning Regulations is to promote and preserve the public health, safety, comfort, convenience, prosperity and general welfare of the people of Long Beach.

The project site is located within the boundaries of the Downtown Planned Development District (PD-30). Pursuant to Chapter 21.37 of the City's Zoning Regulations, the PD districts allow "flexible development plans to be prepared for areas of the City which may benefit from the formal recognition of unique or special land use and the definition of special design policies and standards not otherwise possible under conventional zoning district regulations. Purposes of the Planned Development district include permitting a compatible mix of land uses, allowing for planned commercial areas and business parks, and encouraging a variety of housing styles and densities." The intent of the Downtown Planned Development District is to implement several goals and objectives, which include: (1) building downtown into a multi-purpose activity center of regional significance; (2) connecting the various "districts" of downtown into a cohesive and functional whole; (3) supporting efforts aimed at preserving significant historic and cultural places and buildings; (4) providing quality design and materials; (5) supporting population growth anticipated for the downtown; and (6) creating safe, attractive and comfortable downtown streetscapes emphasizing a pedestrian focus and quality physical environment.

PD-30 is divided into eight districts: Park, Institutional and Government, Downtown Core, Promenade, Downtown Mixed Use, East Village Mixed Use, West End Residential and East Village Residential (Figure 4-3). The project site is located within the Downtown Mixed Use District. This district applies to those areas surrounding the Downtown Core area and major street corridors outside the central core. The adopted PD-30 regulations provide development standards for each district, including setbacks, building heights, lot size, required screening, signs, landscaping, public art and parking requirements. The regulations also include guidelines for compatibility with adjacent development and within proposed developments, which help guide the Site Plan Review process and other phases of the review and decision making process.



PD-30 Use Districts

Figure 4.6-3

Source: City of Long Beach, 2006.

City of Long Beach

Building Siting & Public Art

1. *Buildings should be sited to help define street space and public open spaces, in order that streets and public spaces are as active and safe as possible.*
2. *When public spaces are part of a development, they should be accessible and visible from a public street.*
3. *Siting of buildings should allow and encourage public access that is active and safe along public rights-of-way and on the development site.*
4. *Primary building entrances should face public streets.*
5. *Art work provided through the Percent for Public Art Program (Division VII, Section C. Public Art) should be visible from public streets and/or public open spaces.*
6. *Acceptable forms of public art may include aspects of streetscape design, in accordance with the City's public art program.*

Building Design

1. *Buildings should be designed to reflect the proportions and measurements of people and should have human scale, especially on the ground level.*
2. *Building exterior design should incorporate three dimensional elements to articulate facades and mass, to create plays of light and shadow, and to add interest to the building appearance.*
3. *Public streetscape should be enhanced through exterior building design; building and landscape elements of developments should address frontages of public streets.*
4. *Where possible, building exteriors along public streets should include active pedestrian uses, entrances, arcades and colonnades; where not possible, building exteriors along public streets should include landscaping and other pedestrian level building treatments.*
5. *Exterior materials of buildings should be high quality, durability and permanence. Exterior high quality masonry materials are encouraged, such as stone, brick and terra cotta for non-residential developments.*

Residential Development

1. *Residential development should provide the highest quality living environments, including usable open spaces, substantial storage space, natural light and ventilation, and provisions to ensure safety for residents.*
2. *Dwellings should have windows and openings which allow views to open spaces and public ways, and which provide the best natural light and ventilation for living.*
3. *Multi-family residential development should provide adequate and dedicated bicycle parking/storage areas.*

Development With and Adjacent To Historic Buildings

1. *Existing historic buildings are important visual and cultural resources for downtown Long Beach. Buildings that are determined to be historic should be used as references for the design of adjacent new buildings in form, materials and quality.*
2. *New buildings should be designed in relation to adjacent historic buildings, including elements such as siting, setbacks, entrances, form, height, materials, colors, fenestration, facade and roof elements.*

Parking Structures

1. *Where possible, the ground level of parking structures along public streets should include active pedestrian uses, entrances, arcades and colonnades; where not possible, the ground level of facades along public streets should include landscaping and other pedestrian level building treatments.*
2. *Parking structures which serve primarily a building or a group of buildings in a development should be compatible in architectural treatment with the architecture of the served building(s).*

4.6.2 Impact Analysis

a. Methodology and Significance Thresholds. Land use impacts were assessed based upon the level of physical impact anticipated in the various issues that can affect land use compatibility (e.g., air quality, noise, aesthetics, shadows, hazards and traffic). Impacts are considered significant under any of the following conditions:

- *The project is markedly incompatible in scale or use characteristics with any adjacent (existing or planned) land uses;*
- *The project would disrupt or physically divide an established community; or*
- *The proposed project would conflict with any adopted land use plan, policy or regulation of an agency with jurisdiction over the project, adopted for the purpose of avoiding or mitigating an environmental effect.*

The first of these, potentially incompatibility with surrounding development or land uses, was not discussed in the Initial Study for the project (Appendix A) as a potential impact. However, it is commonly used as an additional threshold in EIRs to determine whether projects will have significant Land Use impacts. The second, potential to divide an established community, was addressed and dismissed in the Initial Study.

b. Project Impacts and Mitigation Measures. EIR sections relating to aesthetics, air quality, noise, population and housing, shadows, hazards and traffic include issue-specific impacts and mitigation measures relative to land use. Land use impacts related to land use compatibility and any conflicts with the General Plan and Zoning Ordinance are discussed below.

Impact LU-1 The proposed Press-Telegram project would implement a number of City of Long Beach planning goals and policies.

However, the demolition of most of the Meeker (aka Baker) Building and much of the Press-Telegram Building, would be inconsistent with the General Plan's goals and policies related to preservation of historic resources. In addition, the project does not meet the District's open space requirements, making it inconsistent with Policy 4.10 of the Open Space and Recreation Element. This is considered a Class I, *significant and unavoidable,* impact.

The City of Long Beach General Plan is the primary policy planning document that guides land uses in the City. Proposed development projects must be consistent with the General Plan's Land Use Designation, goals, policies and objectives in order to be approved.

Mixed Use Land Use District (Land Use District 7). The project site is located within the General Plan's Mixed Use District (Land Use District 7). The Mixed Use District allows for a combination of land uses including employment centers, such as retail, offices, medical facilities; higher density residences; visitor serving facilities; personal and professional services; or recreational facilities in "large, vital activity centers." The project, as proposed, would be consistent with this designation, as it would offer a mix of high-density residential and office, professional and institutional space in a relatively large-scale development. Redevelopment of sites within the Mixed Use District is also discussed as a way to vitalize a property and "give it more importance in the urban structure of the City." The replacement of the underutilized Press-Telegram facility, which includes printing facilities that are no longer used as well as surface parking that occupies much of the lot area, with a mixed residential and office/ institutional space would be consistent with this goal.

The General Plan also requires that residential density on sites within the Mixed Use District be compatible with the densities of adjacent districts. The site is surrounded by other Mixed Use-designated properties with the exception of the adjacent area directly to the north, which is designated for High Density Residential uses (Land Use District 4). The associated Long Beach Boulevard Planned Development District PD-29 specifies densities of up to 44 units per acre, in contrast to the more than 200 units per acre proposed for the Press-Telegram project. However, the General Plan further notes that "'compatible with' does not mean 'exactly the same'…Eliminating potential conflicts between widely differing building types, heights and densities is the objective of this requirement." As the High Density Residential District is one of the higher-density districts in Long Beach, the densities may be considered compatible, if not identical. In addition, building heights of up to 180 feet may be permitted in portion of the PD-29 adjacent to the site, which is not as tall as the proposed 250-foot high rise structures, but falls into the same "high rise" category and could be considered compatible in height.

Table 4.6-1 contains a discussion of the proposed plan's consistency with applicable policies of the Long Beach General Plan. Consistent with the scope and purpose of this EIR, the discussion primarily focuses on those General Plan and Zoning Ordinance requirements that relate to avoiding or mitigating environmental impacts, and an assessment of whether any inconsistency with these standards creates a significant physical impact on the environment. The ultimate determination of whether the proposed project is consistent with the General Plan and Zoning Ordinance lies with the decision-making bodies (Planning Commission and City Council).

Table 4.6-2 General Plan Policy Consistency

General Plan Goal, Objective or Policy	Consistency Discussion
Land Use Element	
Long Beach accepts the population and economic growth anticipated and intends to guide that growth to have an overall beneficial impact upon the City's quality of life.	Consistent. As indicated in Section 4.8, *Population and Housing*, the potential population, housing and jobs growth associated with the project would be consistent with the Southern California Association of Governments' updated projected population and housing forecasts. The Site Plan Review process, in addition to the discretionary nature of needed project approvals would provide opportunities for the City to ensure project benefits to the City's quality of life.
Long Beach will build its downtown into a multi-purpose activity center of regional significance, emphasizing a quality physical environment, a pedestrian focus, and a wide variety of activities and architectural styles.	Consistent. The project's proposed mix of uses in conjunction with the substantial size and density of the project relative to existing conditions on the site would be consistent with this vision for the downtown. The site is within ¼-mile of transit opportunities including light rail, and is located on one of downtown's most active pedestrian streets. Finally, the project would be subject to the City's discretionary review process including review of development plans to ensure a quality physical environment and architectural styles.
Long Beach will continue to take the actions that are necessary to preserve an adequate supply of water for domestic, commercial and industrial purposes.	Consistent. As indicated in Section 4.11, *Utilities*, adequate water supply would be available to serve the proposed project.
Long Beach will maintain or improve the current ability to move people and goods to and from development centers while preserving and protecting residential neighborhoods.	Consistent. The project would place residential and office/institutional uses in close proximity to existing transit services, providing convenient opportunities for residents and patrons to utilize mass transit. As indicated in Section 4.10, *Transportation and Circulation*, project- related traffic impacts would be less than significant with incorporation of recommended transportation system mitigation measures, with the exception of impacts to one intersection, where proposed mitigation is currently infeasible due to physical constraints or other limitations making expansion of the roadway cross section impractical. Traffic system impacts would therefore be mitigated to maintain traffic flow to the maximum extent feasible. Refer to Section 4.10 for a discussion of impacts and mitigation measures related to traffic and transportation facilities.
Long Beach recognizes art and culture to be necessary ingredients of a quality living environment, and will create and support the mechanisms through which private individuals and organizations can expand cultural opportunities for all residents.	Consistent. The project includes exhibit and support space for use by the Arts Council of Long Beach, a nonprofit organization whose purpose is to respond to the needs of the growing local arts community and to develop cultural resources.
Long Beach will build its downtown into a multi-purpose activity center of regional significance, with physical and functional integrity – offering a wide variety of activities which result in an overall environment that is attractive and exciting during both the daylight and evening hours.	Consistent. See discussion above regarding consistency with the goal that "Long Beach will build its downtown into a multi-purpose activity center of regional significance…"
Long Beach will support efforts aimed at preserving its significant historic and	Inconsistent. A portion of the proposed institutional space would be made available to the Arts Council, which is

Table 4.6-2 General Plan Policy Consistency

General Plan Goal, Objective or Policy	Consistency Discussion
cultural places and buildings, and especially supports the development of cultural and artistic offerings in downtown.	Consistent with this policy. However, as indicated in Section 4.3, *Historic Resources*, development of the project would result in significant and unavoidable impacts to onsite historic resources, specifically the Meeker (aka Baker) Building and the Press-Telegram Building.
Quality design and materials are of paramount importance in the downtown. Although the City encourages a wide variety of architectural styles, design quality must be demonstrated. Architectural continuity within the downtown shall be achieved through consistency in the quality of design, workmanship and materials utilized. New buildings must respect and complement existing historic and significant structures.	Consistent. Development of the project would be subject to the City's discretionary review process, including review of development plans to ensure quality design and architectural styles. Site plan review would be conducted by the Site Plan Review Committee or the Planning Commission. The review is limited to a determination of compliance with the applicable development standards for the project (including, but not limited to, unit density, setbacks, building height, usable open space, screening of equipment, floor area ratio, landscaping, lot coverage, signage, and off street parking); coordination of requirements from other city departments; and other requirements as applicable.
Long Beach accepts the population growth anticipated in the downtown and supports the development of more park/recreation open space, new quality residential units, added commercial/retail goods and services and additional space for educational facilities required to support a growing downtown population	Consistent. The project includes a variety of residential unit types (live/work spaces and one- to three-bedroom units) and educational space for use by California State University Long Beach.
Long Beach will create safe, attractive and comfortable downtown streetscapes emphasizing a pedestrian focus and a quality physical environment. Long Beach will clearly define vehicular and pedestrian roles for each downtown street. Well- defined routes will create a clear linkage pattern between the various activity centers of the downtown proper and the downtown shoreline. In addition the City will implement specific traffic, transit, signage, street tree, landscaping and parking measures for the downtown.	Consistent. The project includes residential and office/institutional uses in proximity to existing transit services and existing activity centers along Pine Avenue, one of downtown's most active pedestrian streets. Development of the site would be subject to the City's discretionary review process including review of development plans to ensure the project adheres to the City's Zoning Regulations and policies. This policy requires the City to ensure that the specified measures are implemented.
Transportation Element	
To improve overall traffic carrying capacity and travel safety, and to reduce traffic conflicts as much as possible *The City of Long Beach is to maintain or improve our current ability to move people and goods to and from activity centers while reinforcing the quality of life in our neighborhoods*	Consistent. As indicated in Section 4.10, *Transportation and Circulation*, implementation of recommended mitigation measures would improve safety and traffic operation within the project area. Project-related traffic impacts would be less than significant with incorporation of recommended transportation system mitigation measures, with the exception of an impact to one intersection where proposed mitigation is currently infeasible due to physical constraints. Traffic system impacts would therefore be mitigated to maintain traffic flow to the maximum extent feasible. Refer to Section 4.10 for a discussion of impacts and mitigation measures related to traffic and transportation facilities, as well as consistency with the Transportation Element's quantitative service standards. The project has the potential to create traffic conflicts with one of the drop-off points for the adjacent International Elementary

Table 4.6-2 General Plan Policy Consistency

General Plan Goal, Objective or Policy	Consistency Discussion
	School, resulting from increased traffic at the intersection of Locust and 7th Streets. However, as discussed in Section 4.10 these impacts would be less than significant and the project could be found consistent with this policy.
To permit sufficient employment and residential densities along transit routes to encourage transit ridership	Consistent. Implementation of the proposed project would result in the placement of high-density residential uses in proximity to existing transit services, both bus and light rail.
To increase the amount and quality of moderate and higher density housing along selected corridors.	Consistent. Refer to response above. Development of the proposed project would result in a prominent structure on 7th Street and in proximity to existing transit services, both bus and light rail.
To improve the appearance of the corridors in general, recognizing that these streets provide most travelers through our City with their initial, and perhaps lasting, impression of Long Beach	Consistent. Development of the proposed project would result in a prominent structure on 7th Street, identified as a primary transit corridor. As discussed above, development of the site would be subject to the City's discretionary review process including review of development plans to ensure the project adheres to the City's Zoning Regulations and policies, including those requiring sufficient setbacks, landscaping, street improvements and amenities.
Housing Element	
Policy 1.6. Continue to preserve and maintain the City's historical and architecturally significant buildings and neighborhoods by establishing and maintaining historical landmarks and districts	Inconsistent. As indicated in Section 4.3, *Historic Resources*, development of the project would cause the destruction and/or alteration of potentially historic buildings, a significant and unavoidable impact. Refer to section 4.3 for a discussion of impacts and mitigation measures related to historic and cultural resources.
Policy 2.1. Provide adequate sites, zoned at the appropriate densities, to facilitate the housing production and affordability goals set forth in the 1998-2005 Regional Housing Needs Assessment.	Consistent. Implementation of the proposed project would result in 542 residential units including live/work spaces and one- to three-bedroom units. Although the proposed housing may not meet the "affordable housing" criteria, the project would contribute to the City's production goals and would serve existing demand for housing within downtown Long Beach.
Policy 2.2. Encourage a balance of rental and homeownership opportunities, including high-quality apartments, town homes, condominiums and single-family homes.	Consistent. The project provides home ownership opportunities, which is within the scope of the policy.
Policy 2.5. Encourage new residential development along transit corridors, in the downtown, and close to employment, transportation, and activity centers; and encourage infill and mixed-use developments in designated districts.	Consistent. The proposed project is a mixed-use structure on 7th Street, identified as a primary transit corridor. Light rail and bus service are in close proximity, as are downtown employment and activity centers.
Open Space and Recreation Element	
Maintain open space buffers adequate to keep property and lives safe from natural and man-made disasters within the City including: unstable soil areas, known active fault zones, low-lying flood prone lands,	Consistent. The project would be subject to the City's discretionary review process including review of development plans to ensure individual development proposals are consistent with the requirements of the City's Zoning Regulations. As discussed in the Initial Study, included in

Table 4.6-2 General Plan Policy Consistency

General Plan Goal, Objective or Policy	Consistency Discussion
airport flight plans and areas of physical and noise contamination.	Appendix A, the project site has not been identified as a geologic unit that is unstable, and based upon available references, would not become unstable as a result of project implementation. However, the project would be subject to site-specific geotechnical analysis and would be designed in compliance with applicable building codes. The project site is not located with flood prone lands or airport flight plans.
Policy 4.10. Require all new developments to provide usable open space tailored to the recreational demands they would otherwise place on public resources.	Inconsistent. As indicated in Section 4.9, *Public Services*, the applicant would be required to pay park impact fees, as established by the City, to compensate for the impacts of the proposed project to park and recreational facilities. The inclusion of on-site recreational amenities and payment of the park impact fees would reduce project impacts to below the significance threshold established for recreation. However, the project as proposed does not provide the useable open space required by the Zoning Ordinance and this policy.
Conservation Element	
Water Resource Management Goal 1. To assure adequate quantity and quality of water to meet the present and future domestic, agricultural and industrial need of the City.	Consistent. As indicated in Section 4.11, *Utilities*, adequate water supply would be available to serve the proposed project.
Soil Management Goal 3. To minimize those activities which will have a critical or detrimental effect on geologically unstable areas and soils subject to erosion.	Consistent. The project site has not been identified as a geologic unit that is unstable, and based upon available references, would not become unstable as a result of project implementation. However, the project would be subject to site-specific geotechnical analysis and would be designed in compliance with applicable building codes. Additionally, implementation of erosion control measures as stated in Chapter 18.95 of the Municipal Code and adherence to all requirements set forth in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities would reduce potential impacts.
Other Resources Goal 1. To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential.	Consistent. As indicated in Section 4.1, *Aesthetics*, the project site is not designated as a scenic vista or within a State scenic highway. However, as discussed in Section 4.3, *Historic Resources*, development of the project would result in significant and unavoidable impacts to onsite historic resources, specifically the Meeker (aka Baker) Building and the Press-Telegram Building.
Other Resources Goal 2. To encourage citizen participation in the identification and preservation of historic and cultural sites.	Consistent. Citizen participation is welcomed by the City as part of the EIR public review process, the Cultural Heritage Commission process and the project hearing process.
Public Safety Element	
Development Goal 3. Provide an urban environment, which is as safe from all types of hazards as possible. *Development Goal 5.. Use physical planning as a means of achieving greater degrees of protection from safety hazards.* *Development Goal 7. Assure continued*	Consistent. The project site is located within an urbanized area of Long Beach. All development would be subject to site-specific geotechnical analysis and would be designed in compliance with applicable building codes. As indicated in Section 4.5, *Hazards and Hazardous Materials*, implementation of recommended mitigation measures would reduce potential impacts from hazardous materials associated with historic and existing uses to a less than significant level. Additionally, the proposed project would not create a significant hazard to the

Table 4.6-2 General Plan Policy Consistency

General Plan Goal, Objective or Policy	Consistency Discussion
safe accessibility to all urban land uses throughout the City. *Development Goal 9. Encourage development that would augment efforts of other safety-related Departments of the City (i.e., design for adequate access for firefighting equipment and police surveillance.* *Development Goal 10. Strive to encourage urbanization patterns, which preserve and/or create greater safety for residents and visitors.* *Development Goal 11. Critically evaluate proposed public or private actions, which may pose safety hazards to residents or visitors.* *Protection Goal 2. Protect existing land uses from the intrusion of safety hazards.* *Protection Goal 3. Reduce public exposure to safety hazards.* *Protection Goal 10. Provide the maximum feasible level of public safety protection services.*	public or the environment from the routine transport, use, or disposal of hazardous materials. Consistent with applicable building and fire codes, the proposed structures would be required to design adequate access by fire and emergency service vehicles and equipment. The LBPD would review site-specific development plans and provide recommendations for public safety and crime prevention for the project.
Noise Element	
The City desires to attain a healthier and quieter environment for all its citizens while maintaining a reasonable level of economic progress and development. *To protect and preserve both the property rights of owners and the right to quietness of the citizenry at large.* *To make the City a quieter, more pleasant place in which to live.* *To respond to demands for a reasonably quiet environment which is compatible with both existing ambient noise levels and continuing building and industrial development.* *The City desires to reduce both noise exposure to the population and noise level outputs generated by the population.* *Attainment of the lowest possible level of harmful effects of noise on the people by the implementation of information, monitoring and advisory programs.*	<u>Consistent</u>. As indicated in Section 4.7, *Noise*, the project would result in a less than significant impact in regards to long-term stationary and mobile noise sources. Temporary construction noise impacts would be significant even with implementation of applicable mitigation measures. However, such measures would reduce construction noise to the maximum extent feasible. Refer to Section 4.7 for a discussion of impacts and mitigation measures related to noise.
To diminish the transportation roar that impacts on the population.	<u>Consistent</u>. Impacts to residents in the project vicinity from traffic-related noise would be less than significant with implementation of applicable mitigation measures. Refer to Section 4.7, Noise, for a discussion of impacts and mitigation measures related to noise.

Table 4.6-2 General Plan Policy Consistency

General Plan Goal, Objective or Policy	Consistency Discussion
Seismic Safety Element	
Development Goal 1. Utilize seismic safety considerations as a means of encouraging and enhancing desired land use patterns.	Consistent. The project site has not been identified as a geologic unit that is unstable, and based upon available references, would not become unstable as a result of project implementation. All development would be subject to site specific geotechnical analysis and would be designed in compliance with applicable building codes.
Development Goal 2. Provide an urban environment, which is as safe as possible from seismic risk.	Consistent. Refer to response to Seismic Safety, Development Goal 1, above.
Development Goal 3. Use physical planning as a means of achieving greater degrees of protection from seismic safety hazards.	Consistent. Refer to response to Public Safety Development Goal 5, above.
Development Goal 5. Strive to encourage urbanization patterns, which preserve and/or create greater safety for residents and visitors.	Consistent. Refer to response to Public Safety Development Goal 10, above.
Air Quality Element	
Goal 2.0: A diverse and efficient ground transportation system that minimizes air pollutant emissions. *Goal 5.0: A pattern of land uses that can be efficiently served by a diversified transportation system and that directly and indirectly minimizes air pollutants.* *Goal 7.0: Reduce emissions through reduced energy consumption.*	Consistent. As discussed in Section 4.2, *Air Quality*, project operational air quality impacts would be less than significant. In addition, mitigation measures requiring increased energy efficiency are included to reduce impacts to the extent feasible, therefore minimizing emissions. The project site is located in reasonable proximity to activity and employment centers and regional transportation corridors, and in close proximity to bus and light rail stations. Thus the project would provide opportunities for traffic reduction through encouragement of alternative transportation. As further indicated in Section 4.2, air quality impacts resulting from increased traffic would not exceed state or federal standards.
Goal 6.0: Minimize particulate emissions from the construction and operation of roads and buildings, from mobile sources, and from the transportation, handling and storage of materials.	Consistent. As indicated in Section 4.2, *Air Quality*, the proposed project would result in significant short-term air quality impacts associated with construction. Construction impacts (for No_x and PM_{10}emissions) would be significant even with implementation of applicable mitigation measures. However, such measures would reduce construction air quality impacts to the maximum extent feasible. Refer to Section 4.2 for a discussion of impacts and mitigation measures related to air quality.

The Land Use Element includes the urban design direction that "it is possible…that tall building masses should be developed in appropriate locations [other than the Downtown Core and Port areas], not only in response to market conditions, but also to help bring relief to the otherwise flat and characterless urban form of much of the City, and to help identify important activity nodes…The largest concentration of tall buildings should be reserved for the downtown and its immediate environs, such as…on Long Beach Boulevard south of Seventh or Tenth Streets." The proposed project includes two 250-foot tall high rise structures that are more in scale with the development concentrated in the southern part of downtown and the

Ocean Boulevard Corridor. However, introducing high-rise development at the project site, which is at the northern extreme of the downtown area but south of 7th Street and within a block of Long Beach Boulevard, would be consistent with this general urban design statement.

Another relevant statement within the narrative text of the Plan is that "Increasingly, growth will require recycling and increased density…The way in which new development is designed and the manner in which the impacts of increased density are mitigated will determine the degree to which the quality of life in our City is preserved and enhanced." The proposed project, in concept, is consistent with this statement, as it proposes a higher residential density than exists in the northern downtown and immediately surrounding area, and includes adaptive reuse of an arguably underutilized site. However, to meet the direction that the Plan provides here, final project design would have to be sensitive to the surrounding area, residents, and uses.

Downtown Long Beach Redevelopment Project Area Five-year Implementation Plan. Table 4.6-2 contains a discussion of the proposed plan's consistency with applicable policies of the Downtown Redevelopment Area's Five-Year Implementation Plan.

Table 4.6-3
Redevelopment Implementation Plan Policy Consistency

Implementation Plan Goal	Consistency Discussion
Goal 3: Encourage diversity and choice in the Project Area by promoting opportunities for cultural events and facilities.	Consistent. The proposed use of much of the ground- and basement-levels of the Press-Telegram Building for exhibit and office use by the Arts Council of Long Beach would further this goal. No cultural facilities or events space would be displaced by the project.
Goal 4: Create a secure environment in the Project Area for residents, shoppers and workers and encourage pedestrian usage during daytime, evenings and weekends.	Consistent. The redevelopment of the site with a project that includes useable space on all four street frontages would be an improvement in the security environment for pedestrians, shoppers, workers and existing and future residents. These more actively used frontages would replace less welcoming walled surface parking lots and alley entrances that currently encircle much of the site. It is anticipated that security lighting around the site would also be provided for evening hours.
Goal 5: Promote development in the Project Area which provides economic benefits to the entire community, through the replanning, redesign and development of the portions of the Project Area which are vacant, improperly utilized or not being utilized to their highest and best use.	Consistent. Although the existing development is not vacant or "improperly utilized," it may be argued that, due to the defunct printing facilities that occupy portions of the site and the presence of surface parking lots taking up much of the lot area, the site is not developed to its "highest and best use." The proposed project would provide high-density housing and generally use the site's area more efficiently. Introducing new institutional and residential uses to the site could be considered to provide community-wide economic benefits.
Goal 8: Expand and integrate the Project Area's housing supply through the support of private developments and the creation of a balanced housing supply available to individuals and families of diverse incomes.	Consistent. The project proposal includes a variety of residential unit sizes, from studio to three-bedroom. Although income-restricted or price-restricted housing is not part of the proposal, the units would increase Downtown's housing supply and may attract a range of household types and sizes.

Citywide Strategic Plan. Table 4.6-3 contains a discussion of the proposed plan's consistency with applicable policies of the Long Beach Citywide Strategic Plan, "Long Beach 2010."

Table 4.6-4
Citywide Strategic Plan Consistency

Strategic Plan Goal	Consistency Discussion
Our Community Neighborhoods	
Goal 3: Celebrate the diversity of our neighborhoods and residents, using arts and cultural programs to build mutual acceptance. By 2010, Long Beach will be much more diverse in age and ethnicity. Our diversity is a source of strength, but with diversity comes the challenge of appreciating different viewpoints. To realize the benefits of diversity, we must consciously and concertedly create ways to break down ignorance about other cultures and generations. Bringing arts and cultural programming to the neighborhoods is an ideal way to increase awareness, acceptance, and collaboration. All the city's major organizations must participate—schools, churches, public agencies, businesses, and community organizations.	Consistent. The project includes exhibit and support space for use by the Arts Council of Long Beach, a nonprofit organization whose purpose is to respond to the needs of the growing local arts community and to develop cultural resources.
Goal 5: Improve the quality and availability of housing. Home ownership in Long Beach is declining. In some areas, especially the southwest and central parts of the city that are home to low- and moderate-income families, housing is scarce and units are overcrowded. We will need to house 33,000 more residents by 2010. In order to improve neighborhood stability, we need to find locations for high density housing, where transportation and other public and private services can support it.	Consistent. Implementation of the proposed project would result in construction of 542 residential units, including live/work spaces and one- to three-bedroom units. Although the proposed housing may not meet the "affordable housing" criteria, the project would contribute to the City's production goals and would serve existing demand for housing within downtown Long Beach. The project is in close proximity to transportation corridors and transit (light rail and bus) service.
A Sustainable City	
Goal 4: Improve air quality. Compared to the rest of Southern California, Long Beach enjoys good air quality. But continued growth threatens it, and we have concerns about the coke dust drifting from the Ports of Long Beach and Los Angeles, as well as the pollution from trucks, buses, and cars.	Consistent. Refer to consistency discussion for the Air Quality Element in Table 4.6-1 above.

Conclusion. The project appears to be consistent with the majority of the goals, policies and objectives of the General Plan and other policy documents. However, inconsistency with goals and policies relating to preservation of historic resources and provision of adequate open space would be considered significant and unavoidable.

Mitigation Measures. Mitigation measures CR-1 and CR-2, discussed in Section 4.3, *Historic Resources,* require documentation of the historic resources, interpretive plans and modifying buildings within guidelines to preserve historic resources to the extent feasible. These would help to reduce the impact to historic resources, but would not reduce them to a less than significant level. Payment of park facility impact fees would reduce inconsistency

with Open Space and Recreation policies, but without meeting the ordinance requirement for onsite open space, the project would still be inconsistent with Policy 4.10.

Significance After Mitigation. The proposed project appears to be consistent with the majority of City planning goals and policies. However, as potential impacts to historic resources cannot be mitigated to below a level of significance, the project could be found to be inconsistent with City policies relating to the preservation of historic resources. Impacts would be significant and unavoidable.

Impact LU-2 **The proposed mixed use project would be generally compatible with existing adjacent commercial, school and residential uses, with incorporation of mitigation measures included in the transportation, air quality, and noise sections of this EIR. This is considered a Class II, *significant but mitigable*, impact.**

The proposed project would be consistent with the allowed uses in the Downtown Mixed Use District, which was applied to the project site as part of the General Plan process; therefore, it is considered to be generally compatible with surrounding uses. Residential uses and residences as part of mixed use development are common in the immediate project area, including on adjacent properties to the east, west and south. Nevertheless, the scale and density of the project has the potential to create land use conflicts with adjacent residential and school uses due to traffic generation, an increase in ambient noise levels and degradation of air quality resulting from use of the site by the high proposed concentration of residents.

As discussed in Section 4.10, *Transportation and Circulation*, traffic impacts would be less than significant except for at one intersection, Alamitos Avenue and 7th Street, which is not directly adjacent to the site. The section also discusses potential conflicts between school drop off and pick up points and project-generated traffic, concluding that the conflict would not reach significant levels. Therefore, although traffic would increase around the project area, the increase would not reach levels where the proposed land use could be considered to be in conflict with surrounding uses.

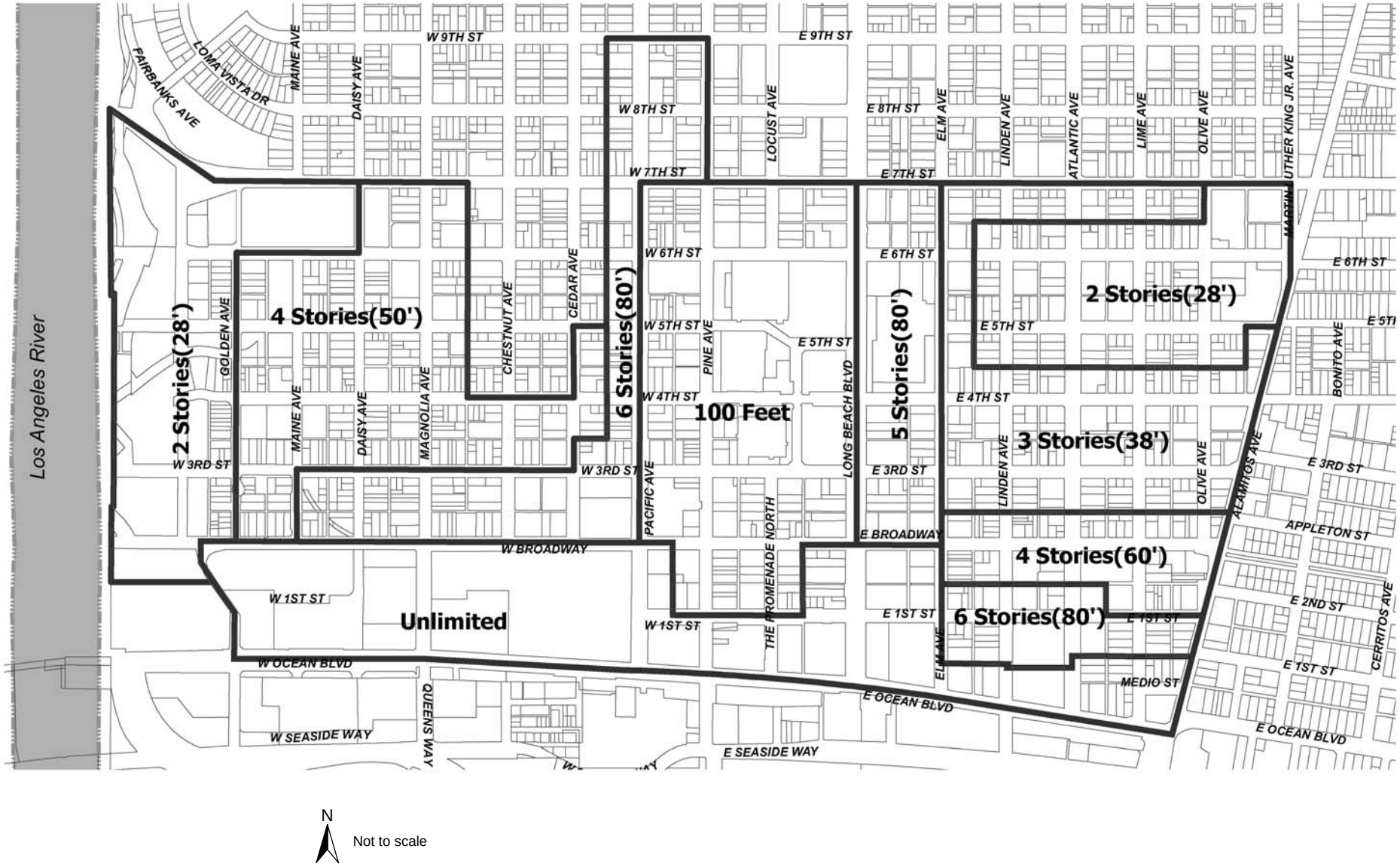
As discussed in Section 4.7, *Noise*, the increase in ambient noise due to project operation, including increased traffic levels, would be less than significant and within what may be expected within an urban area. Increased noise levels would not be in conflict with surrounding uses. Although impacts from construction noise on surrounding sensitive receptors, including a school and residences would be considered significant and unavoidable, these temporary impacts are not associated with the use of the property after construction and are therefore not a land use compatibility issue.

As discussed in Section 4.2, *Air Quality*, operation of the proposed project would not generate air pollutant emissions exceeding SCAQMD operational significance thresholds. In addition, several elements of the project, including its mixed-use nature and proximity to transit and employment centers, may increase the use of alternative forms of transportation, thus reducing the actual impacts of vehicular traffic on air quality. Finally, mitigation measures are included that require energy-efficient construction materials and techniques, further reducing operational emissions. In summary, although local air quality may be degraded by the

introduction of the new, more intense use, the change would not reach levels where the proposed land use could be considered to be in conflict with surrounding uses.

Mitigation Measures. The mitigation measures recommended in Sections 4.10, 4.7 and 4.2 would reduce impacts that could lead to land use conflicts to levels that would avoid significant land use compatibility impacts.

Significance After Mitigation. With implementation of recommended mitigation measures, compatibility conflicts relating to traffic, air quality, and noise would be reduced to below a level of significance.

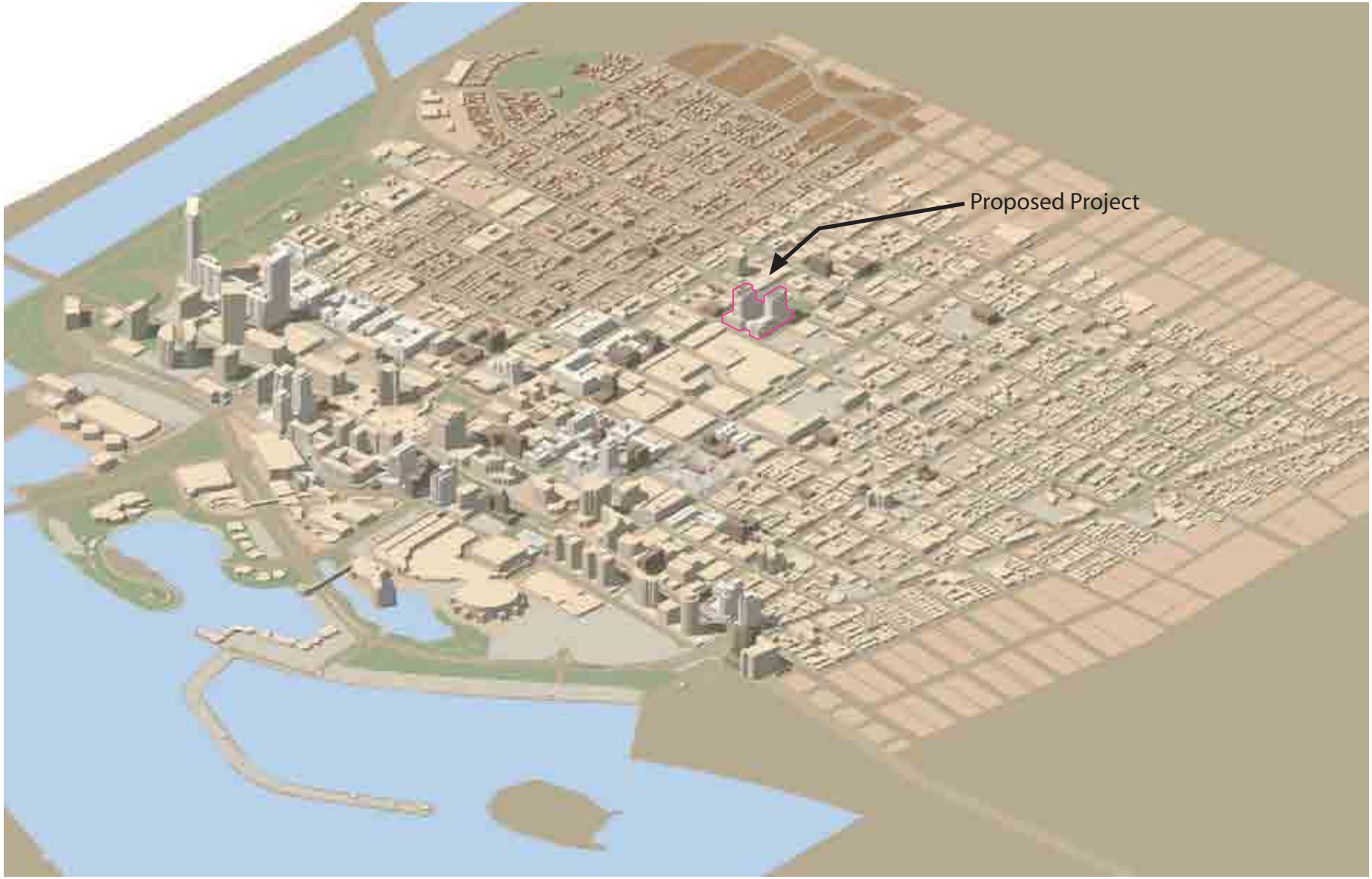


N
Not to scale

PD-30 District Building Heights Limits

Source: City of Long Beach, 2006.

Figure 4.6-4



Downtown Visioning Building Height Model

Source: Perkowitz & Ruth Architects, Inc., March 13, 2006.

Figure 4.6-5

Impact LU-3 The proposed Press-Telegram project is inconsistent with the requirements of the PD-30 Zone District, including those relating to height, density, parking and development with and adjacent to historic structures. In addition, the project plans and description as submitted have not been through the City's Site Plan Review process. These inconsistencies would result in a Class II, *significant, but mitigable,* impact.

The project area is within the Downtown Mixed Use subarea of the City's Downtown Planned Development District (PD-30). The Mixed Use District is intended for combinations of commercial and residential uses. The project's proposed mix of residential high rise structures above professional, institutional and residential ground floor uses meet the intent of this district.

Development of the site would be required to comply with all applicable development standards of PD-30 and the City of Long Beach Zoning property development standards including setbacks, building heights and residential densities vary in PD-30 dependent upon the location of the site. Table 4.6-4 compares key selected development standards applicable to the project site with the proposed project.

Table 4.6-5
Zoning Ordinance Consistency

Standard	Project	Consistent?
Maximum Building Height: 100'	Approximately 250'	*No*
Frontage Setbacks:		
0' along Pine Avenue, subject to frontage design standards	0'	*Yes*
10' along 7th, Locust and 6th Streets	Varies	*No*
Residential Density: 75 units per acre	Approximately 217	*No*
Parking: 1,390 spaces	1,186 spaces	*No*

Pursuant to the adopted standards for the Mixed Use subarea of the Downtown Planned Development (PD-30) Zone District, the site has an allowable density of 75 units per acre (Division IV, Section B) and a maximum building height of 100 feet (Division III, Section E). The proposed project would have a density of approximately 217 units per acre and building height of 250 feet, both of which are over double the regulatory maximums. Finally, the project as proposed does not appear to meet the 10 foot minimum setbacks along Locust and 6th Streets for new structures, even taking into consideration allowed projections into the setbacks.
In order for the project to be approved, the City would also have to approve an amendment to the PD-30 District standards increasing the allowable building height and density. In addition, if the building footprint is not modified during the Site Plan Review process, a modification to

the setbacks map may also be required. Such amendments are legislative acts that may be approved, approved with changes or denied at the discretion of the City Council.

Pursuant to the City's Zoning Regulations (Municipal Code Section 21.25.503), the Site Plan Review Committee considers applications for Site Plan Review approval. For larger developments such as the Press-Telegram project, the Site Plan Review Committee typically refers the project to the Planning Commission for Site Plan Review approval. Setback requirements may be waived or modified as part of this process if it can be found that the waiver would improve project design and would not degrade the environment. In addition, the proposed frontage setbacks vary from approximately two to 10 or more feet along 6th and Locust streets; minor revisions could bring the project into compliance with setbacks, and relatively minor changes such as this could result from the Site Plan Review process. Hence the noncompliance with setbacks is not considered to be a significant impact.

As discussed in Section 4.10, *Transportation and Circulation*, development of the project would be required to comply with all applicable rules and regulations related to parking capacity, including the parking requirements contained in Chapter 21.41, Off- Street Parking and Loading Regulations, of the City's Municipal Code. The project as proposed would not meet these parking requirements as only 1,186 spaces would be provided, 204 less than the 1,390 required by ordinance. Approval of a Standards Variance is required for the reduction in parking spaces. The project would also be required to comply with the Zoning Regulations regarding required screening, signs and landscaping.

The proposed scale and design of the project appears to be inconsistent with the PD-30 development standard that existing historic buildings "should be used as references for the design of adjacent new buildings in form, materials and quality...New buildings should be designed in relation to adjacent historic buildings, including elements such as siting, setbacks, entrances, form, height, materials, colors, fenestration, facade and roof elements." The scale of the new buildings, especially considering their immediate proximity to the portions of the historic structures proposed to remain, appears itself to be incompatible with the structures in terms of mass and height.

The proposed project would be potentially incompatible in scale with its surrounding environment, due primarily to the proposed height and mass of the 22-story structures. The scale of the proposed project would be substantially larger and more intense than current development adjacent and in proximity to the site. This would result from the height of the two high rise structures, which at 250′ and 22 stories each would be four to five times taller than the tallest adjacent buildings, and the massing of the project along the street frontage. The high rise structures would be surrounded by a four-story "podium" level, which would create a four-story nearly unbroken mass occupying one city block at the base of the high rise structures. Both the height of the tall structures and the mass of the podium would contrast with the one- to two-story development, much of which is interrupted by surface parking lots, alleys and other "breaks" in the streetscape and skyline. Figure 4.6-5 shows a three-dimensional rendering of downtown Long Beach's built environment, including the proposed project and other pending projects. The image illustrates that the 22-story project would be a substantial distance from downtown's main concentrations of high-rise development. With the exception of the 17-story Pacific Tower, which is one block from the project site, it would be the first high-rise development in the central and northern downtown. The existing pattern is consistent with the Zone District's height limits (see

Figure 4.6-4) which allow unlimited heights along the Ocean Boulevard Corridor and maximums of 28 feet to 100 feet north of the Corridor.

The primary physical effects of the height and scale incompatibility would be related to aesthetics and shadows, both of which are discussed in greater detail in Section 4.1, *Aesthetics*. Regarding the aesthetic quality of the design and aesthetic implications of the mass and scale of the proposed new buildings, these issues would be addressed during the project's required Site Plan Review approval process. The City's Urban Design Officer would work closely with staff and decision makers to ensure that design issues are addressed in the approved project. (Staff's general and preliminary comments on height, massing and design are summarized below.) Regarding shadows, as the proposed structures would cast shadows for substantial durations on surrounding sensitive land uses including a school and residences, shadow impacts are considered significant.

The applicant applied for conceptual Site Plan Review in October of 2005 and for Site Plan Review in July of 2006. To date, the following issues have been specifically identified by City staff.

Noncompliance with the Zoning Regulations. As discussed above, the proposed project does not conform to the height and density allowed for the subject site, and would require an amendment to the Downtown Planned Development District (PD-30). In addition, the project requires Standards Variance requests for parking, setbacks, and average unit size. Finally, the proposed project does not meet the requirements for open space and privacy standards, and would require that the Planning Commission waive these requirements.

Building Height and Massing. The ratio of the building height to the horizontal building dimension should be proportioned so that the building appears tall and slender, and the design should provide space between the taller building elements equivalent to the horizontal dimension of the building.

Meaningful Building Articulation. The design should provide more substantial breaks in the building or open space at the ground level to avoid the appearance of a "super block" development.

Pedestrian Orientation at the Ground Floor. The ground floor of the building should be developed with active pedestrian uses, including restaurants, retail sales, personal services uses, lobbies, and public plazas and outdoor dining areas.

Mitigation measures**.** The following mitigation measures are required for Impact LU-3:

LU-3(a) Site Plan Review. Prior to the issuance of any building permit, the applicant shall continue to work with City staff to address the issues raised during the Conceptual Site Plan Review process to the satisfaction of the Planning Commission. The project plans submitted for Site Plan Review approval shall incorporate all required revisions to the satisfaction of the Planning Commission.

LU-3(b) Zoning Code Amendment. The City of Long Beach shall approve an amendment to the Downtown Planned Development District (PD-30) to allow building heights of 250 feet and densities of 217 dwelling units per acre prior to or concurrent with approval of the Press Telegram project; or the proposed project shall be redesigned to comply with the current standards of PD-30.

Significance after Mitigation. With adherence to these mitigation measures and adoption of Mitigation Measure T-3 in Section 4.10, *Transportation and Circulation*, the impact would be less than significant. However, amending the allowable density and height of the PD-30 Zone District would have the potential to result in greater population density and taller building heights in the upper downtown area, which could cause secondary environmental impacts. These are discussed further in Section 50, *Growth Inducement.*

c. Cumulative Impacts. Implementation of the proposed project, in conjunction with other related projects (see Table 3-1 in Section 3.0, *Environmental Setting*), would cumulatively result in an overall intensification and recycling of land uses in Downtown Long Beach. Although some of the projects considered in the cumulative impact scenario may require General Plan Amendments, Zone Changes, Variances, Conditional Use Permits, Tract Map approvals, or other discretionary land use actions, the merits of each project would be considered on a case-by-case basis. Increased development densities from these projects would generate secondary cumulative impacts with respect to traffic, air quality, noise, and public services. These impacts are discussed in their respective sections of this EIR.

4.7 NOISE

4.10.1 Setting

a. Overview of Sound Measurement. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

The sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB, and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while those along arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources such as industrial machinery. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance.

In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period.

The actual time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. Two commonly used noise metrics – the Day-Night average level (Ldn) and the Community Noise Equivalent Level (CNEL) - recognize this fact by weighting hourly Leqs over a 24-hour period. The Ldn is a 24-hour average noise level that adds 10 dB to actual nighttime (10 PM to 7 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the Ldn, except it also adds a 5 dB penalty for noise occurring during the evening (7 PM to 10 PM).

b. Noise-Sensitive Land Uses. The City of Long Beach designates the following land uses as being noise-sensitive: dwellings, schools, hospitals, hotels and health institutions (Long Beach General Plan Noise Element, 1975). The closest noise-sensitive land uses to the project site include: the International Elementary School, with an outdoor play field approximately 60 feet north of the site across Seventh Street and classroom buildings approximately 100 feet northeast of the site across the 7th Street and Locust Avenue intersection; Renaissance High

School, approximately 700 feet northeast of the site; multi-family residences on Locust Avenue, approximately 80 feet east of the site; mixed use residences along Pine Avenue, approximately 100 feet west of the site; mixed use residences on Sixth Street, approximately 80 feet south of the site; single- and multi-family residences along Pacific Avenue, approximately 400 feet, or one city block, west of the site. Noise sensitive uses are shown on Figure 4.7-1.

c. Regulatory Setting. The City of Long Beach adopted an updated General Plan Noise Element in 1975. The Noise Element was updated to provide a description of existing and projected future noise levels, and to incorporate comprehensive goals, policies, and implementing actions. The City Noise Ordinance (Municipal Code § 8.80) supports the goals and policies of the Noise Element. Consistent with the Noise Element, the Noise Ordinance requires that noise mitigation measures be followed in the siting and design of new development.

The Noise Ordinance prohibits any unnecessary, excessive, or annoying noise in the City. The Ordinance does not control traffic noise, but applies to all noise sources located on private property. As part of this ordinance, properties within the City are assigned a noise district based on their corresponding zoning district and uses. Predominantly residential districts with other land use types also present are designated as Noise District One; predominately commercial districts with other land use types also present are designated Noise District Two; and predominately manufacturing or industrial districts with other land use types also present are designated as Noise Districts Three and Four; airports, freeways and waterways regulated by other agencies are designated Noise District Five. The Ordinance also limits the amount of noise generated by uses during normal operation that may affect the surrounding areas. Table 4.7-1 shows the allowable noise levels and corresponding times of day for each of the five identified noise zones. The project site itself lies within District Two. Section 8.80.150 subsection (B) specifies that no person shall operate or cause to be operated any source of sound at any location within the incorporated limits of the city or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured from any other property, either incorporated or unincorporated, to exceed:

1. *The noise standard for a land use district as specified in Table 4.7-1 for a cumulative period of more than thirty minutes in any hour; or*
2. *The noise standard plus five decibels for a cumulative period of more than fifteen minutes in any hour; or*
3. *The noise standard plus ten decibels for a cumulative period of more than five minutes in any hour; or*
4. *The noise standard plus fifteen decibels for a cumulative period of more than one minute in any hour; or*
5. *The noise standard plus twenty decibels or the maximum measured ambient, for any period of time.*

The standards plus 20 dB (i.e., 80 dBA for 7 AM to 10 PM for District II) apply to maximum instantaneous noises occurring for any period of time.

Noise Monitoring Locations
Figure 4.7-1

Source: Los Angeles County Department of Regional Planning, 2005.

Table 4.7-1
Exterior Noise Standards

Noise District	Time Interval	Allowable Leq
One	10 pm to 7 am 7 am to 10 pm	45 dBA 50 dBA
Two	10 pm to 7 am 7 am to 10 pm	55 dBA 60 dBA
Three	Anytime	65 dBA
Four	Anytime	70 dBA
Five	Regulated by other agencies and laws	

Source: City of Long Beach Municipal Code § 8.80.160

Subsection (C) of Section 8.80.150 (Exterior noise limits-Sound levels by receiving land use district) of the adopted noise ordinance states, "If the measured ambient level exceeds that permissible within any of the first four noise limit categories in subsection B (listed above) of this section, the allowable noise exposure standard shall be increased in five decibels increments in each category as appropriate to encompass or reflect the ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category in subsection B of this section, (listed above) the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level." Although the project area lies within District II, ambient noise measurements taken onsite were at levels exceeding the second and third noise limit categories. Therefore, during daytime hours, the noise standards would be 70 dBA for the 15-minute continuous measurement period and 75 dBA for the 5-minute continuous measurement period for these uses.

d. Existing Noise Conditions and Sources. The most common sources of noise in the project vicinity are transportation-related, such as automobiles, trucks, and motorcycles. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. The primary sources of roadway noise near the project site are Pine Avenue on the west, Sixth Street on the south, Locust Avenue on the east, and Seventh Street on the north. 20-minute weekday afternoon noise measurements were taken using an ANSI Type II integrating sound level meter. One measurement was taken from the northern boundary of the site adjacent Tiburon Court alley, approximately 30 feet from the center of Seventh Street, on April 10, 2006, indicated a noise level of 65.4 dBA Leq. Another measurement taken on the southwest corner of the site, approximately 35 feet from the center of the intersection of Pine Avenue and Sixth Street, indicated a noise level of 72.1 dBA Leq. Measurement locations are shown on Figure 4.7-1.

4.7.2 Impact Analysis

a. Methodology and Significance Thresholds. Noise levels associated with existing and future traffic along area roadways were calculated using algorithms from the Federal Highway Administration "Traffic Noise Model®" (FHWA-PD-96-010, January 1998) and standard noise modeling equations adapted from the Federal Highway Administration noise prediction model. The model calculations are based on traffic data from the EIR traffic study (see Appendix F).

For traffic-related noise, impacts are considered significant if project-generated traffic results in exposure of sensitive receptors to unacceptable noise levels. Where existing noise levels currently exceed the normally acceptable level, the project's impact would be significant if project-related noise would generate an audible (3 dBA or greater) change in noise levels. Impacts relating to onsite activities are considered significant when project-related activities create noise exceeding the standards as identified by the applicable noise zone for the project site.

Noise associated with construction activity is evaluated using construction equipment noise level estimates contained in the USEPA report *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances* (1971). The City's Noise Ordinance (Municipal Code § 8.80) prohibits noise associated with demolition and other construction activities which produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of seven p.m. and seven a.m. the following day on any weekday including federal holidays, except for authorized emergency work. On Saturdays such activities are allowed only between the hours of nine a.m. and six p.m., and not allowed any time on Sunday unless for emergency or authorized by a permit issued by the noise control officer. The Ordinance applies to all noise sources located on private property. Impacts from construction noise would be considered significant if occurring out side the allowable times with out authorization, or create noise above compatible levels for daytime sensitive uses such as schools.

b. Project Impacts and Mitigation Measures.

Impact N-1 Project-generated traffic would incrementally increase noise levels on area roadways. However, the change in noise levels would be inaudible. Therefore, the effect of increased traffic noise from the project on existing uses is considered a Class III, *less than significant*, impact.

Development of the proposed project would increase the amount of vehicle trips to and from the site, which has the potential to generate an increase in traffic noise on area roadways. The project could therefore increase noise at neighboring uses. These include International Elementary School, Renaissance High School, several hotels, and residences, as listed above for each street segment under Section 4.7-1(d).

The traffic study for the project analyzed 42 study intersections (see Appendix F). Of these 42 study intersections, the following roadway segments were determined to have some potential

for noise impacts due to their proximity to existing uses and estimated change in the roadway volume to capacity ratio:

1. *Seventh Street between Magnolia Avenue and Chestnut Avenue (nearest existing use: Multi- and single-family residences along 7th St.);*
2. *Sixth Street between Magnolia Avenue and Chestnut Ave (nearest existing use: residences along 6th St.);*
3. *Pacific Avenue between Sixth Street and Seventh Street (nearest existing use: apartments above retail uses);*
4. *Seventh Street between Pacific and Pine Avenues (nearest existing use: apartments on Pine and 7th St);*
5. *Sixth Street between Pacific and Pine Avenues (nearest existing use: various mixed use and multi-family residences);*
6. *Pine Avenue between Seventh and Eighth Streets (nearest existing use: residences along Pine Ave);*
7. *Pine Avenue between Fifth and Sixth Streets (nearest existing use: mixed residential uses);*
8. *Seventh Street between Locust Avenue and Long Beach Boulevard (nearest existing use: International Elementary School);*
9. *Long Beach Boulevard between Seventh and Eighth Streets (nearest existing use: Renaissance High School);*
10. *Sixth Street between Elm and Atlantic Avenues (nearest existing use: mixed residential uses).*
11. *Long Beach Boulevard between Third and Fourth Streets (nearest existing use: hotel and mixed uses)*

Existing noise levels for the street segments listed above were calculated by estimating existing volumes for each street segment analyzed. The existing volumes for street segments were estimated by taking the highest peak hour volume for the adjoining intersection (provided in the traffic study), and multiplying it by 10, to estimate the average daily trips (ADT) for that street segment. As shown in Table 4.7-2, existing noise levels along these street segments are estimated to range from 63.4 to 69.6 dBA CNEL. Residential uses are generally considered compatible with noise environments of up to 65-70 dBA CNEL and schools up to 65 dBA CNEL.

The increase in ADT from the traffic study were used to model the change in noise level resulting from project-generated traffic along the 11 roadway segments analyzed for noise. Noise model results for each roadway segment analyzed can be found in Appendix E. As shown in Table 4.7-2, model results indicate that the largest increase in noise from project-generated traffic would be an increase of 0.1-0.2 dBA. The project-related increases would not be audible since they are well below the 3 dBA increase at which noise increases are generally audible. Therefore, project-generated traffic would not significantly affect noise in the project area. Cumulative impacts are discussed in subsection c, beginning on page 4.7-9.

It should be noted that although the project would not significantly increase noise levels in the project area, both the existing and future noise environments on Seventh Street between Locust Ave and Long Beach Blvd (the location of International Elementary School) and on Long Beach Boulevard between Seventh and Eighth Streets (location of Renaissance High School) would

Table 4.7-2
Noise Levels Associated with Traffic on Area Roadways* (dBA CNEL)

Roadway	Existing	Existing Plus Project	Existing Plus Cumulative (2015)	Existing Plus Cumulative (2015) Plus Project	Change In Noise Level Due to Project	Change in Noise Level Due to All Future Growth** plus Project
Seventh Street between Magnolia Avenue and Chestnut Avenue	69.2	69.4	72.6	72.7	0.2	3.5
Sixth Street between Magnolia Avenue and Chestnut Ave	68.6	68.7	72.1	72.1	0.1	3.5
Pacific Avenue between Sixth Street and Seventh Street	66.3	66.3	70.2	70.2	0	3.9
Seventh Street between Pacific and Pine Avenues	69.4	69.5	72.8	72.9	0.1	3.5
Sixth Street between Pacific and Pine Avenues	68.5	68.6	72.0	72.0	0.1	3.5
Pine Avenue between Seventh and Eighth Streets	63.4	63.5	66.9	66.9	0.1	3.5
Pine Avenue between Fifth and Sixth Streets	64.7	64.7	68.2	68.2	0	3.5
Seventh Street between Locust Avenue and Long Beach Boulevard	69.6	69.6	72.9	72.9	0	3.3
Long Beach Boulevard between Seventh and Eighth Streets	68.2	68.3	72.2	72.3	0.1	4.1
Sixth Street between Elm and Atlantic Avenues	68.2	68.3	71.6	71.6	0.1	3.3
Long Beach Boulevard between Third and Fourth Streets	67.0	67.1	71.2	71.3	0.1	4.2

** At a distance of 50 feet from roadway centerline.*

*** Future Growth includes Ambient Growth and Cumulative Projects for the year 2015*

continue to exceed the compatibility guidelines of 65 dBA for schools by approximately 3-5 dBA.

Mitigation Measures. Mitigation is not required as project impacts would not be significant on any study area roadway.

Significance After Mitigation. The project's impact related to traffic noise levels on study roadway segments would be less than significant without mitigation.

Impact N-2 Onsite operations would generate noise levels that may periodically be audible to existing uses near the project site. However, such noise is not expected to exceed City Noise Ordinance standards. Therefore, this is considered a Class III, *less than significant*, impact.

Existing uses near the project site may periodically hear noises associated with operation of the proposed project, including noise that is typical of residential developments such as music, conversations, doors slamming, children playing, etc.; as well as noise associated with commercial/office developments such as shipping and receiving operations, security systems, conversations, etc. Noise from onsite activities would generally be lower than the existing traffic noise levels in the area and would not be expected to exceed the City's Noise Ordinance standards.

On-site operations are expected to also involve noise associated with rooftop ventilation and heating systems, delivery trucks, and trash hauling. Daytime activities associated with the project such as shipping or receiving associated with the commercial component and trash pickups are not expected to significantly affect nearby sensitive receptors due to their relatively low frequency and the lower noise level sensitivity during the day. General vehicle parking noise, including the movement of vehicles through the structure, and the slamming of doors, conversations, etc., would be reduced due to the placement of most of these activities within a structure with subterranean levels located in the interior of the site. Violations of City noise ordinance standards are not anticipated and impacts associated with onsite operations would be less than significant.

Mitigation Measures. Mitigation is not required since onsite activities would not generate significant impacts. Nevertheless, the following measures are recommended to minimize potential noise effects from the proposed project on nearby sensitive uses.

N-2(a) **Rooftop Ventilation.** Parapets shall be installed around all rooftop ventilation systems.

N-2(b) **Trash/Products Pick-Up and Deliveries.** All trash or product pickups and deliveries shall be restricted to daytime operating hours (7:00AM to 10:00 PM Monday through Friday, and 8:00 AM to 10:00 PM on weekends).

Significance After Mitigation. Impacts related to noise levels would be less than significant after implementation of the above-listed mitigation measures.

Impact N-3 Project construction would intermittently generate high noise levels and groundborne vibrations on and adjacent to the site. These noise levels would affect sensitive receptors near the project site. This is considered a Class I, *significant and unavoidable*, impact.

The grading/excavation phase of project construction tends to create the highest noise levels because of the operation of heavy equipment. As shown in Table 4.7-3, noise levels associated with heavy equipment typically range from about 78 to 88 dBA at 50 feet from the source. Continuous operation of this equipment during a nine-hour workday can cause noise levels onsite and at adjacent receptor locations that are well above ambient levels.

Table 4.7-3
Typical Noise Levels at Construction Sites

Construction Phase	Average Noise Level at 50 Feet	
	Minimum Required Equipment On-Site	All Pertinent Equipment On-Site
Clearing	84 dBA	84 dBA
Excavation	78 dBA	88 dBA
Foundation/Conditioning	88 dBA	88 dBA
Laying Subbase, Paving	78 dBA	79 dBA
Finishing and Cleanup	84 dBA	84 dBA

Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the U.S. Environmental Protection Agency, 1971.

The City's Noise Ordinance prohibits noise associated with demolition and other construction activities from exceeding the allowable exterior noise level for any zone outside the hours of seven a.m. and seven p.m. on any weekday including federal holidays, outside the hours of nine AM and six PM on Saturday, and anytime on Sunday.

The operation of heavy equipment during construction of the proposed project would result in temporary increases in noise in the immediate vicinity of the construction site. The highest noise levels generally occur during excavation and foundation development, which involve the use of such equipment as backhoes, bulldozers, shovels, and front-end loaders. Noise levels from point sources such as construction sites typically attenuate at a rate of about 6 dBA per doubling of distance. Therefore, only areas within a few hundred feet of construction sites would be exposed to audible construction noise levels.

The nearest uses adjacent to the project site boundaries to the west, approximately 100 feet away, are mixed use retail, commercial and residential structures along the west side of Pine Avenue. The nearest uses to the east of the project site are a surface parking lot, a commercial building, and multi-family residential structure approximately 80 feet from the site boundary on the east side of Locust Avenue. To the south of the site is a large parking structure and mixed use buildings with retail at the street level and residential units above, located approximately 80 feet from the site on the south side of Sixth Street. The nearest uses to the project site boundaries on the north are International Elementary School buildings and an

outdoor play field, as well as a restaurant and retail buildings located near the corner of Pine Avenue and Seventh Street, with residential structures near the center of that block. The school building would be approximately 100 feet away from proposed construction and the outdoor field would be approximately 60 feet away.

At these distances to sensitive receptors, the amount heavy equipment and number of hours associated with the scale of demolition, excavation and foundation conditioning involved with the proposed project could result in construction-related noise as high as 88 dBA at the surrounding residences and school athletic field, and 82 dBA at the nearest school building. Although ambient noise levels in the area are high (>70 dBA) due to traffic on Pine Avenue, Sixth Street, and Seventh Street, construction noise would be audible at the elementary school, and the surrounding residences as the increase above ambient would be greater than 3 dBA, generally the level of increase that is audible. This is considered a significant impact.

Construction contractors would be required to comply with restrictions in the Noise Ordinance that limit the times when construction may occur. This would address potential impacts to nearby residences. However International Elementary School is an active sensitive receptor during daytime hours. Thus, adherence to the time limits set forth in the Noise Ordinance would not reduce the impact to International Elementary School. Therefore, impacts to the school would be significant.

Mitigation Measures. Adherence to the Municipal Code requirements and compliance with the following measures would reduce temporary construction noise impacts. The following measures are required to address noise at the International Elementary School.

N-3(a) **Diesel Equipment Mufflers.** All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.

N-3(b) **Electrically-Powered Tools.** Electrical power shall be used to run air compressors and similar power tools.

N-3(c) **Additional Noise Attenuation Techniques.** For all noise-generating construction activity on the project site, additional noise attenuation techniques shall be employed to reduce noise levels. Such techniques shall include, but are not limited to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and nearby sensitive receptors.

Significance After Mitigation. Implementation of the above mitigation measures and compliance with the City's Noise Ordinance would reduce the project's temporary construction related impacts to the degree feasible. However, intermittent construction noise would likely continue to exceed ambient noise levels at the International Elementary School, which is a noise-sensitive use that is active during daytime hours. Impacts to the school would be significant and unavoidable.

c. Cumulative Impacts. Traffic increases associated with cumulative development within the City would incrementally increase noise levels along roadways and would

potentially subject sensitive receptors to noise exceeding City standards. As shown in Table 4.7-2 under Impact N-1, the estimated increase resulting from cumulative development in the City on the 11 studied road segments would be in the 3.3 – 4.2 dBA range and would therefore be audible. Thus, cumulative roadway noise impacts would be significant.

As discussed under Impact N-1, the increase resulting from project-generated traffic would be no more then 0.2 dBA. Such increases would not be audible and are not considered significant. Therefore, the increase in noise attributable to the project (0.2 dBA) is not a considerable contribution to significant cumulative noise impacts.

4.8 POPULATION and HOUSING

4.8.1 Setting

a. Population and Housing. As part of its Regional Transportation Plan (RTP), the Southern California Association of Governments (SCAG) has produced population, household, and employment growth projections for all of the municipalities within its six-county region (which includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties). The City's population forecast was developed based on the local input, historical growth trends, household size trends, projected natural increase, projected migration and projected jobs.

Current and future population, housing, and employment estimates for Long Beach are shown in Table 4.8-1. The City's 2006 population is estimated at approximately 490,166 residents. SCAG projects that this population will to grow to 503,450 by 2010 and 561,694 by 2030. This represents growth of about 14.6% over the 24-year period. The City currently has an estimated 165,524 households and is projected to add about 32,516 households by 2030. This represents a 19.6% increase in households during this time period. Employment in Long Beach is projected to grow by about 27.6% between 2006 and 2030, with a projected 245,647 jobs in 2030.

Table 4.8-1
Current and Projected Population, Housing and Employment in the City of Long Beach

	2006	2010	2015	2020	2025	2030
Population	490,166	503,450	518,627	533,590	547,937	561,694
Households	165,524	171,723	178,252	184,906	191,482	198,040
Employment	192,568	213,998	222,549	230,774	238,440	245,647

Sources: California Department of Finance, May 2006 (2006 population and households [occupied units are counted as households]); SCAG, 2004 Regional Transportation Plan (RTP) Growth Forecast (2006 employment [actually 2005] and population, housing, and employment projects for 2010-2030).

The ratio of jobs to households in the City of Long Beach is currently about 1.16:1 and is projected to rise to about 1.24:1 by 2030. Jobs/housing ratios of between about 1:1 and 1.5:1 are generally considered balanced, meaning that a community provides roughly the number of jobs needed for its population.

Residential development in Long Beach has been modest in recent years, with a net addition of 11,477 new units between 1980 and 2000. Since the 1990s, the practice of demolition and reconstruction has become prevalent. As an older and highly urbanized community, Long Beach has older, substandard buildings that are periodically demolished and replaced with new housing. Of particular note is the recent upsurge in the reconfiguration of small multi-family units due to recent federal tax laws provide favorable loans and refinancing for apartments with fewer than five units. Although the home-ownership rate has increased in Long Beach in recent years, Long Beach continues to have a relatively high percentage of renters. The 2000 U.S.

Census reported that approximately 41% of households in the City are owner occupied and 59% were renter-occupied. A certain number of vacant housing units are needed in any community to moderate the cost of housing, allow for sufficient housing choices, and provide an incentive for landlords and owners to maintain their housing. SCAG considers the optimal vacancy rate to range from 1.5% to 2% for single-family homes and 5% to 6% for multi-family units.

b. Regulatory Setting. The Housing Element of the Long Beach General Plan, adopted in 2001, is the City's primary regulatory tool with respect to housing. The Housing Element includes several policies that are potentially relevant to the proposed project. These policies are discussed below under Impact PH-2.

4.10.2 Impact Analysis

a. Methodology and Significance Thresholds. Impacts related to population are generally social or economic in nature. Under CEQA, a social or economic change generally is not considered a significant effect on the environment unless the changes can be directly linked to a physical change. Impacts related to the project's potential to induce growth are discussed in Section 5.0.

The proposed Press-Telegram Mixed Use Project would not displace any existing residents or housing. Therefore, population impacts are considered potentially significant if growth associated with the proposed project would exceed projections for the area and if such an exceedence would have the potential to create a significant physical change to the environment.

b. Project Impacts and Mitigation Measures.

Impact PH-1 The proposed project would add 542 housing units, and an estimated 1,572 residents and 44 jobs within the City. Because these increases are within SCAG projections for the City of Long Beach, impacts related to housing and population growth are considered Class III, *less than significant.*

The proposed project involves the development of 542 residential units and 32,300 square feet of ground floor commercial/institutional space in two 22-story (250-foot) high rise structures. Based on the City average of 2.90 persons per household (California Department of Finance, 2006), the 542-unit residential component of the proposed project would generate a net increase of approximately 1,572 residents. Based on the estimated 2006 citywide population of 490,166 residents, the addition of 1,572 residents would increase Long Beach's population by about a 0.3%. The addition of 542 housing units would also increase the number of households in the City by about 0.3%.

Table 4.8-2 compares project-generated population and housing growth to growth projections for Long Beach. As indicated, the 1,572 new residents associated with project buildout would make up approximately 5.5% of the projected citywide population growth through 2015 and 2.2% of projected citywide population growth through 2030. The 542 housing units associated with project buildout would make up approximately 4.3% of the projected citywide housing growth through 2015 and 1.7% of projected citywide housing growth through 2030.

Table 4.8-2
Comparison of Project Population and Housing Growth to City Projections

	Projected Citywide Growth Through 2030 *			Project Growth as a % of Overall Growth	
	Proposed Project	SCAG Projections for City of Long Beach		City of Long Beach	
		2015	2030	2015	2030
Housing **	542 units	12,728 units	32,516 units	4.3%	1.7%
Population	1,572 residents	28,461 residents	71,528 residents	5.5%	2.2%

** Citywide projections are taken from Table 4.8-1.*

The proposed project includes 32,300 square feet of ground floor commercial/institutional space. Using an average of 1.37 employees per 1,000 square feet of retail space in the County of Los Angeles, the project would generate approximately 44 jobs in the downtown area (the Natelson Company, "Employment Density Study Summary Report," prepared for SCAG, October 31, 2001). The project-generated employment opportunities would represent approximately 0.08% of the employment growth forecast for the City through 2030. Therefore, project-generated employment growth would be well within projected employment growth within for the area.

As mentioned in the *Setting*, Long Beach currently has a job-housing ratio of 1.16, indicating that there are 1.16 jobs for every housing unit. A job-housing ratio over 1.5 is considered high and may indicate an increasing imbalance between jobs and housing, i.e., new residential construction has not kept up with job creation. Although the proposed project would require a zoning ordinance amendment to permit higher residential densities (from 75 units per acre to 217 units per acre), the new housing units, population growth and employment opportunities that would be added by the project are within SCAG's projections for the City. In addition, the addition of 44 jobs and 542 units would not alter the existing job-housing ratio in the City of Long Beach.

Population, housing, and employment growth associated with the proposed project would not exceed SCAG growth projections or substantially alter the ratio of jobs and housing in the City. Therefore, impacts relating to population and housing growth would be less than significant.

Mitigation Measures. Mitigation measures are not required, as projected population and housing growth for the project would be within SCAG projections for the City of Long Beach.

Significance after Mitigation. Impacts would be less than significant.

Impact PH-2 The proposed project could be found to be consistent with applicable Housing Element policies. Impacts relating to Housing Element policy are therefore considered Class III, *less than significant*.

As discussed in Section 4.6, *Land Use*, several goals of the 2000-2005 Housing Element of the Long Beach General Plan are potentially applicable to the proposed project. The proposed project addresses the goals in the General Plan Housing Element of providing high quality new housing in the downtown area. Specifically, the Press-Telegram Mixed-Use Development would be consistent with the following goals and policies of the 2000-2005 Housing Element of the Long Beach General Plan:

> *Goal 2: Provide increased opportunities for the construction of high quality new housing.*
>
> *Policy 2.4: Investigate innovative strategies for encouraging the adaptive reuse of existing structures for residential purposes.*
>
> *Policy 2.5: Encourage new residential development along transit corridors, in the downtown, and close to employment, transportation, and activity centers; and encourage infill and mixed-use development in designated districts.*
>
> *Goal 5: Mitigate Governmental Constraints, to the extent feasible, to housing investment and affordability.*
>
> *Policy 5.3: Utilize Planned Developments (PD) as a tool to allow flexible residential development standards in designated districts.*

The proposed project would also help to implement the following Housing Programs:

> *Adequate Sites: New high-density residential development is to be focused in key locations, allowing for the preservation of existing and stable neighborhoods. Appropriate and feasible housing densities are allowed, with appropriate development standards and design guidelines along transit corridors, in the downtown area, and in close proximity to major employment and activity centers.*
>
> *Adaptive Reuse: Long Beach encourages the retention of sound buildings for the provision of living units when and if traditionally non-residential structures are adaptable for residences.*
>
> *Downtown Redevelopment: Continue to support revitalization efforts to facilitate establishment of a healthy urban residential community in the downtown.*

The proposed project involves the development of 542 new housing units in the Downtown area. This corresponds with the City's Housing Element goal of providing increased opportunities for the construction of high quality new housing and the policy of encouraging new residential development in the downtown area. In addition, the project would retain portions of the interior of the Press-Telegram Building, some of which would be used for

residences, and is therefore consistent with the policy of adaptive reuse of existing structures for residential purposes. Goal 5 of the City's Housing Element calls for the mitigation of governmental constraints to housing investment and affordability, including the utilization of Planned Developments (PD) as a tool to allow flexible residential development standards in designated districts (Policy 5.3). The project site is located in the Downtown Planned Development District (PD-30). Construction of high density housing in this area achieves these goals and policies.

For the reasons discussed above, the project could be found to be consistent with applicable policies of the 2000-2005 Housing Element of the Long Beach General Plan. No impact with respect to Housing Element consistency is anticipated. Please see Section 4.6, *Land Use and Planning,* for further discussion of project consistency with the Housing Element and other elements of the General Plan.

Mitigation Measures. No mitigation measure would be required.

Significance After Mitigation. No inconsistencies with City Housing Element policies are anticipated.

c. Cumulative Impacts. The proposed project, in combination with other development in and around the City, would continue to alter the demographic character of the area. Planned and pending development in the City would add 3,304 residential units, 511 hotel rooms, and more than 74,000 square feet of other non-residential development (see Table 3-1 in Section 3.0, *Environmental Setting*). The proposed project would contribute to this growth by adding 542 residences and 32,300 square feet of commercial/institutional space. However, cumulative development is within the SCAG growth projections for the City (see Table 4.8-1). In addition, planning and pending development would not substantially alter the ratio of jobs and housing in the City. Therefore, cumulative impacts relating to population and housing would not be significant.

4.9 PUBLIC SERVICES

This section analyzes potential impacts to public schools, police and fire protection, and parks.

4.9.1 Setting

a. Schools. The project site is within the boundaries of the Long Beach Unified School District (LBUSD). The LBUSD operates 52 elementary schools, 23 middle and K-8 schools, and 12 high schools. The total district (K-12) enrollment for the 2005-06 school year is estimated at approximately 93,589 students (LBUSD, May 2006). The schools serving the project area are International Elementary School, located at 700 Locust Street, George Washington Middle School, located at 1540 Cedar Avenue, and Polytechnic High School, located at 1600 Atlantic Avenue. Table 4.9-1 compares 2005-06 enrollment for these schools to current school capacity. International Elementary School and George Washington Middle School are operating near capacity and Polytechnic High School is operating over capacity.

Table 4.9-1
Enrollment and Capacity for Schools in the Project Vicinity

Schools	Capacity	2005-06 Enrollment	Current Capacity Utilization
International Elementary School	735	714	97%
George Washington Middle School	800	723	90%
Polytechnic High School	3,915	4,835	124%

Source: Carri Matsumoto, Long Beach Unified School District, May 1, 2006.

Operating revenue provided to school districts is funded by local property tax revenue accrued at the state level and then allocated to each school district based on the average daily student attendance. Because state funding for capital improvements has lagged behind enrollment growth, physical improvements to accommodate new students come primarily from assessed fees on development projects and local facility bonds. In 1986, the State Legislature approved AB 2926 (Chap. 887), which authorized school districts to levy school impact fees on new development projects, and at the same time placed a cap on the total amount of fees that could be levied. California Government Code (§ 65995) School Facilities Legislation was enacted to generate revenue for school districts for capital acquisitions and improvements. This legislation allows one-time fees on new development projects. These fees are divided between the primary and secondary schools and are termed "Level One Fees." The most recent adjustment to Level One fees occurred in January 2004, which brought the rates to $2.24 per square foot of residential development and $0.36 per square foot of commercial/ industrial development.

In the past, statutory limitations regarding the payment of development fees to school districts were placed on projects that did not require quasi-legislative approvals, such as zoning amendments, rezoning, plan amendments, specific plans, and development agreements, as decided in the Mira, Hart, and Murietta State Supreme Court cases. In cases where projects required quasi-legislative approvals, the Courts allowed local agencies to collect additional fees

as mitigation measures under CEQA. However, the November 1998 passage of Proposition 1A, and the funding made available through its passage, requires implementation of Senate Bill 50 (SB 50) and eliminates the additional funding allowed per the Mira, Hart, and Murietta cases. Instead, SB 50 provides for Level Two and Level Three fees in residential development; these fees are allowed to be in excess of the previous limitation of $2.24 per square foot. Level Two fees require the developer to provide one-half of the costs of housing students in new schools, while the state would provide the other half. Level Three fees would require the developer to pay the full cost of housing the students in new schools and would be implemented at the time the funds available from Proposition 1A are expended. School districts must demonstrate to the state their long-term facilities needs and costs based on long-term population growth in order to qualify for this source of funding. Once qualified, the districts may impose fees as calculated per SB 50. The LBUSD has been determined eligible for Proposition 1A funding under the provisions of SB 50.

b. Fire Protection Services. The Long Beach Fire Department (LBFD) provides fire protection service throughout Long Beach. The LBFD maintains 24 fire stations in addition to its headquarters and beach operations. The fire stations closest to the project site are: (1) Station #1, located at 237 Magnolia Avenue (approximately 0.5 miles southwest of the project site); (2) Station #2, located at 1645 East 3rd Street (approximately 1 mile east of the project site); and (3) Station #3, located at 1222 Daisy Avenue (approximately 0.7 miles northwest of the project site). Station #1 maintains a staff of 14 fire fighters, Station #2 maintains a staff of 6 fire fighters, and Station #3 maintains a staff of 3 fire fighters.

The LBFD employs a total of 505 fire fighters, with 133 suppression fire fighters on duty at all times. Based on a total population of 490,166 persons for Long Beach (California Department of Finance, May 2006), there are approximately 1.03 firefighters per 1,000 residents.

Structural fire suppression on the project site would immediately receive response from four stations and approximately 27 firefighters (Lewis, May 2006). The maximum allowable response time for emergency calls, as established by the National Fire Protection Association (NFPA), is 4 minutes for the first engine and 8 minutes for all other units. The LBFD currently meets these standards (Lewis, May 2006).

c. Police Protection Services. The City of Long Beach Police Department (LBPD) provides police protection services to the City and maintains mutual assistance programs with the Los Angeles County Sheriff's Department and the Signal Hill Police Department. The police station closest to the project site is South Patrol Division Station, located at 400 West Broadway, approximately 0.5 miles southwest of the project site.

The LBPD divides the City into eight beats and operates these beats on a 24-hour basis. The LBPD currently maintains 40 sworn officers in the project area and approximately 930 sworn officers in the entire City of Long Beach (Dickey, April and May 2006). Based on a total population of 490,166 persons for Long Beach (California Department of Finance, May 2006), there are approximately 1.90 officers per 1,000 individuals. The LBPD does not use a formula for determining whether staffing levels are adequate to serve the current population. Rather, staffing needs are based on calls for service, identification of area-specific requirements, community input, and other means (Dickey, May 2006).

The Patrol Bureau is the department's largest bureau, encompassing over 40% of the organization's budget and more than 50% of its personnel. The City of Long Beach is organized into quadrants. The Patrol Bureau includes one specialized and four geographical divisions to patrol these quadrants: North, South, East, West and Field Support. The target response time to priority one (emergency) calls is 5 minutes and the average response time for the LBPD is 4.2 minutes (Dickey, May 2006).

d. Parks and Recreational Facilities. The City of Long Beach Parks, Recreation, and Marine (PRM) Department administers and maintains the City's parks and recreational facilities. PRM operates 94 parks in Long Beach, encompassing 1,672 acres. Parks include mini, neighborhood, and community parks; regional parks, including 6 linear miles of beach; and greenway parks. In addition to parks, the City has a number of specialty facilities that provide recreational and leisure opportunities. These include a riverfront campground, two historic ranchos, the Long Beach Museum of Art, two marine biological preserves, two special events parks, the park at Colorado Lagoon, Shoreline, Santa Cruz and Victory parks, and the El Dorado Nature Center Park and trail. The City also manages water recreation areas, including five public boat launches, the Alamitos Bay, and Marine Stadium, and five public golf courses. In total, approximately 3,100 acres within the City are devoted to recreation (Long Beach Parks, Recreation, and Marine Department Strategic Plan, April 2003).

Parks in the vicinity of the project site include: Cesar E. Chavez Community Park, located at 401 Golden Avenue; Lincoln Park, located on Pacific Avenue between West Broadway and East Ocean Avenue; Shoreline Aquatic Park, located between the Long Beach Arena and Downtown Shoreline Marina; Marina Green, located on Shoreline Drive between Pine and Linden Avenue; and Rainbow Lagoon, located on the north side of Shoreline Drive (Between Shoreline Village Drive and Linden Avenue).

The current parks and recreation acreage in the City equates to about 6.3 acres for every 1,000 residents. This is below the average of 7 acres per 1,000 for other high-density cities (Long Beach Parks, Recreation, and Marine Department Strategic Plan, April 2003).

The 2003 Parks, Recreation, and Marine Strategic Plan establishes a target of 8 acres of park land for every 1,000 Long Beach residents. Approximately 820 acres of parkland would be needed to meet this target for the current population, with an additional 927.6 acres of park land needed by 2010 to keep pace with projected population growth (Long Beach Parks, Recreation, and Marine Department Strategic Plan, April 2003).

4.9.2 Impact Analysis

a. Methodology and Significance Thresholds. Information from the Long Beach Unified School District was used to characterize existing conditions related to the current enrollment in the City's educational facilities and the student generation rate for residential development. Information from the Long Beach Fire Department and Police Department was used to characterize existing conditions related to Fire and Police protection. Information from the City of Long Beach Parks, Recreation, and Marine (PRM) Department and the PRM Strategic Plan (2003) was used to characterize existing conditions related to parks and recreational facilities.

Public service impacts are considered potentially significant if the proposed project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response time, or other performance objectives for:

- *Schools*
- *Fire protection*
- *Police protection*
- *Parks and recreational facilities*

b. Project Impacts and Mitigation Measures.

Impact PS-1 The proposed project would generate an estimated 72 school-age students. This could adversely affect school facilities. However, with payment of required school impact fees, impacts would be reduced to a Class III, *less than significant*, level.

Table 4.9-2 shows the projected number of students that would be generated by the proposed project based on a student generation factors used by the LBUSD to estimate students generated by new development. Student generation factors were derived from the Long Beach Unified School District's "School Mitigation Fee Justification Study for Long Beach Unified School District," dated May 10, 2004. As indicated, the proposed project would generate an estimated 73 new students at the LBUSD, including 31 elementary school students, 18 middle school students, and 21 high school students.

Table 4.9-2
Long Beach Unified Generation Factors and Student Generation

Grade Level	Generation Factor (Students/Household)	Students Generated by the Proposed Project [a.]
Elementary School	0.074 (K-6)	34
Middle School	0.074 (K-6), 0.021 (7-8)	18
High School	0.039 (9-12)	21
Total		**73**

Source: Carri Matsumoto, Long Beach Unified School District, May 1, 2006.
[a] *Based on 542 residential units*

Table 4.9-3 compares projected enrollment at the schools serving the project site to the current capacity of those schools. Based on the current enrollment and projected number of students generated by the proposed project, implementation of the project would put International Elementary School approximately 2% over capacity with a total of about 748 students. Currently. George Washington Middle School would remain within capacity, though the

capacity utilization would rise to 93%. With the 21 new high schools expected to be generated by the project, Polytechnic High School would continue to operate at 124% of capacity.

Given that all three schools are currently operating near or over capacity, the increase in the student population associated with the proposed project would adversely affect school facilities if new facilities are not developed. However, as a condition of development, the developer would be required to pay the applicable required State-mandated school impact fees under the

Table 4.9-3
Projected Enrollment at Schools Serving the Project

Schools	Projected Enrollment with Project	School Capacity	Projected Capacity Utilization
International Elementary School	748	735	102%
George Washington Middle School	741	800	93%
Polytechnic High School	4,856	3,915	124%

Note: Projected enrollment is derived by adding the current enrollment (from Table 4.9-1) to the students generated by the proposed project (from Table 4.9-2).

provisions of SB 50. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, with payment of school impact fees, potential impacts to schools resulting from the proposed project would be less than significant.

Mitigation Measures. No mitigation is necessary. The applicable required State-mandated school impact fees would be collected at the time of building permit issuance.

Significance after Mitigation. Payment of the applicable State-mandated school impact fees is considered full mitigation for the proposed project's impacts under CEQA, though it should be noted that new students generated by the proposed project would cause an exceedance of capacity at International Elementary School and would add to existing overcrowded conditions at Polytechnic High School.

Impact PS-2 The proposed project would incrementally increase demands on the Long Beach Fire Department. However, this increase would not require the construction of new fire protection facilities. Therefore, this is considered a Class III, *less than significant,* impact.

The current department ratio of the number of firefighters to population is approximately 1.03 firefighters per 1,000 residents. The proposed project would add approximately 1,572 residents and 32,300 square feet of non-residential development to the downtown area, generating

additional demand for fire protection and emergency response services. This increased demand would incrementally contribute to the need for additional fire fighters, additional equipment, and/or improvements to existing facilities.

The LBFD has indicated that staffing levels will require reassessment as more high-rise developments occur in the downtown core. This development trend would likely require additional personnel to meet demand (Lewis, May 2006). However, the City of Long Beach Fire Department estimates a response time of four minutes to the project site, which is within department standards (Lewis, May 2006).

The proposed project would include fire alarm systems, fire sprinklers, fire outlets on every floor, smoke detection systems, enunciator panels, and a Knox box entry system, as required by the LBPD Fire Prevention Bureau and the Uniform Fire Code (Lewis, May 2006). In addition, the Fire Prevention Bureau reviews every new development proposal and may suggest additional fire prevention features to be included in project design (Lewis, May 2006).

The City of Long Beach allocates funding to the LBFD during the annual budget process, the amount of which is based on cumulative development and the changing needs of the City. Through this process, funding for additional staffing and equipment needs would be addressed as the needs arise. Therefore, provided that additional funding is provided to the LBFD as needed, new fire protection facilities would not be needed and the proposed project would not significantly affect fire protection or emergency services in Long Beach (Lewis, May 2006).

Mitigation Measures. As described above, all new structural development would be required to comply with applicable Fire Code standards. The LBFD Fire Prevention Bureau would review development plans inspect construction prior to occupancy. No mitigation beyond these standard requirements is necessary.

Significance after Mitigation. Impacts to fire protection service would be less than significant without mitigation.

Impact PS-3 The proposed project would incrementally increase demands on the Long Beach Police Department. However, the increase would not require the construction of new police protection facilities. Therefore, this is considered a Class III, *less than significant*, impact.

The current department ratio of the number of officers to population is approximately 1.90 officers per 1,000 citizens (Dickey, May 2006). The proposed project would add approximately 1,572 residents and 32,300 square feet of non-residential development in the downtown area. This new development would incrementally increase the demand for police protection services in the City.

Funding for additional staffing and equipment is allocated to the Police Department through the City's budget process and is not directly tied to individual development projects. The growth of the City over time will require that increased funding be allocated to the Police Department to maintain adequate levels of service. Therefore, provided that additional funding

is provided to the LBPD to support new personnel, the proposed project would not significantly affect police protection services in Long Beach (Dickey, April and May 2006).

Mitigation Measures. No mitigation beyond the standard requirements is necessary.

Significance after Mitigation. Impacts to police protection service are considered less than significant without mitigation.

Impact PS-4 The proposed project would generate demand for parkland. However, the applicant would be required to pay parkland in-lieu fees in the amount established by the City of Long Beach. With collection of these fees, the City could provide additional facilities to meet project-generated demand. Impacts would therefore be Class III, *less than significant*.

Based on the City average of 2.90 persons per household (California Department of Finance, May 2006), the 542-unit residential component of the proposed project would generate a net increase of approximately 1,572 residents. Based on the City of Long Beach Parks, Recreation, and Marine (PRM) Department standard of 8 acres of parkland per 1,000 residents, the project would generate demand for about 12.5 acres of parkland. The proposed project does not include any recreational amenities. However, several parks are located in the vicinity of the project site that would serve project residents, including: Cesar E. Chavez Community Park, located at 401 Golden Avenue; Lincoln Park, located on Pacific Avenue between West Broadway and East Ocean Avenue; Shoreline Aquatic Park, located between the Long Beach Arena and Downtown Shoreline Marina; Marina Green, located on Shoreline Drive between Pine and Linden Avenue; and Rainbow Lagoon, located on the north side of Shoreline Drive (Between Shoreline Village Drive and Linden Avenue).

As discussed in the *Setting*, the City is currently deficient in parkland by about 820 acres. With the 1,572 residents generated by the proposed project, the deficiency would increase to about 832.5 acres. Therefore, the increased demand for recreational opportunities associated with project residents would place additional stress on the City's overburdened recreation system. As a condition of project approval, the applicant will be required to pay an in-lieu park and recreation facilities impact fee, as determined by the City of Long Beach Planning and Building Department. With collection of required fees, potential impacts to park and recreation facilities resulting from the proposed project would be less than significant.

Mitigation Measures. No mitigation is necessary.

Significance after Mitigation. Impacts to parks and recreational facilities are considered beneficial.

c. Cumulative Impacts. Planned and pending development in the City would add 3,304 residential units, 511 hotel rooms, and more than 74,000 square feet of other non-residential development (see Table 3-1 in Section 3.0, *Environmental Setting*). This development would increase enrollment by an estimated 443 students in the Long Beach Unified School District. As noted above, project area schools are operating near or over student capacity. However, as projects are approved, they would be required to pay the full statutory fees

allowed by the provisions of SB 50. With the collection of these fees for all new developments, cumulative impacts to schools would be mitigated to a less than significant level.

Projected population and employment growth in the City would add new residents and workers to the existing population in Long Beach. Based on planned and pending development of approximately 3,304 residential units and a citywide average of 2.7 persons per household (2000 US Census), population in Long Beach would increase by 8,921 persons. The cumulative increase in population would increase the demand for protection services from the fire and police departments. However, the need for new facilities is not anticipated and compliance with building and site development standards required by the City of Long Beach for new residential development would mitigate cumulative impacts to fire and police services to a less than significant level.

The cumulative increase in population would also increase the demand for parks and recreational facilities. However, all new developments in the City area either required to provide onsite park facilities or pay in-lieu fees to offset this increase. With collection of required fees on all new development and use of these fees to provide needed new facilities, cumulative impacts to parks and recreation would be considered less than significant.

4.10 TRANSPORTATION AND CIRCULATION

This section analyzes the proposed project's impacts to the local transportation and circulation system. The analysis is based upon a traffic study prepared for the proposed project by Iteris, Inc. dba Meyer Mohaddes Associates (MMA). The traffic study is included in its entirety in Appendix F.

4.10.1 Setting

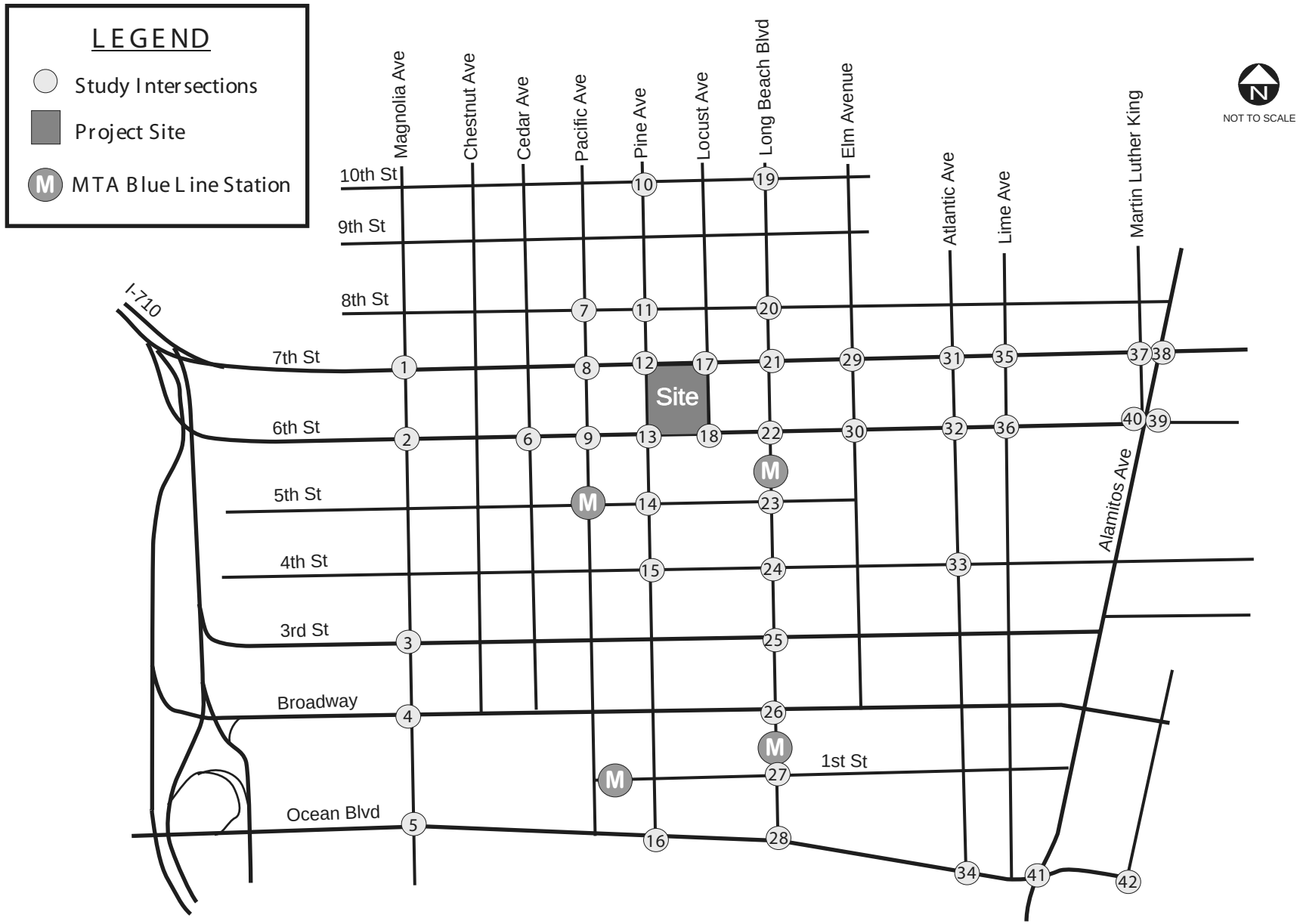
a. Study Area. The project site is located in the Downtown Long Beach Redevelopment Project Area, which includes 421 acres. The Redevelopment Project Area is bounded generally on the west by Queen's Way and Magnolia Avenue to 3rd Street and by Pacific Avenue from 3rd Street to 7th Street; on the north by 7th Street; on the east by Elm Avenue from 7th to 1st Street and Atlantic Avenue from 1st Street to Ocean Boulevard and on the south by the shoreline from Queen's Way to Alamitos Avenue.

Figure 4.10-1 depicts the study area, the locations of the analyzed intersections, and the location of the project site. Based on consultation with the City of Long Beach, 42 key intersections were selected for analysis. These are intersections deemed most likely to experience significant impacts from the project and therefore warranted detailed analysis. The 42 study intersections are:

1. Magnolia Ave & 7th St
2. Magnolia Ave & 6th St
3. Magnolia Ave & 3rd St
4. Magnolia Ave & Broadway
5. Magnolia Ave & Ocean Blvd
6. Cedar Ave & 6th St
7. Pacific Ave & 8th St
8. Pacific Ave & 7th St
9. Pacific Ave & 6th St
10. Pine Ave & 10th St
11. Pine Ave & 8th St
12. Pine Ave & 7th St
13. Pine Ave & 6th St
14. Pine Ave & 5th St
15. Pine Ave & 4th St
16. Pine Ave & Ocean Blvd
17. Locust Ave & 7th St
18. Locust Ave & 6th St
19. Long Beach Blvd & 10th St
20. Long Beach Blvd & 8th St
21. Long Beach Blvd & 7th St
22. Long Beach Blvd & 6th St
23. Long Beach Blvd & 5th St
24. Long Beach Blvd & 4th St
25. Long Beach Blvd & 3rd St
26. Long Beach Blvd & Broadway
27. Long Beach Blvd & 1st St
28. Long Beach Blvd & Ocean Blvd
29. Elm Ave & 7th St
30. Elm Ave & 6th St
31. Atlantic Ave & 7th St
32. Atlantic Ave & 6th St
33. Atlantic Ave & 4th St
34. Atlantic Ave & Ocean Blvd
35. Lime Ave & 7th St
36. Lime Ave & 6th St
37. Martin Luther King Ave & 7th St
38. Alamitos Ave & 7th St
39. Alamitos Ave & 6th St
40. MLK & 6th St
41. Alamitos/Shoreline Ave & Ocean
42. Orange Ave & Ocean Blvd

Of the 42 study intersections, only the Lime Avenue and 7th Street intersection is currently controlled by stop signs.

In addition, the intersection of Long Beach Boulevard and 5th Street will be modified in the future as part of a City Public Works project. The intersection will be modified to allow full east and westbound movement. An existing pedestrian traffic signal located mid-block between 5th and 6th Streets will be moved to this intersection. Currently, the east and west approaches have only right-turn in/out movements.



Source: *Meyer, Mohaddes Associates, July 2006*

Project Location and Study Intersections

Figure 4.10-1

b. Key Roadway Descriptions. The following describes key roadways within the study area.

Shoreline Drive is a Regional Corridor in the Long Beach General Plan and provides a key east-west access through the attraction portion of downtown Long Beach and provides direct access to the and from I-710. It has three lanes in each direction with a raised median and the posted speed limit is 45 miles per hour (mph). On-street parking is allowed along Shoreline Drive between Chestnut and Pine Avenues. The ADT in the study area ranges between 14,000 and 16,000 vehicles per day.

Ocean Boulevard provides east-west linkage through downtown and provides indirect access to the I-710 and I-110 freeways and eastern Long Beach. It is classified as a Major Arterial west of Alamitos Avenue and provides three lanes in each direction with a raised center median. To the east of Alamitos it is a four-lane, Minor Arterial. Parking is allowed on both sides of the street west of Magnolia Avenue and the posted speed limit is 30 mph. The ADT along Ocean Boulevard in the study area ranges between 36,000 and 39,000 vehicles per day.

Broadway is a three lane, one-way eastbound Major Arterial between the I-710 Freeway and Alamitos Avenue and a two-way Minor Arterial to the east of Alamitos. Parking is allowed along the north side of the street and the posted speed limit is 30 mph. The average daily traffic (ADT) along West Broadway in the study area ranges between 15,000 and 21,000 vehicles per day.

3rd Street also provides direct east-west access to the project site with access to sites 1, 2, 5, 6, 7, 9, 10, and 11. It is currently designated as a Major Arterial between the I-710 Freeway and Alamitos Avenue in the City of Long Beach Transportation Element of the General Plan. Adjacent to the project site, it is one-way and provides three lanes in the westbound direction. Parking is allowed on both sides of the roadway. The typical posted speed limit is 30 mph. The ADT along West 3rd Street in the study area ranges between 12,000 and 16,100 vehicles per day.

6th Street is a three lane, one-way eastbound Major Arterial between the I-710 Freeway and Alamitos Avenue and a two-way Minor Arterial to the east of Alamitos. Parking is allowed along some sections of the street and the posted speed limit is 30 mph. The average daily traffic (ADT) along 6th Street in the study area ranges between 1,300 and 13,100 vehicles per day.

7th Street is a three lane, one-way westbound Major Arterial between the I-710 Freeway and Alamitos Avenue and a two-way Regional Corridor to the east of Alamitos. Parking is allowed along some sections of the street and the posted speed limit is 30 mph. The average daily traffic (ADT) along 6th Street in the study area ranges between 13,100 and 31,300 vehicles per day.

Alamitos Avenue is north-south Regional Corridor extending south from Pacific Coast Highway to Shoreline Drive. In the study area it generally has two northbound and one southbound lane with left-turn lanes at most intersections. Alamitos Avenue is an important gateway street for traffic coming into and out of downtown Long Beach. On-street parking contributes congestion along Alamitos Avenue and along some blocks restricts the southbound traffic to one through, except between 7th and 3rd Streets where two southbound lanes are

provided between 7 AM and 9 AM weekdays. In the study area, the ADT ranges between 14,400 and 25,200 vehicles per day.

Atlantic Avenue is a four lane, north-south Major Arterial that extends north from Ocean Boulevard to north of I-405. On-street parking is allowed along most of Atlantic Avenue in the study area. In the study area, the ADT ranges between 5,600 and 12,600 vehicles per day.

Long Beach Boulevard is a north-south Major Arterial that extends north from Ocean Boulevard to north of I-405. It has a wide median that accommodates the MTA Blue Line light rail with midblock turns restricted to accommodate train movements and limit vehicles turning across the tracks. In the study area, the ADT ranges between 8,900 and 17,700 vehicles per day.

Pine Avenue is a two-lane, north-south Minor Arterial that is a primary entertainment corridor in the downtown with many shops, restaurants, and theaters. It extends north from Shoreline Drive to Willow Street. In the study area, the ADT ranges between 4,000 and 6,800 vehicles per day.

Pacific Avenue is a north-south Major Arterial that provides access to the downtown area and contains the northbound portion of the MTA Blue Line transit route. Pacific Avenue has two travel lanes in each direction with no or limited on-street parking. The ADT along Pacific Avenue in the study area ranges between 3,000 and 11,200 vehicles per day.

Magnolia Avenue provides north-south linkage to the downtown and the project site. It is classified as Major Arterial south of 3rd Street and a Minor Arterial to the north in the City of Long Beach Transportation Element. It provides two lanes in each direction south of Broadway and one through lane in each direction to the north, with a two-way left-turn lanes and on-street parking on both sides north of Broadway. The ADT along Magnolia Avenue in the study area ranges between 4,500 and 13,700 vehicles per day.

I-710 Freeway is a north-south Regional Highway and provides access to the project site from the communities to the north, as well as the regional Interstate system. North of the study area it is part of the Los Angeles County Congestion Management Program's regional freeway system. The ADT along the I-710 Freeway in the study area is approximately 145,000 vehicles per day.

c. Existing Conditions.

Traffic Data Collection. An extensive field review was undertaken to establish existing traffic operations and conditions. This included the verification of project descriptions, trip generation rates, ambient growth factors, trip distribution patterns, study intersections to be analyzed, and any special issues to be addressed in the study of this redevelopment area. A field inventory of intersection geometries, traffic controls, and other roadway conditions was completed. The status of the existing buildings and building sites within the project site and influence area was also noted. Turning movement traffic counts were collected during the morning (7-9 AM) and afternoon (4-6 PM) peak period. Existing intersection traffic volumes are illustrated on Figures 4.10-2a and 4.10-2b.

Traffic Operations Analysis Methodology. Consistent with City of Long Beach guidelines for traffic impact analyses, traffic conditions in the vicinity of the project site were analyzed using intersection capacity-based methodology known as the "Intersection Capacity Utilization Methodology," which is referred to hereinafter as the ICU Methodology.

The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS). Level of service is a description of traffic performance at intersections. The level of service concept is a measure of average operating conditions at intersections during an hour. It is based on volume-to-capacity (V/C) ratio. Levels range from A to F with A representing excellent (free-flow) conditions and F representing extreme congestion. The ICU methodology compares the level of traffic during the peak hours at an intersection (volume) to the amount of traffic that intersection is able to carry (capacity). Intersections with vehicular volumes that are at or near capacity ($V/C \cong 1.0$) experience greater congestion and longer vehicle delays. Table 4.10-1 describes the level of service concept and the operating conditions expected under each level of service for signalized intersections.

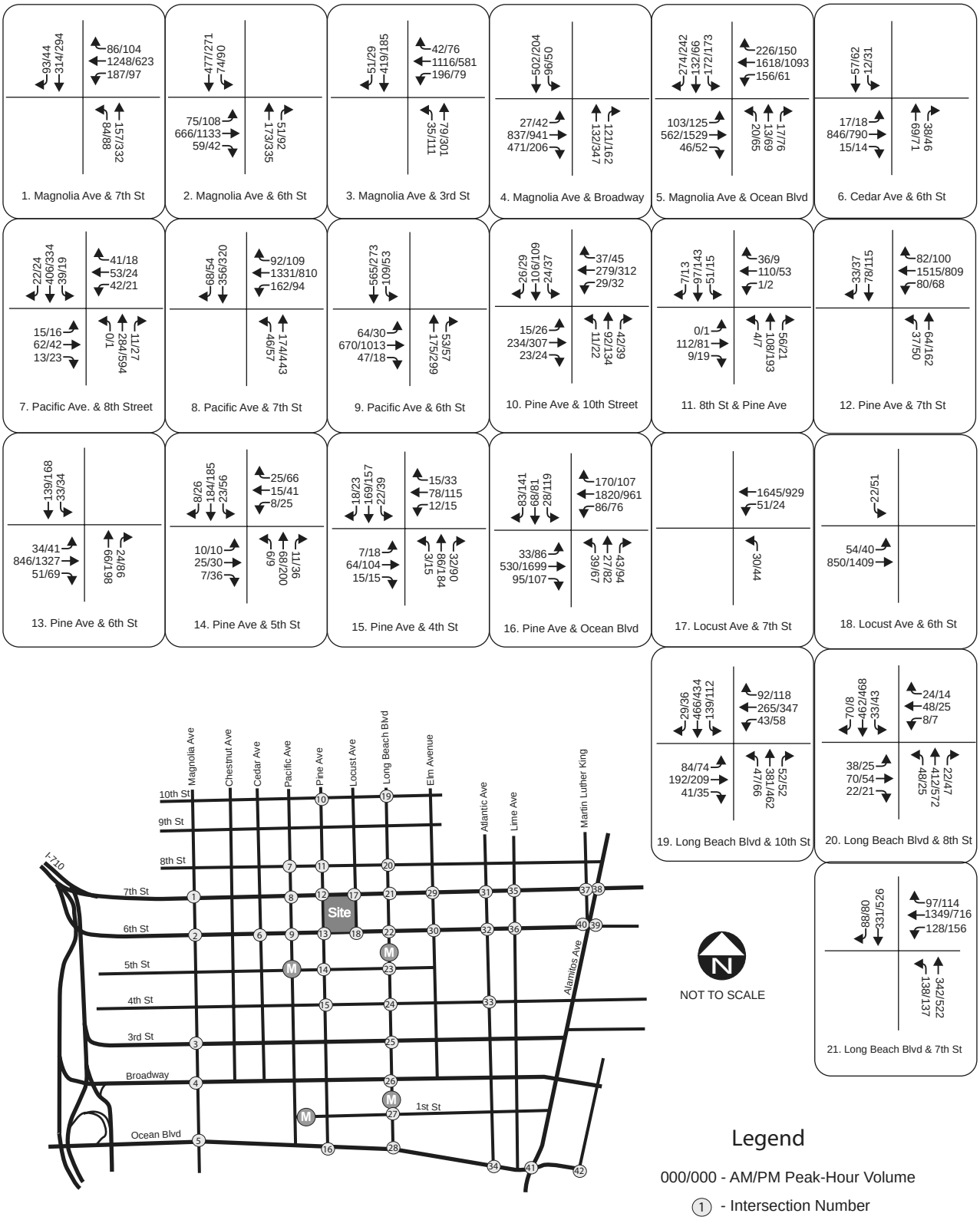
Table 4.10-1
Level of Service Definitions

LOS	Interpretation	Volume to Capacity Ratio
A	Excellent operation - free-flow	0.000 - 0.600
B	Very good operation - stable flow, little or no delays	0.601 - 0.700
C	Good operation - slight delays	0.701 - 0.800
D	Fair operation – noticeable delays, queuing observed	0.801 - 0.900
E	Poor operation - long delays, near or at capacity	0.901 - 1.000
F	Forced flow – congestion	Over 1.000

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 1985 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982

Analysis of unsignalized intersections is conducted differently from signalized intersections due to different operating characteristics. Stop controlled intersections were analyzed using the delay-based Highway Capacity Manual (HCM) method of determining level of service. Table 4.10-2 describes the LOS concept for unsignalized intersections.

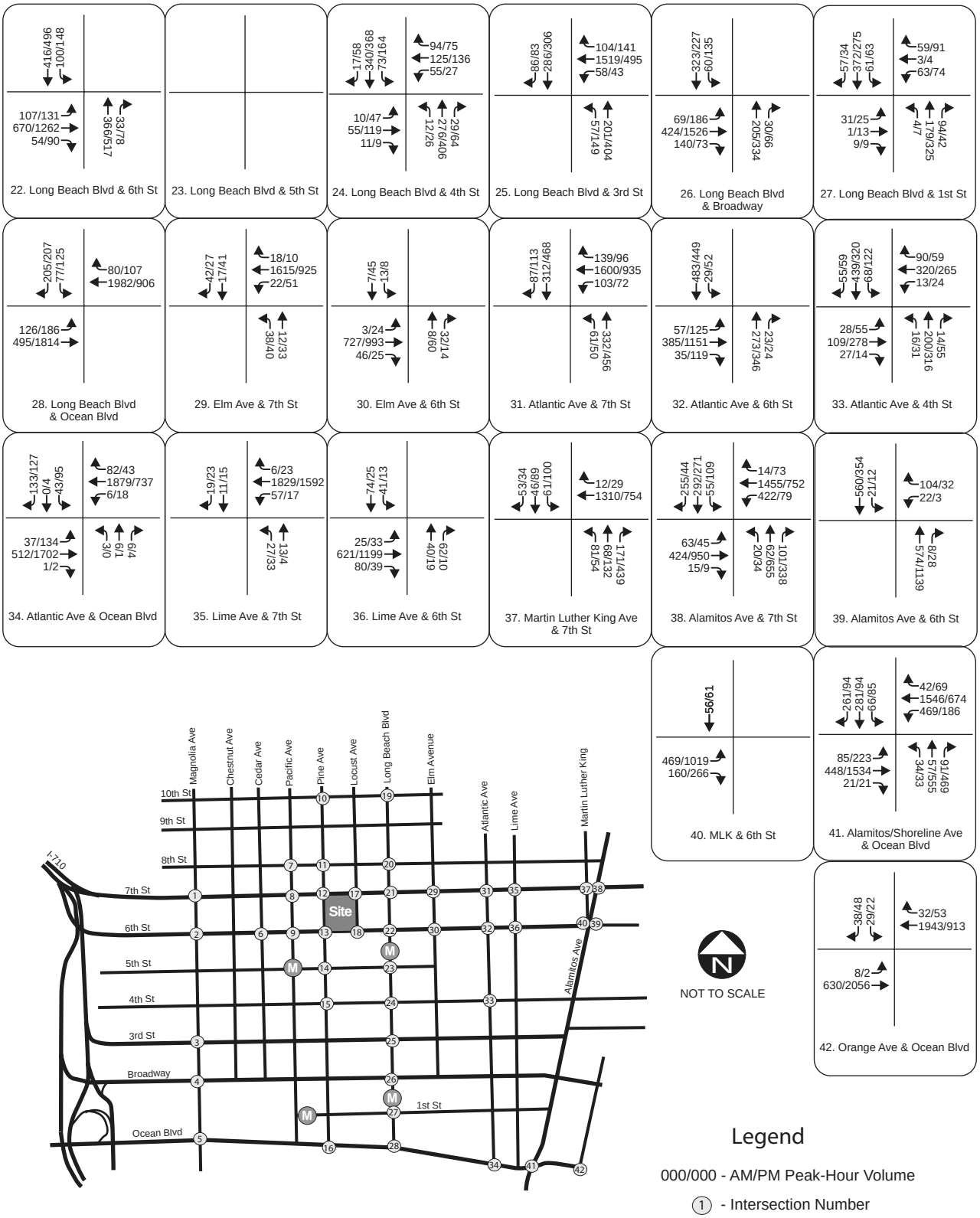
Existing Traffic Operations Analysis. AM and PM peak-hour LOS analyses were conducted for the 42 study intersections based on the measured traffic volumes, geometries, signal timings, and the previously described methodologies. All intersection analyses are performed using the TRAFFIX (Traffic Impact Analysis) software program. The existing conditions LOS analyses results are shown in Table 4.10-3.



Existing Peak-Hour Traffic Volumes

Source: Meyer, Mohaddes Associates, July 2006

Figure 4.10-2A



Existing Peak-Hour Traffic Volumes

Source: Meyer, Mohaddes Associates, July 2006

Figure 4.10-2B

City of Long Beach

Table 4.10-2
Level of Service Criteria for Unsignalized Intersections

Level of Service (LOS)	Highway Capacity Manual Average Control Delay (sec/veh)	Level of Service Description
A	< 10	Little or no delay
B	> 10 and < 15	Short traffic delays
C	> 15 and < 25	Average traffic delays
D	> 25 and < 35	Long traffic delays
E	> 35 and < 50	Very long traffic delays
F	> 50	Severe congestion

LOS D is generally considered to be the lowest acceptable LOS in an urban or suburban area. LOS E and F are considered to be unacceptable operating conditions that warrant mitigation. The results, shown in Table 4.10-3, indicate that 2 of the 42 study intersections are currently operating at LOS E or F during either the AM or PM peak hour or both. The remaining intersections currently operate at LOS D or better. The intersections that currently operate at poor service levels are:

- *Lime Avenue and 7th Street*
- *Alamitos Avenue/Shoreline Drive and Ocean Boulevard*

Parking. Parking for existing Press-Telegram building and restaurant are is provided in on-site surface parking lots. Parking for the Meeker Building is provided partially on-site in a small surface lot. Patron parking is accommodated in area on-street parking and public off-street lots. Public on-street parking is currently provided along Pine and Locust Avenues.

Existing Transit Service. There are five transit agencies that provide service around the proposed redevelopment sites: Metropolitan Transportation Authority (MTA), Long Beach Transit (LBT), Torrance Transit, Los Angeles Department of Transportation (LADOT) and Orange County Transportation Authority (OCTA). Together, the five transit agencies run a total 39 bus routes and 1 rail line in the vicinity of the project site, as described below:

MTA Bus Service. The MTA operates two bus lines daily through the 1st Street transit mall:

- *Metro Line 60/360 (Long Beach Boulevard- Santa Fe Avenue)*
- *Metro Line 232 (LAX to Long Beach)*

MTA "Blue Line" Rail Service. In addition to the 39 bus lines operating within the project area, there is also one Metro light rail line that travels through downtown Long Beach. The Metro Blue Line is part of the Metro Rail Transit System that runs north-south from Los

Table 4.10-3
Current Operating Conditions at Study Area Intersections

Study Intersection		AM Peak			PM Peak		
		LOS	Del/Veh	V/C	LOS	Del/Veh	V/C
1	Magnolia Ave & 7th St	C		0.735	A		0.548
2	Magnolia Ave & 6th St	B		0.629	C		0.763
3	Magnolia Ave & 3rd St	A		0.597	A		0.478
4	Magnolia Ave & Broadway	B		0.619	A		0.527
5	Magnolia Ave & Ocean Blvd	B		0.697	B		0.695
6	Cedar Ave & 6th Street	A		0.409	A		0.417
7	Pacific Ave. & 8th Street	A		0.375	A		0.388
8	Pacific Ave & 7th St	B		0.610	A		0.479
9	Pacific Ave & 6th St	A		0.466	A		0.469
10	Pine Ave. & 10th Street	A		0.428	A		0.514
11	Pine Ave & 8th St	A		0.408	A		0.340
12	Pine Ave & 7th St	A		0.553	A		0.450
13	Pine Ave & 6th St	A		0.427	B		0.642
14	Pine Ave & 5th St	A		0.294	A		0.404
15	Pine Ave & 4th St	A		0.313	A		0.436
16	Pine Ave & Ocean Blvd	B		0.626	C		0.711
17	Locust Ave & 7th St	A		0.566	A		0.370
18	Locust Ave & 6th St	A		0.354	A		0.485
19	Long Beach Blvd & 10th St	A		0.584	A		0.574
20	Long Beach Blvd & 8th St	A		0.495	A		0.464
21	Long Beach Blvd & 7th St	B		0.637	A		0.536
22	Long Beach Blvd & 6th St	A		0.468	B		0.653
23	Long Beach Blvd & 5th St	N/A			N/A		
24	Long Beach Blvd & 4th St	A		0.419	A		0.563
25	Long Beach Blvd & 3rd St	A		0.574	A		0.423
26	Long Beach Blvd & Broadway	A		0.347	B		0.628
27	Long Beach Blvd & 1st St	A		0.312	A		0.361
28	Long Beach Blvd & Ocean Blvd	B		0.698	A		0.576
29	Elm Ave & 7th St	A		0.516	A		0.388
30	Elm Ave & 6th St	A		0.318	A		0.383
31	Atlantic Ave & 7th St	B		0.682	A		0.578
32	Atlantic Ave & 6th St	A		0.401	A		0.568
33	Atlantic Ave & 4th St	A		0.575	A		0.554
34	Atlantic Ave & Ocean Blvd	B		0.644	A		0.569
35	**Lime Ave & 7th St**	**F**	**72.4**		D	29.5	
36	Lime Ave & 6th St	A		0.368	A		0.416
37	Martin Luther King Ave & 7th S	B		0.660	B		0.623
38	Alamitos Ave & 7th St	D		0.823	C		0.775
39	Alamitos Ave & 6th St	A		0.404	A		0.526
40	MLK & 6th St	A		0.315	A		0.536
41	**Alamitos/Shoreline & Ocean**	**E**		**0.944**	**E**		**0.928**
42	Orange Ave & Ocean Blvd	C		0.785	D		0.808

City of Long Beach Standards:
Signalized Intersection - ICU Methodology - Volume-to-Capacity Ratio (V/C)
Unsignalized Intersection - 2000 HCM Methodology - Delay per Vehicle (Del/Veh)

Angeles to Long Beach. The Metro Blue Line starts at 7th Street/Metro Center/Julian Dixon in downtown Los Angeles and travels south via Long Beach Avenue, Willowbrook Avenue, and Long Beach Boulevard to its final destination at the Long Beach Transit Mall. The train operates Monday through Sunday, including all major holidays.

Long Beach Transit Bus Service. Long Beach Transit operates 28 bus routes through the 1st Street transit mall:

- *Long Beach Transit Line 1 (Easy Avenue)*
- *Long Beach Transit Line 7 (Orange Avenue)*
- *Long Beach Transit Line 21 (Cherry Avenue)*
- *Long Beach Transit Line 22 (Downey Avenue)*
- *Long Beach Transit Line 23 (Cherry to Carson Street Only)*
- *Long Beach Transit Line 46 (Anaheim Street to downtown Long Beach)*
- *Long Beach Transit Line 51 (Long Beach Boulevard to Artesia Station)*
- *Long Beach Transit Line 52 (Long Beach Boulevard to Artesia Boulevard)*
- *Long Beach Transit Line 61 (Atlantic Avenue to Artesia Station)*
- *Long Beach Transit Line 62 (Atlantic Avenue to Alondra Boulevard)*
- *Long Beach Transit Line 63 (Atlantic Avenue to Artesia Boulevard)*
- *Long Beach Transit Line 66 (ZAP Atlantic)*
- *Long Beach Transit Line 81 (10th Street to CSULB)*
- *Long Beach Transit Line 91 (7th Street / Bellflower Boulevard)*
- *Long Beach Transit Line 92 (7th Street / Woodruff Avenue)*
- *Long Beach Transit Line 93 (7th Street / Clark Avenue)*
- *Long Beach Transit Line 94 (7th Street to Los Altos Only)*
- *Long Beach Transit 96 ZAP (The 96 ZAP 7th Street)*
- *Long Beach Transit Line 111 (Broadway / Lakewood Boulevard)*
- *Long Beach Transit Line 112 (Broadway / Clark Avenue)*
- *Long Beach Transit Line 172 (PCH / Palo Verde)*
- *Long Beach Transit Line 173 (PCH / Studebaker)*
- *Long Beach Transit Line 174 (PCH / Ximeno Avenue Only)*
- *Long Beach Transit Line 181 (Magnolia / 4th Street)*
- *Long Beach Transit Line 182 (Pacific Avenue / 4th Street)*
- *Long Beach Transit Line 191 (Santa Fe / Del Amo Boulevard)*
- *Long Beach Transit Line 192 (Santa Fe / South Street)*
- *Long Beach Transit Line 193 (Santa Fe via McHelen to Del Amo Station)*

In addition, LBT operates free shuttle buses (the Passport) in the downtown area and between major attractions near the downtown. Passport routes in the project site vicinity include:

- *Passport A (Alamitos Bay Landing)*
- *Passport C (Queen Mary)*
- *Passport D (Los Altos)*
- *Tour D'Art*

Torrance Transit Bus Service. Torrance Transit Line 3 (Redondo Beach to downtown Long Beach) travels east-west from the Redondo Beach Pier to downtown Long Beach. It operates Monday through Sunday, excluding New Year's Day, Thanksgiving Day and Christmas.

LADOT Transit Service. The Los Angeles Department of Transportation (LADOT) Commuter Express Line 142 (San Pedro / Terminal Island / Long Beach Express) runs predominately east-west from Ports O'Call and Sampson in San Pedro to the Long Beach Transit Mall via 10th Street, SR-47, Ocean Boulevard and Long Beach Boulevard. It operates Monday through Sunday, including all major holidays.

OCTA Transit Service. Orange County Transportation Authority (OCTA) Route 60 (Long Beach to Tustin) operates through the 1st Street transit mall. It runs east-west from the Long Beach Transit Mall to Larwin Square in Tustin via 7th Street, Westminster and 17th Street. It operates Monday through Sunday, including all major holidays.

d. Future Year without Project Conditions. To evaluate the potential impact of the proposed project on local traffic conditions, it is first necessary to develop a forecast of future traffic volumes in the study area under conditions without the project. This provides a basis against which to measure the project's traffic impacts.

The proposed project is expected to be completed by the Year 2015. The projection of Year 2015 No-Project traffic consists of existing traffic plus ambient traffic growth (general background regional growth) plus growth in traffic generated by specific cumulative projects expected to be completed by 2015. The following describes the two growth components.

Background Traffic Growth. Ambient growth is regional background growth from development and growth located outside the study area and increased activity at current development within the study area. An annual background growth rate of 1.00 percent was factored into the future traffic volumes.

Growth from Cumulative Projects. Adjacent projects in the downtown area would generate AM and PM trips that would affect the study area. Traffic growth resulting from cumulative development projects adjacent to the study area was based on a list of pending development and redevelopment projects, including apartments, condominiums, hotels, theatres, shopping centers, clubs, and restaurants. All cumulative projects were assumed to be completed by the Year 2015.

Morning and evening peak-hour trip estimates for cumulative projects were developed based on rates published in the Institute of Transportation Engineer's publication Trip Generation, 7th Edition. Adjustments were included for pass-by and non-auto trips based on information in the ITE trip generation publication and rates developed for other developments in downtown Long Beach. While transit access to all of the downtown sites is available, the location of the transit stops in relation to the site locations an explicit reduction in trips for transit use was not included. This is because the overall use of transit in the area could not be defined and the trip rates for uses such as apartments in the ITE manual include some use of transit in their calculations. Therefore, the trip estimates may be considered a worst-case projection. Table 5 of the traffic study in Appendix F presents the number of AM and PM trips generated from the

cumulative projects. A total of 3,879 AM and 5,354 PM trips will be generated by the cumulative developments in the study area.

The routes people will use traveling to and from the related project sites was determined based on the patterns of existing area traffic for similar types of developments and on patterns listed in previous traffic studies for the area. The trips generated by the related projects were assigned to the area street system based on this directional distribution.

Improvements as Part of Other Projects. One change to the existing street system that has been approved as part of another City Public Works project is the modification of the existing Long Beach Boulevard and 5th Street intersection. The intersection will be modified to allow full turning and through movements. The existing pedestrian traffic signal (located mid-block between 5th and 6th Streets) will be moved to this intersection to control vehicle and pedestrian movements. This change will allow for east-west through movement, as well as, left turn into and out of 5th Street from Long Beach Boulevard. This change has been included in the with- and without-project scenarios.

The proposed Shoreline Gateway project has been conditioned to install traffic signal at the intersections of Lime Avenue with 7th Street and 3rd Street. In addition, that project has proposed to remove the north approach of the Lime Avenue and Ocean Boulevard intersection and vacate the block of Lime Avenue between Ocean Boulevard and Medio Street.

Year 2015 Without-Project Traffic Operations. The projection of Year 2015 Without-Project traffic consists of existing traffic plus ambient traffic growth and traffic generated by the related projects, all of which were assumed to be completed by the Year 2015. The total Year 2015 Without-Project traffic volumes are illustrated on Figures 4.10-3a and 4.10-3b. Based on these traffic forecasts, 4 intersections, including 1 that is currently operating at LOS E or F, are projected to be operating at LOS E or LOS F. The 4 intersections are:

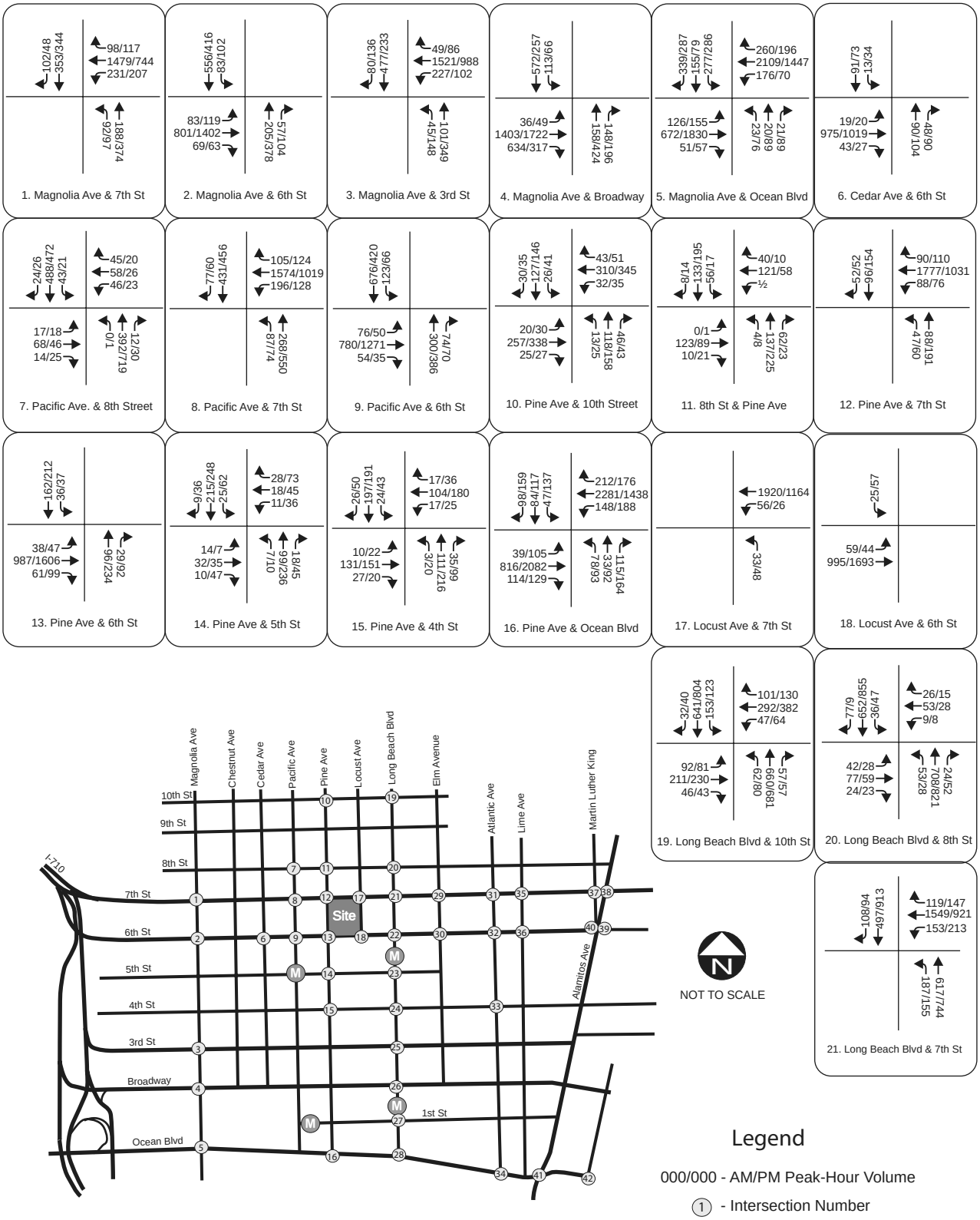
- *Pine Avenue and Ocean Boulevard*
- *Alamitos Avenue and 7th Street*
- *Alamitos Avenue/Shoreline Drive and Ocean Boulevard*
- *Orange Avenue and Ocean Boulevard*

The remaining intersections would operate at LOS D or better. Table 4.10-4 shows the capacity analysis results.

4.10.2 Impact Analysis

a. Methodology and Significance Thresholds.

Study Methodology. The first step in analyzing future traffic conditions with the proposed project is to estimate trip generation from the project. Similar to the related projects in the previous chapter, the ITE Trip Generation rates were used to estimate future project-related trips. For this analysis, it was assumed that all of the project would be completed in a single phase by the Year 2015. Therefore, no phasing analysis was completed. The project is expected to generate approximately 190 new trips in the AM peak hour and 220 new trips in the PM peak

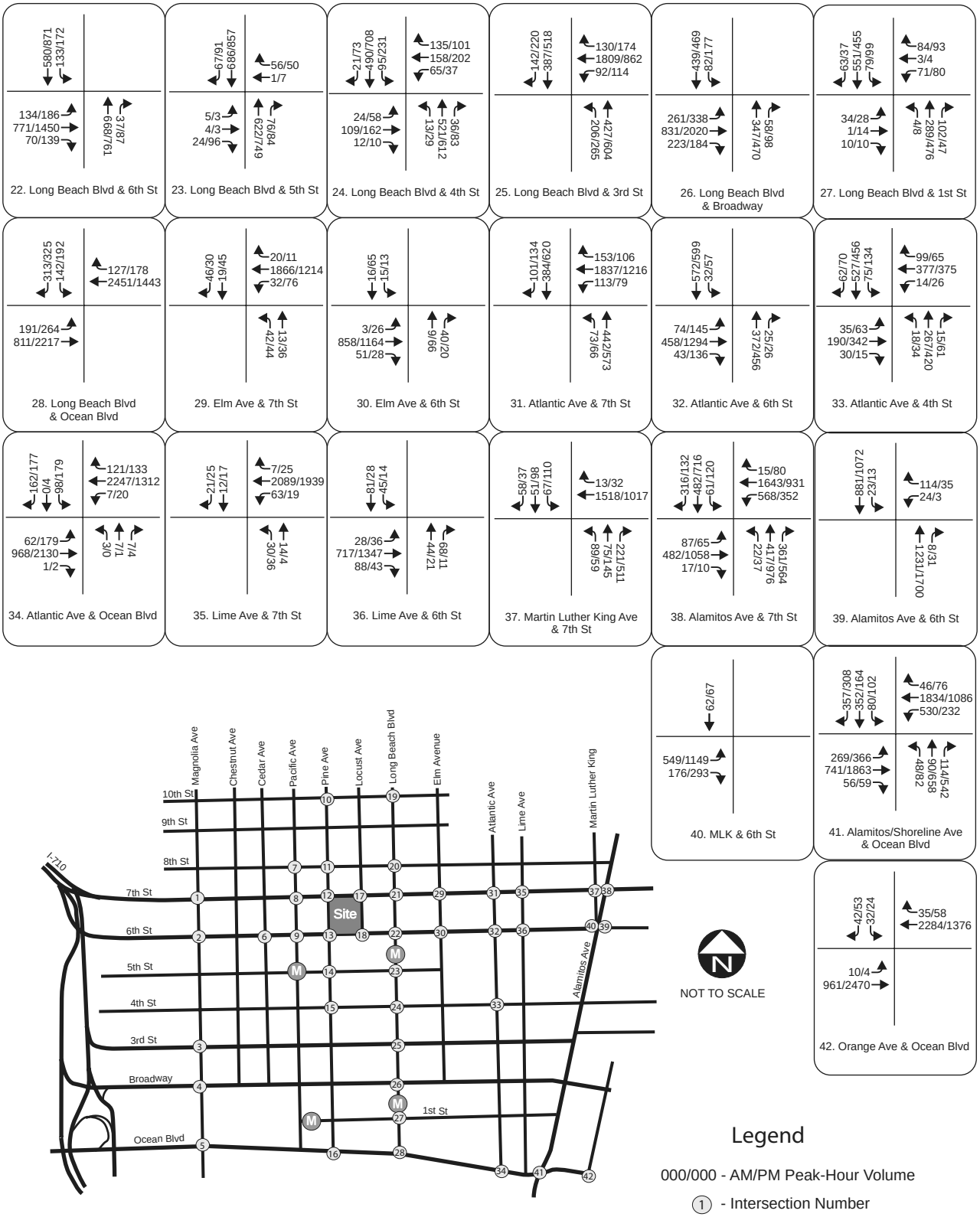


2015 Future Without Project Peak-Hour Traffic Volumes

Source: Meyer, Mohaddes Associates, July 2006

Figure 4.10-3A

City of Long Beach



2015 Future Without Project Peak-Hour Traffic Volumes

Source: Meyer, Mohaddes Associates, July 2006

Figure 4.10-3B

City of Long Beach

Table 4.10-4
Year 2015 Without Project Intersection Conditions

Study Intersection		Year 2015 No Project					
		AM Peak			PM Peak		
		LOS	Del/Veh	V/C	LOS	Del/Veh	V/C
1	Magnolia Ave & 7th St	D		0.835	B		0.643
2	Magnolia Ave & 6th St	C		0.720	D		0.879
3	Magnolia Ave & 3rd St	C		0.733	B		0.610
4	Magnolia Ave & Broadway	C		0.756	C		0.749
5	Magnolia Ave & Ocean Blvd	D		0.860	D		0.814
6	Cedar Ave & 6th Street	A		0.472	A		0.535
7	Pacific Ave. & 8th Street	A		0.397	A		0.444
8	Pacific Ave & 7th St	C		0.721	A		0.585
9	Pacific Ave & 6th St	A		0.531	A		0.564
10	Pine Ave. & 10th Street	A		0.493	A		0.565
11	Pine Ave & 8th St	A		0.399	A		0.372
12	Pine Ave & 7th St	B		0.641	A		0.543
13	Pine Ave & 6th St	A		0.479	C		0.743
14	Pine Ave & 5th St	A		0.326	A		0.451
15	Pine Ave & 4th St	A		0.392	A		0.516
16	**Pine Ave & Ocean Blvd**	C		0.785	**E**		**0.925**
17	Locust Ave & 7th St	B		0.610	A		0.431
18	Locust Ave & 6th St	A		0.378	A		0.559
19	Long Beach Blvd & 10th St	B		0.668	B		0.677
20	Long Beach Blvd & 8th St	A		0.545	A		0.568
21	Long Beach Blvd & 7th St	C		0.774	C		0.718
22	Long Beach Blvd & 6th St	B		0.617	C		0.787
23	Long Beach Blvd & 5th St	A		0.406	A		0.505
24	Long Beach Blvd & 4th St	A		0.581	C		0.759
25	Long Beach Blvd & 3rd St	C		0.772	B		0.665
26	Long Beach Blvd & Broadway	A		0.495	D		0.825
27	Long Beach Blvd & 1st St	A		0.370	A		0.434
28	Long Beach Blvd & Ocean Blvd	D		0.882	C		0.709
29	Elm Ave & 7th St	A		0.578	A		0.463
30	Elm Ave & 6th St	A		0.357	A		0.432
31	Atlantic Ave & 7th St	C		0.775	C		0.712
32	Atlantic Ave & 6th St	A		0.457	B		0.656
33	Atlantic Ave & 4th St	B		0.655	B		0.676
34	Atlantic Ave & Ocean Blvd	C		0.769	B		0.702
35	Lime Ave & 7th St	B		0.650	A		0.583
36	Lime Ave & 6th St	A		0.402	A		0.453
37	Martin Luther King Ave & 7th S	C		0.741	C		0.754
38	**Alamitos Ave & 7th St**	**E**		**0.982**	**F**		**1.153**
39	Alamitos Ave & 6th St	B		0.638	C		0.716
40	MLK & 6th St	A		0.348	A		0.590
41	**Alamitos/Shoreline Ave & Ocean**	**F**		**1.231**	**F**		**1.216**
42	Orange Ave & Ocean Blvd	**E**		**0.901**	**E**		**0.947**

City of Long Beach Standards:
Signalized Intersection - ICU Methodology - Volume-to-Capacity Ratio (V/C)
Unsignalized Intersection - 2000 HCM Methodology - Delay per Vehicle (Del/Veh)

hour, as shown in Table 4.10-5. These trips represent the number of additional trips that would be generated above existing levels.

The existing employees from the Press-Telegram building would be relocated to the Arco Building located in the 400 West block of Ocean Boulevard. The employee traffic generated by the existing offices was relocated in the traffic assignment model to account for their relocation to that site. The traffic related to the existing restaurant use was removed from the area intersections and street system.

The existing trips for the Meeker Building were not subtracted from the area streets and intersections as it was difficult to determine the exact number of vehicles that were generated by the building. It was assumed that the building does not currently generate a significant volume of traffic during the weekday AM and PM peak hours. Since these volumes were not removed in the final calculations, the analysis presents a conservative estimate of conditions.

The routes people will use traveling to and from the project were determined based on the patterns of existing area traffic for similar types of developments, patterns listed in previous traffic studies for the area, and on a select-zone analysis using the SCAG 2030 regional model for the downtown Long Beach area. For the proposed project, the trip assignment is primarily based on the residential component of the development as the retail/commercial components will serve predominantly local uses. The expected directional distribution of project traffic is illustrated on Figure 4.10-4.

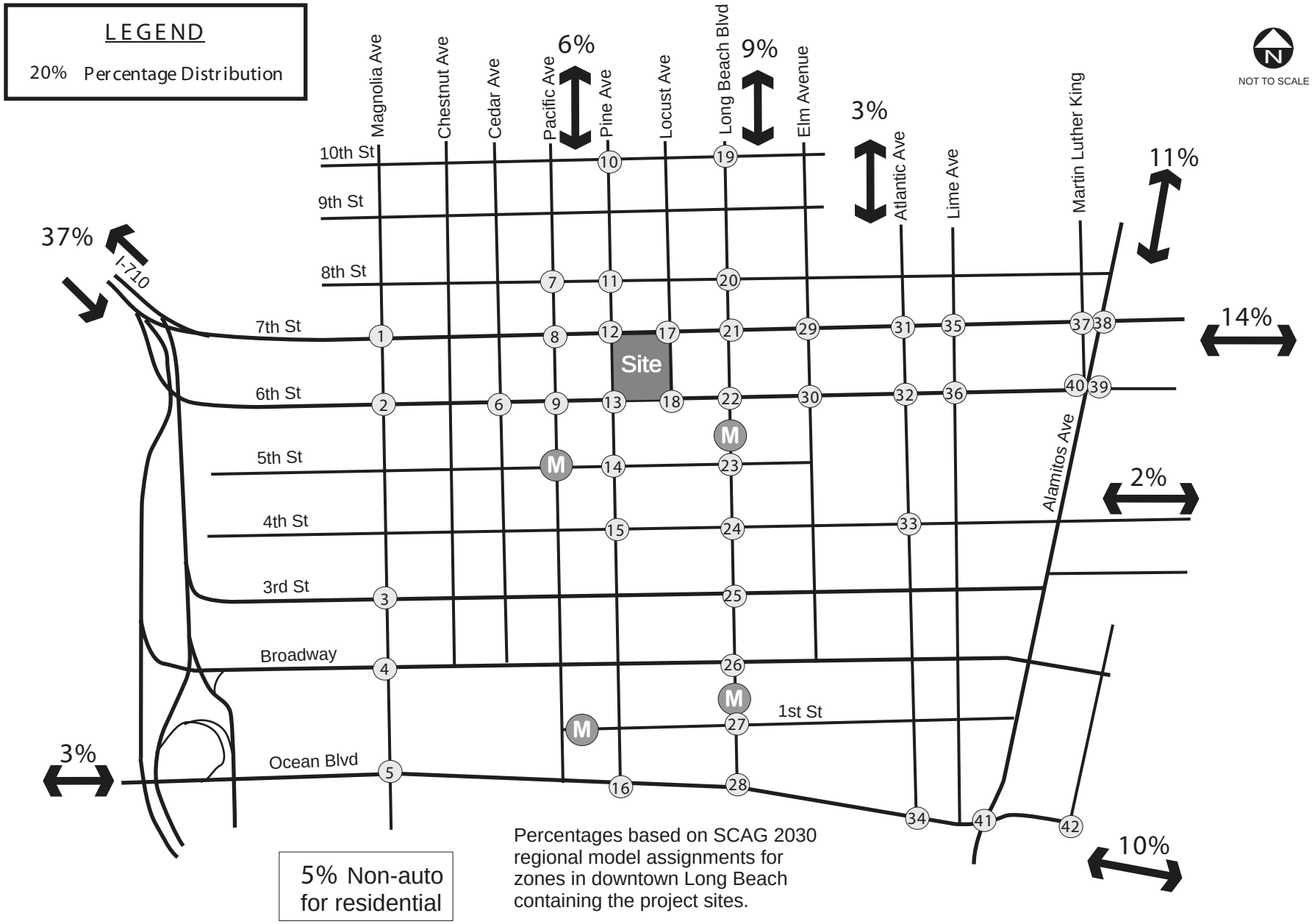
The trips generated by the project for the Year 2015 analysis periods were assigned to the area street system using the directional distribution described above. Because there are multiple access routes from the north, south, east, and west, the routes used for each user type in the project (resident, guest, patron, etc.) was considered depending on their access location. The overall project trip assignment is illustrated on Figures 4.10-5a and 4.10-5b.

Threshold of Significance. Based on the City of Long Beach traffic Impact Guidelines, an impact is considered significant when the resulting level-of service with the project traffic is E or F and project related traffic contributes a V/C of 0.020 or more to the critical movements.

b. Project and Cumulative Impacts and Mitigation Measures.

Impact T-1 **Project-generated traffic, in combination with cumulative traffic growth, would result in a significant impact at 1 of 42 study area intersections (Magnolia Avenue/6th Street) based on City of Long Beach significance criteria. Mitigation is available for that impact, but physical constraints make expansion of the roadway cross-section difficult. Therefore, the project and cumulative impact at that location would be Class I, *significant and unavoidable*.**

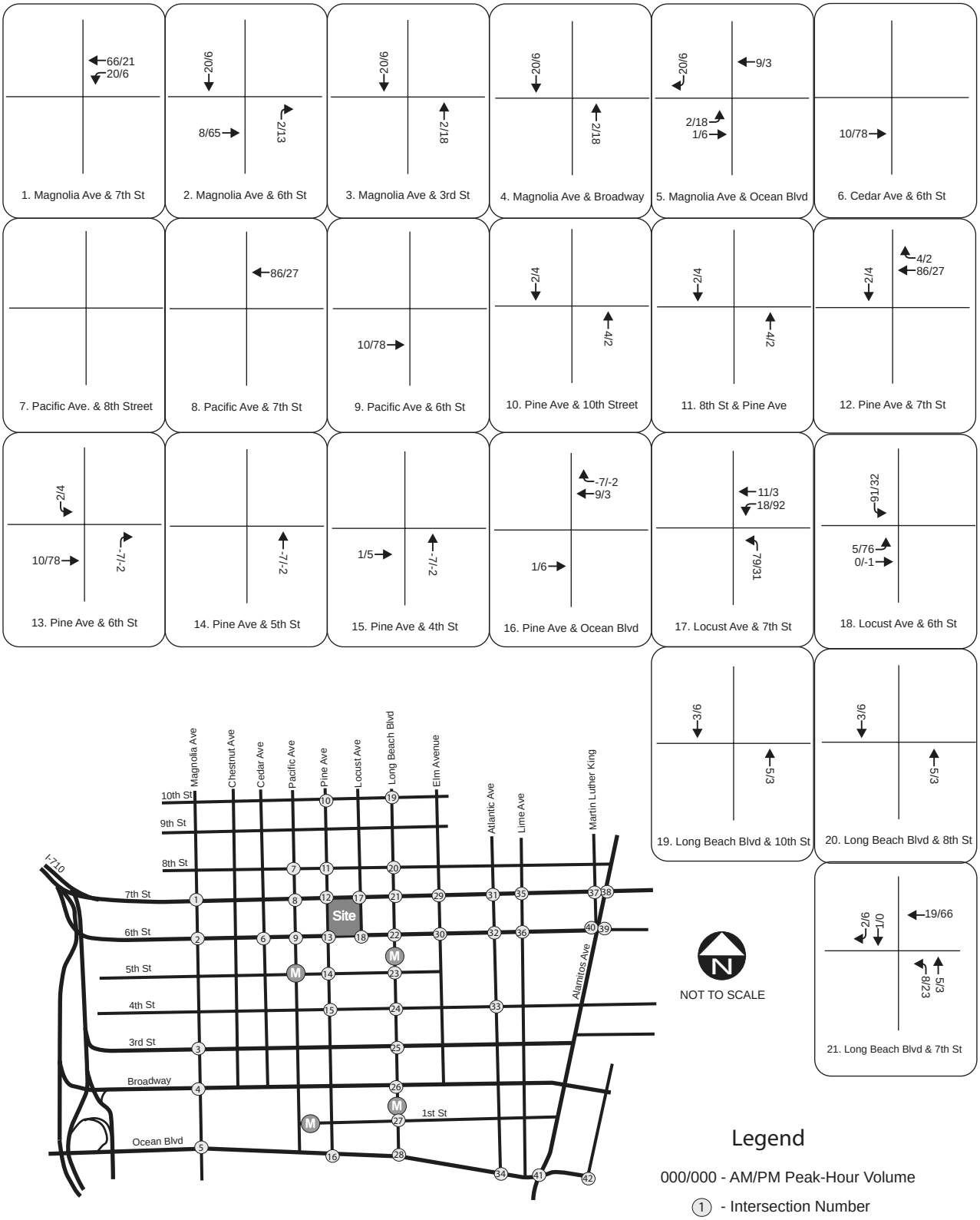
As indicated in Table 4.10-5, the proposed project would generate an estimated 2,663 daily vehicle trips, including 190 AM peak hour trips and 220 PM peak hour trips. The total intersection volumes for the Year 2015 (2015 baseline traffic + project traffic) are illustrated on Figures 4.10-6a and 4.10-6b. For the 2015 with project conditions, five study intersections are



Source: *Meyer, Mohaddes Associates, July 2006*

Project Trip Distribution

Figure 4.10-4

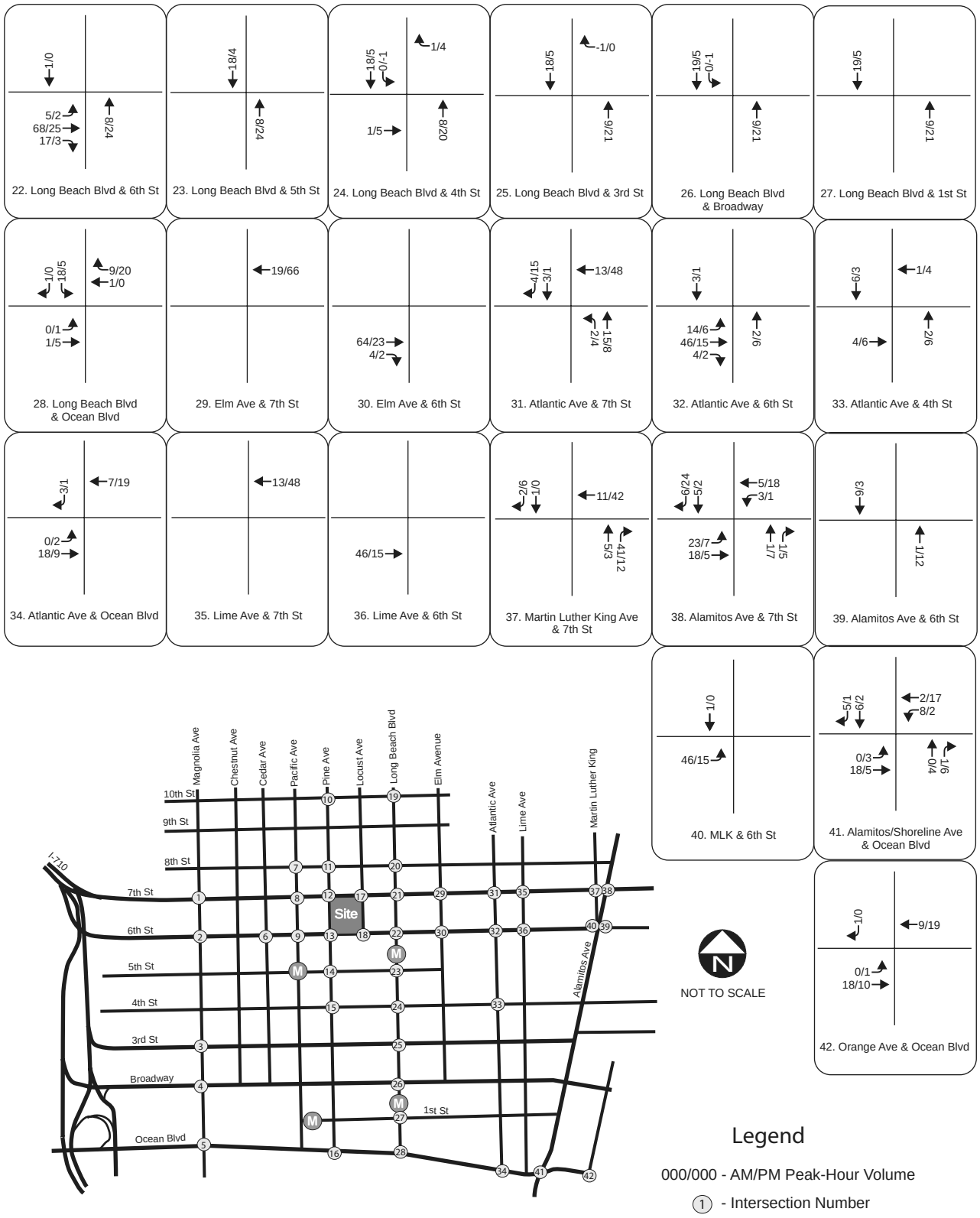


Year 2015 Project Only
Peak-Hour Traffic Volumes

Source: Meyer, Mohaddes Associates, July 2006

Figure 4.10-5A

City of Long Beach



Year 2015 Project Only
Peak-Hour Traffic Volumes

Source: Meyer, Mohaddes Associates, July 2006

Figure 4.10-5B

Table 4.10-5
Project Traffic Generation

Land Use	Size	Units	ITE Code	Trips Ends Generated						
				AM Peak			PM Peak			Daily 24-Hour
				Total	In	Out	Total	In	Out	
Residential	542	DU	230	200	34	166	240	161	79	2,700
Non Auto Trips Reduction (-5%)				-10	-2	-8	-12	-8	-4	-135
Subtotal Residential				190	32	158	228	153	75	2565
CSULB Arts Council Office and Classrooms	24,300	SF	540	73	54	19	62	36	26	668
Non Auto Trips Reduction (0%)				0	0	0	0	0	0	0
Retail Subtotal				73	54	19	62	36	26	668
Existing Restaurant to be Removed										
Field Counts	1			-7	-4	-3	-7	-4	-3	-85*
Existing Office to be Relocated										
Field Counts	230	Emp		-66	-61	-5	-63	-18	-45	-485*
Subtotal				**190**	**21**	**169**	**220**	**167**	**53**	**2,663**

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition

Notes:

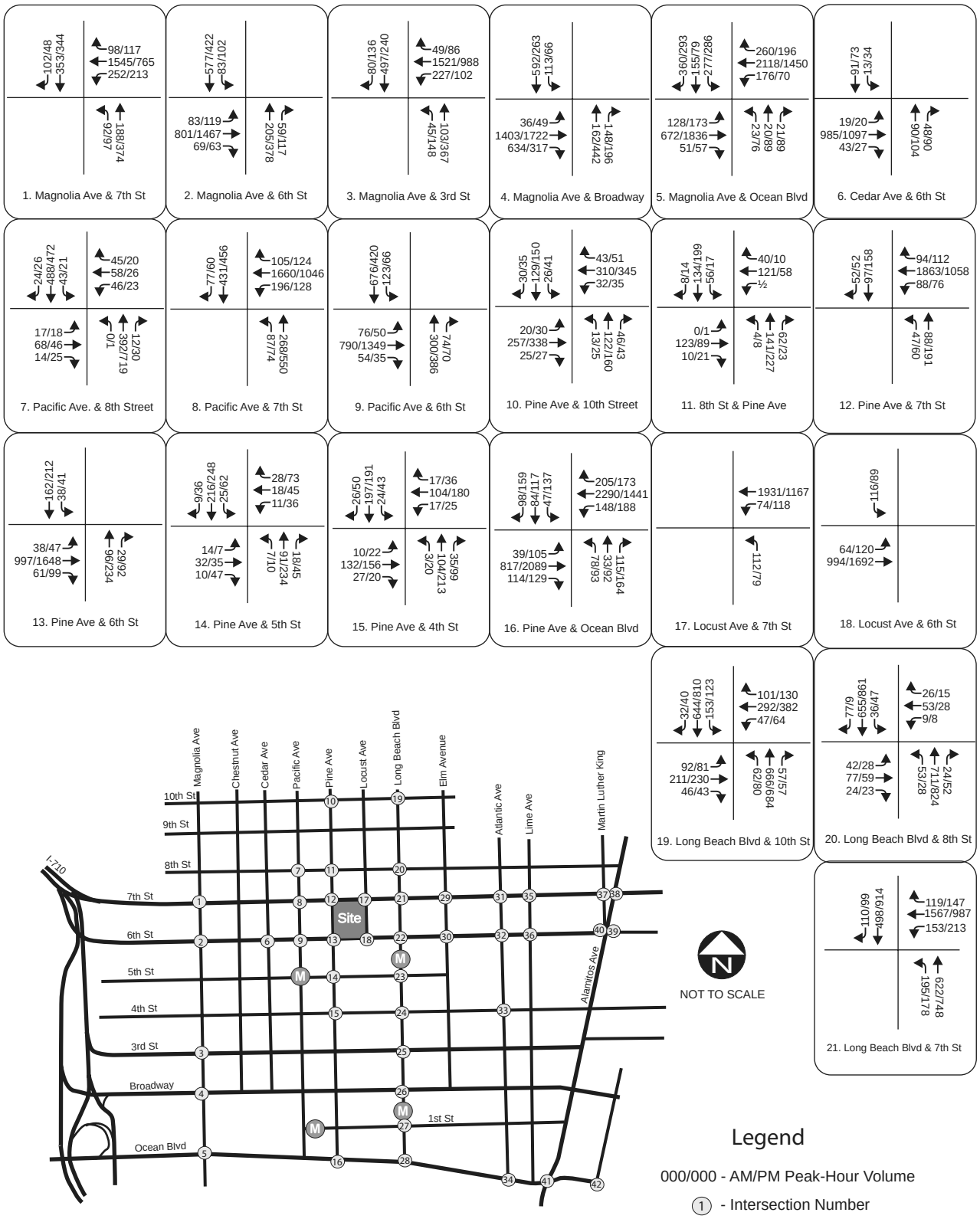
1. ITE 230 - Condominiums/Townhouse. No specific trip generation was assumed for the work portion of the live-work units as no specific use has been identified.

2. SF - Square Feet; DU - Dwelling Units, Emp – Employees

3. CSULB and Arts Council use was assumed to operate similar to a specialty school or community college, so ITE land use 540 - Community College was used to estimate trips.

4. Exiting Traffic data based on driveway counts conducted at the site in June 2006.

** Daily trips estimated based on ITE trip rates and AM and PM peak-period driveway counts.*

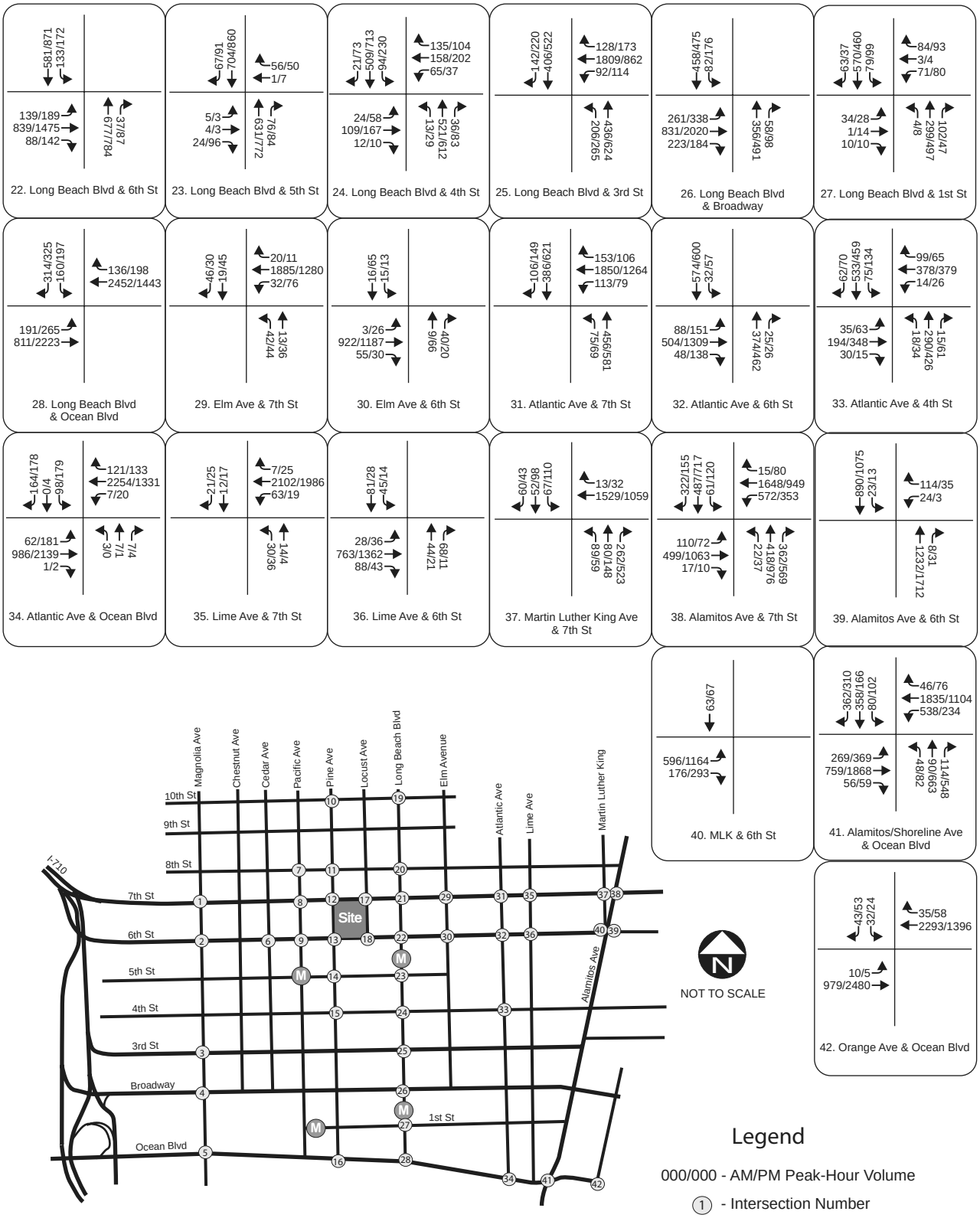


2015 Future With Project Peak-Hour Traffic Volumes

Source: Meyer, Mohaddes Associates, July 2006

Figure 4.10-6A

City of Long Beach



2015 Future With Project Peak-Hour Traffic Volumes

Source: Meyer, Mohaddes Associates, July 2006

Figure 4.10-6B

City of Long Beach

projected to operate at LOS E or LOS F during one or both of the weekday peak hours. These are:

- *Magnolia Avenue and 6th Street*
- *Pine Avenue and Ocean Boulevard*
- *Alamitos Avenue and 7th Street*
- *Alamitos/Shoreline and Ocean Boulevard*
- *Orange Avenue and Ocean Boulevard*

In addition, peak hour operations at 4 intersections would operate at LOS D during one or both of the peak hours. The remaining intersections would operate at acceptable levels of service. Table 4.10-6 shows the level of service results.

Based on the City's significance criteria, the project's impact would be significant at the following study area signalized intersection:

- *Magnolia Avenue and 6th Street*

It should also be noted that the Locust Avenue/7th Street Intersection has a substantial amount of vehicle and pedestrian traffic during the school year as some parents pick up and drop off children at or near the intersection. The proposed project would generate traffic utilizing this intersection as one of the primary access locations for the site. Although the primary drop off and pick up points are north of the intersection, conflicts could occur. However, these are not anticipated to be significant since the level of service is projected to remain at B or better. Any changes to the traffic signal timings or the sidewalks and crosswalks at this intersection would be carefully monitored to ensure that adequate access for the schools is maintained. In addition, conflicts during pick up would be partially alleviated due to the different timing of student pick ups, which are primarily before 5:00 PM, and peak hour trips for the project, most of which would fall after 5:00 PM. Morning traffic would mostly be left turns from Locust to 7th Street, further minimizing conflicts with drop offs.

Mitigation Measures. The following measure would address the project's impact at the Magnolia Avenue/6th Street intersection.

T-1(a) Magnolia Avenue/6th Street. The applicant shall either add an eastbound turn lane or a northbound right-turn lane. Any physical modifications to the intersection shall require the prior approval of City Traffic Engineer. If traffic volume reduction or geometric solution is not implemented, then the Project's impact would be considered significant and unavoidable.

The Magnolia Avenue/6th Street intersection is physically constrained with existing developments located close to the street. This makes expansion of the roadway cross-section difficult. Another option for addressing the project impact at this intersection is to reduce project-generated traffic by 8%. A project alternative that would reduce traffic by this amount is discussed in Section 6.0, *Alternatives*.

Table 4.10-6 Year 2015 With Project Intersection Operating Conditions

	Study Intersection	Year 2015															
		AM Peak						Diff.	Impact - Yes / No ?	PM Peak						Diff.	Impact - Yes / No ?
		No Project			With Project					No Project			With Project				
		LOS	Delay	V/C	LOS	Delay	V/C			LOS	Delay	V/C	LOS	Delay	V/C		
1	Magnolia Ave & 7th St	D		0.835	D		0.855	0.020	No	B		0.643	B		0.649	0.006	No
2	**Magnolia Ave & 6th St**	C		0.720	C		0.736	0.016	No	D		0.879	**E**		0.903	0.024	Yes
3	Magnolia Ave & 3rd St	C		0.733	C		0.740	0.007	No	B		0.610	B		0.622	0.012	No
4	Magnolia Ave & Broadway	C		0.756	C		0.763	0.007	No	C		0.749	C		0.755	0.006	No
5	Magnolia Ave & Ocean Blvd	D		0.860	D		0.877	0.017	No	D		0.814	D		0.815	0.001	No
6	Cedar Ave & 6th Street	A		0.472	A		0.474	0.002	No	A		0.535	A		0.555	0.020	No
7	Pacific Ave. & 8th Street	A		0.397	A		0.397	0.000	No	A		0.444	A		0.444	0.000	No
8	Pacific Ave & 7th St	C		0.721	C		0.740	0.019	No	A		0.585	A		0.591	0.006	No
9	Pacific Ave & 6th St	A		0.531	A		0.534	0.003	No	A		0.564	A		0.581	0.017	No
10	Pine Ave. & 10th Street	A		0.493	A		0.496	0.003	No	A		0.565	A		0.566	0.001	No
11	Pine Ave & 8th St	A		0.399	A		0.402	0.003	No	A		0.372	A		0.374	0.002	No
12	Pine Ave & 7th St	B		0.641	B		0.661	0.020	No	A		0.543	A		0.552	0.009	No
13	Pine Ave & 6th St	A		0.479	A		0.483	0.004	No	C		0.743	C		0.761	0.018	No
14	Pine Ave & 5th St	A		0.326	A		0.326	0.000	No	A		0.451	A		0.453	0.002	No
15	Pine Ave & 4th St	A		0.392	A		0.392	0.000	No	A		0.516	A		0.514	-0.002	No
16	**Pine Ave & Ocean Blvd**	C		0.785	C		0.787	0.002	No	**E**		0.925	**E**		0.927	0.002	No
17	Locust Ave & 7th St	B		0.610	B		0.674	0.064	No	A		0.431	A		0.477	0.046	No
18	Locust Ave & 6th St	A		0.378	A		0.412	0.034	No	A		0.559	A		0.589	0.030	No
19	Long Beach Blvd & 10th St	B		0.668	B		0.671	0.003	No	B		0.677	B		0.686	0.009	No
20	Long Beach Blvd & 8th St	A		0.545	A		0.546	0.001	No	A		0.568	A		0.569	0.001	No
21	Long Beach Blvd & 7th St	C		0.774	C		0.784	0.010	No	C		0.718	C		0.747	0.029	No
22	Long Beach Blvd & 6th St	B		0.617	B		0.636	0.019	No	C		0.787	C		0.800	0.013	No
23	Long Beach Blvd & 5th St	A		0.406	A		0.412	0.006	No	A		0.505	A		0.506	0.001	No
24	Long Beach Blvd & 4th St	A		0.581	A		0.583	0.002	No	C		0.759	C		0.767	0.008	No
25	Long Beach Blvd & 3rd St	C		0.772	C		0.778	0.006	No	B		0.665	B		0.667	0.002	No
26	Long Beach Blvd & Broadway	A		0.495	A		0.505	0.010	No	D		0.825	D		0.832	0.007	No
27	Long Beach Blvd & 1st St	A		0.370	A		0.379	0.009	No	A		0.434	A		0.441	0.007	No
28	Long Beach Blvd & Ocean Blvd	D		0.882	D		0.883	0.001	No	C		0.709	C		0.711	0.002	No
29	Elm Ave & 7th St	A		0.578	A		0.582	0.004	No	A		0.463	A		0.477	0.014	No
30	Elm Ave & 6th St	A		0.357	A		0.372	0.015	No	A		0.432	A		0.438	0.006	No
31	Atlantic Ave & 7th St	C		0.775	C		0.782	0.007	No	C		0.712	C		0.730	0.018	No
32	Atlantic Ave & 6th St	A		0.457	A		0.473	0.016	No	B		0.656	B		0.661	0.005	No
33	Atlantic Ave & 4th St	B		0.655	B		0.658	0.003	No	B		0.676	B		0.681	0.005	No
34	Atlantic Ave & Ocean Blvd	C		0.769	C		0.772	0.003	No	C		0.702	C		0.704	0.002	No
35	Lime Ave & 7th St	B		0.650	B		0.653	0.003	No	A		0.583	A		0.593	0.010	No
36	Lime Ave & 6th St	A		0.402	A		0.412	0.010	No	A		0.453	A		0.457	0.004	No
37	Martin Luther King Ave & 7th S	C		0.741	C		0.746	0.005	No	C		0.754	C		0.773	0.019	No
38	**Alamitos Ave & 7th St**	**E**		0.982	E		0.999	0.017	No	**F**		1.153	**F**		1.158	0.005	No
39	Alamitos Ave & 6th St	B		0.638	B		0.638	0.000	No	C		0.716	C		0.720	0.004	No
40	MLK & 6th St	A		0.348	A		0.366	0.018	No	A		0.590	A		0.595	0.005	No
41	**Alamitos/Shoreline Ave & Ocean**	**F**		1.231	**F**		1.234	0.003	No	**F**		1.216	**F**		1.227	0.011	No
42	**Orange Ave & Ocean Blvd**	**E**		0.901	**E**		0.905	0.004	No	**E**		0.947	**E**		0.95	0.003	No

City of Long Beach Standards:
Signalized Intersection - ICU Methodology - Volume to Capacity Ratio
Unsignalized Intersection - 2000 HCM Methodology - Delay per Vehicle
Signalized Intersection Impact Criteria and Threshold:
LOS E or F with the Project and an increase in V/C of 0.02 or greater.

To address other operational and safety concerns in the site immediate area, the following measures are proposed.

T-1(b) Locust Avenue/7th Street Intersection. To improve traffic operations and safety at this intersection, the applicant shall be responsible for modernizing the traffic signal to current City standards per the direction of the City Traffic Engineer.

T-1(c) Locust Avenue/6th Street Intersection. To improve traffic operations and safety at this intersection, the applicant shall be responsible for modernizing the traffic signal to current City standards per the direction of the City Traffic Engineer.

T-1(d) Pine Avenue/7th Street Intersection. The improve traffic operations at this intersection, the applicant shall be required to modify the southwest corner of the intersection per the direction of the City Traffic Engineer.

Significance after Mitigation. Table 4.10-7 shows operating conditions at the Magnolia Avenue and 6th Street intersection with Measure T-1(a). As indicated, the addition of a turn lane for either of the eastbound turning movement or the northbound right-turn movement would achieve LOS D or better and, therefore, would reduce the project's impact to a less than significant level. However, as noted above, the intersection is physically constrained with existing developments located close to the street. Therefore, expansion of the roadway cross-section may be infeasible. Therefore, the project's impact at the Magnolia Avenue/6th Street intersection would be unavoidably significant. A project alternative that would address this significant impact by reducing project-generated traffic by 8% is discussed in Section 6.0, *Alternatives*.

Table 4.10-7
Year 2015 With-Project Intersection Operating Conditions with Mitigation

Intersection	AM Peak Hour				PM Peak Hour			
	w/o Mitigation		w/ Mitigation		w/o Mitigation		w/ Mitigation	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
Magnolia Ave & 6th St	C	0.736			E	0.903		
With NB Right-Turn Lane			C	0.736			D	0.821
With EB Right-Turn Lane			C	0.720			D	0.888
With EB Left-Turn Lane			C	0.717			D	0.875

*Note: * denotes delay value, others are volume-to-capacity ratios*

Impact T-2 The proposed would not significantly affect freeway mainline locations or CMP arterial monitoring intersections. Therefore, the project's CMP impact would be Class III, *less than significant*.

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation

Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. A total of 164 intersections are identified for monitoring on the system in Los Angeles County.

The intersections of Alamitos Avenue with 7th Street and Ocean Boulevard are the only study area intersections that are part of the CMP Arterial monitoring locations. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity (V/C < 0.02), causing LOS F (V/C > 1.00). If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C < 0.02). The results of the capacity analysis (Table 4.10-6) indicate that the project would not increase demand at either intersection by 2% (V/C increase of 0.02) or more. Therefore, the proposed project would not have a significant impact at CMP Arterial monitoring locations.

For purposes of analyzing the mainline freeway impact of the proposed project, the nearest freeway monitoring station is located along the I-710 Freeway. Table 4.10-8 shows the project added trips by time period, direction and location. The project added trips were compared with CMP Traffic Impact Analysis guidelines to determine whether additional traffic impact analysis is needed at the freeway monitoring station.

Table 4.10-8
Project Added Trips at Freeway Monitoring Stations

Freeway Analysis Segment	Project Added Trips by Direction		Traffic Impact Analysis Required?	
	NB	SB	NB	SB
Weekday AM Peak Hour				
I-710 Freeway south of Anaheim Street	64	30	No	No
Weekday PM Peak Hour				
I-710 Freeway south of Anaheim Street	36	68	No	No

As shown in Table 4.10-8, the proposed project would not contribute more than the minimum threshold of 150 peak-period trips at any CMP mainline location. Based on CMP criteria, detailed impact analysis is not warranted and significant freeway impacts would not occur.

Mitigation Measures. The proposed project's impacts to CMP freeway mainline locations and CMP arterial monitoring intersections would not be significant; therefore, mitigation is not required.

Significance after Mitigation. Impacts to CMP freeway mainline locations and CMP arterial monitoring intersections would be less than significant without mitigation.

Impact T-3 Depending upon how the non-residential components of the proposed project are used, onsite parking may be sufficient to meet project demand. However, the 1,186 parking spaces provided by the proposed project are 204 spaces short of the City Code requirement. Therefore, parking impacts are considered Class II, *significant but mitigable*.

An analysis of the project's parking supply and demand was completed to determine whether the proposed project would have sufficient parking. The project would include up to 1,186 parking spaces. The current Long Beach parking code requires 1.5 to two parking spaces per residential units plus one guest parking space for every four units. In addition, the project would be required to provide up to 5 spaces for every 1,000 square feet of commercial space, four spaces per 1,000 square feet for the office uses, and 20 spaces per 1,000 square feet for the classroom space. The City's parking code does not specifically address the gallery space. However, for the purposes of calculating the shared parking demand, the analysis used four spaces per 1,000 square feet as the assumed peak parking demand. Preliminary parking plans are shown in figures 2-9 a through c in Section 2.0, *Project Description.*

With the parking demand for each use calculated as a stand alone element of the development, the site would require 1,390 spaces assuming the parking rates above. This would result in a parking shortage of 204 spaces, as listed Table 4.10-9. This would require that a standards variance be requested to allow for less than the required number of parking spaces.

Table 4.10-9
Parking Requirements

Land Use	Size	Units	Rate	Required Spaces
Residential				
Studio and one bedroom	290	D.U.s	2.0 per unit (tandem)	580
	73	D.U.s	1.5 per unit (standard)	110
Two or more bedrooms	179	D.U.s	2 per unit	358
Guest Parking	542	D.U.s	0.25 per unit	136
Live/Work Commercial Space	8,048	000's S.F	5 per 1,000 s.f.	41
CSULB Office	16.3	000s S.F	4 per 1,000 s.f.	65
CSULB Classroom	4.0	000s S.F	20 per 1,000 s.f.	80
Gallery/Exhibit Space	4.9	000s S.F	4 per 1,000 s.f.	20
Total Required				**1,390**
Total Proposed				**1,186**
Shortfall				**204**

Source: City of Long Beach Zoning and Development Services, August 2006

Mitigation Measures. The City has been monitoring downtown parking conditions for several years to identify any projected shortages and develop management strategies for addressing parking the parking supply and demand. While the areas adjacent to the project sites are served by several parking facilities, the majority of the available public parking is located in the City Place garages. Long-term projections indicate that parking will need to be added to the area to accommodate future demand. Recent surveys show that while parking demand during the weekday has stabilized, the demand during the weekend has increased.

In addition to monitoring parking usage in the downtown to manage the supply side, the City is also evaluating alternatives for managing parking demand at downtown facilities through a system of changeable message signs and video monitoring to identify available parking spaces and direct motorists to available facilities through a coordinated management system. In addition, through its TDM program the City continually encourages developments and businesses to provide alternatives to auto travel, and parking demand, in the downtown.

The following measure is proposed to address the potential parking shortfall for the project.

T-3 **Parking Management.** The project applicant shall complete a parking demand study, including a shared parking analysis, after a class program is defined in order to determine whether the amount of parking proposed is sufficient to adequately accommodate the anticipated demand. The results of the analysis shall be subject to the review and approval of the City traffic engineer. If the parking demand study determines that the parking proposed for the project would be sufficient, a variance shall be requested in accordance with the City's Zoning Regulations. However, if the study determines that parking would be insufficient or the variance request is denied, the project shall meet the City's parking requirements, in accordance with the Zoning Regulations.

Significance After Mitigation. With adherence to this mitigation measure, impacts would be less than significant.

Impact T-4 **The proposed project would generate an estimated 10 transit riders during the AM peak hour and 11 transit riders during the PM peak hour. Because this number of riders would not require service expansions, transit-related impacts would be Class III, *less than significant*.**

Transit usage by the project residents and patrons is expected to be typical for this area of Downtown Long Beach because of the availability of bus and rail service in the area. Therefore, future transit usage rate was assumed to be about 3.5% of the overall development (or 5% of the residential development), which is the average for this area of Los Angeles County.

The projected future transit ridership for the proposed project was estimated based on the overall trip generation for the proposed project using the ITE rates and then multiplying that total trip generation by the 3.5% transit usage rate. This non-auto use factor was included in the trip assignments. This includes a reduction for transit and walking trips.

The assumptions and analyses used to determine the number of percentage trips assigned to transit were calculated using guidelines set forth in the 2004 Congestion Management Program for Los Angeles County. The proposed project would generate approximately 10 transit riders in the AM peak hour and 11 transit riders in the PM peak hour. These projections are shown in Table 4.10-10.

Table 4.10-10
New Project Transit Trip Generation

Land Use	Total Trips	
	AM Peak Hour	PM Peak Hour
New Residential	200	240
New Office/Classroom	73	62
Existing Office	-66	-63
Existing Restaurant	-7	-7
Subtotal	200	232
Person-Trip Rate	1.4	1.4
Total Person Trips	280	325
3.5% Transit Use	3.50%	3.50%
New Transit Riders	10	11

Note: does not include riders from existing Meeker Building

To encourage the use of public transit and non-auto trip making, the project would include transportation demand management (TDM) feature outlined in the City's TDM policies including, where appropriate, bicycle parking, safe bicycle access to streets and parking, efficient pedestrian access, and pedestrian-friendly access to area transit facilities. The City's Bicycle master Plan includes on-street bike lanes along Broadway, 3rd Street, Magnolia, Pacific Avenue, and Alamitos Avenue. In addition, bicycle parking facilities are proposed along several streets and the existing downtown "Bike Station" provides access to bicycles and service. All of the developments in the project would be required to coordinate with area transit providers to accommodate and encourage transit use by residents and patrons. For non-residential occupants, 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.

Discussions with Long Beach Transit officials indicated that no system improvements would be required for the proposed project. Therefore, transit impacts would not be significant. Nevertheless, Long Beach Transit will monitor conditions and adjust/coordinate services as needed in the future to address changes in demand.

Mitigation Measures. Mitigation is not required since no significant impacts to transit service have been identified. To encourage the use of public transit and non-auto trip making, the proposed project would include transportation demand management (TDM) feature

outlined in the City's TDM policies including, where appropriate, bicycle parking, safe bicycle access to streets and parking, efficient pedestrian access, and pedestrian-friendly access to area transit facilities. The City's Bicycle master Plan includes on-street bike lanes along Broadway and 3rd Street. In addition, bicycle parking facilities are proposed along several streets and the existing downtown "Bike Station" provides access to bicycles and service. All of the developments in the project would 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.

Significance After Mitigation. Impacts to transit service would be less than significant without mitigation.

4.11 UTILITIES AND SERVICE SYSTEMS

This section analyzes impacts to water service, wastewater treatment and collection, solid waste disposal service, and the provision of electricity and natural gas.

4.11.1 Setting

a. Water. Water for the City of Long Beach service area is supplied by groundwater, imported water, and reclaimed wastewater. Average citywide water demand has been approximately 75,000 acre-feet per year (AFY) (Long Beach Water Department [LBWD], 2005). The City pumps ground water from the Central Basin, which is monitored by a court appointed water master, the Department of Water Resources (DWR). DWR identifies 41 water wells within the City of Long Beach, of which 31 have been producing water in recent years. The City has a right to extract a total of 32,684 acre-feet per year from the basin. The remainder of the City's water needs is currently met by the Metropolitan Water District (MWD) of Southern California, which delivers water imported from the Colorado River and State Water Project to the City. Additionally, a small supply of treated wastewater from the Long Beach Reclamation Plant (LBRP), which is owned and operated by the Los Angeles County Sanitation Districts, is used in the City for landscape irrigation and indoor plumbing.

Water supply goals, policies and regulations applicable to the project are contained in the Long Beach Water Department's (LBWD) Urban Water Management Plan (UWMP), the Long Beach 2010 Strategic Plan, Metropolitan Water District (MWD) rules and regulations, Technical Support Documents (TSD) rules and regulations, and Title 22, Division 4 of the State of California Administrative Code, which addresses the use of reclaimed wastewater. On October 9, 2001, Senate Bill 221 (Kuehl) and Senate Bill 610 (Costa) were signed into law. Effective January 1, 2002, SB 221 prohibits a city or county from approving development agreements, parcel maps or tentative tract maps for certain projects, including any subdivision with more than 500 dwelling units unless a sufficient water supply is, or will be, available for the subdivision prior to its completion. SB 610 requires cities and counties to consider water supply assessments when considering approval of applicable development projects in order to determine whether projected water supplies can meet the project's anticipated water demand. This includes whether a sufficient water supply exists to meet project and cumulative water demand in normal, single- and multi-dry years for 20 years. This section summarizes the findings of a Water Availability Assessment for the project prepared pursuant to Water Code §10910 et seq. The Water Availability Assessment was prepared by the Long Beach Water Department pursuant to SB 610. The preliminary Water Availability Assessment, included in this EIR as Appendix G, was conducted in accordance with the original site plan information associated with the Notice of Preparation. Although the site uses have changed slightly, the analysis and conclusions found in the Assessment remain valid.

Table 4.11-1 lists the amount of water supply purchased from MWD, produced from City groundwater wells, gained from recycled water, and projected future desalinated seawater through 2030 according to the LBWD's Urban Water Management Plan (2005) and Water Availability Assessment.

Table 4.11-1
Current and Projected Water Supplies for the City of Long Beach (acre-feet/year)

Water Supply Sources	2000	2005	2010	2015	2020	2025	2030
Purchased from MWD	46,475	43,939	35,658	30,758	31,912	30,488	29,516
City produced groundwater	24,582	25,955	32,684	32,684	32,684	32,684	32,684
Desalinated Seawater	0	0	5,000	10,000	10,000	10,000	10,000
Total Potable	**71,057**	**69,894**	**73,342**	**73,142**	**74,596**	**73,172**	**72,200**
Reclaimed Water	5,190	5,210	6,458	8,058	9,604	12,428	14,400
Total	**76,247**	**75,104**	**79,800**	**81,500**	**84,200**	**85,600**	**86,600**

Source: Long Beach Water Department Urban Water Management Plan, 2005
Units of measure: Acre-feet/year

MWD is the "supplemental" supplier of water for LBWD and the other 25 MWD member agencies that supply water to the 18 million people of the Southern California coastal plain. MWD provides the water LBWD needs in addition to the groundwater it pumps to meet the City's water demands. If the groundwater supplies increase, less water is purchased from MWD and vice versa. With significant investments and long term planning, MWD expects to fulfill its obligations as the supplemental supplier, by being 100% reliable through the year 2030.

LBWD has a right to the imported drinking water it expects to purchase wholesale from the MWD. The entitlement is embedded in State law (Section 135 of the Metropolitan Water District Act) and comes in the form of a preferential right to MWD supplies except during times of extreme emergencies. The MWD recalculates each of its member agency's preferential rights on an annual basis. LBWD's rights to MWD imported water, according to the 2005 calculation, is shown in Table 4.11-2

Table 4.11-2
LBWD's 2006 Preferential Rights to MWD Water

LBWD's Preferential Rights of MWD's Imported Water (%)	2.61%
Minimum MWD Supplies (Most severe and prolonged hydrological conditions)*	1,500,000 af/year
LBWD's Minimum Preferential Rights (Most severe conditions)	39,150 af/year

**MWD dry-year supplies include imported water, stored water, water purchased on the spot market, etc.*

A portion of LBWD's water supply is treated groundwater pumped from the Central Basin aquifer. The basin was adjudicated in 1965 limiting the amount of water to be extracted in any given year and assigning rights, or "Allowable Pumping Allocation" (APA) to extract that water to specified parties. LBWD was awarded certain APA rights at that time and has since purchased additional APA totaling 32,684 acre-feet APA per year. As shown in Table 4.11-3, LBWD has extracted less then their APA of 32,684 acre-feet per year each of the last six fiscal years.

Table 4.11-3
Groundwater Extracted by LBWD - AF/ Fiscal Year Ending Sept 30

Fiscal Year	2000	2001	2002	2003	2004	2005*
Acre-Feet Extracted	24,582	24,326	25,803	23,003	25,639	25,955

Source: LBWD, Water Availability Assessment prepared for the Press-Telegram Mixed Use Development, 2006.
** Estimate used in the 2005 UWMP*

LBWD extracts virtually all of its groundwater from the Central Basin, and it is reasonable to assume that no difficulties would be encountered extracting this groundwater over the next 20 years for the following combination of factors:

- *The Central Basin adjudication prevents over-drafting by imposing strict limits on extraction from the basin,*
- *The adjudication has imposed upon the Water Replenishment District of Southern California (WRD) the mandate to provide for the continual replenishment of the basin,*
- *WRD has fulfilled this mandate well, increasing the amount of water stored in the basin since the time of adjudication, and*
- *WRD is expected to continue to maintain the groundwater level in the basin in the future, given its mandate and access to resources through the fee it imposes whenever water is extracted.*

Tables 4.11-4 through 4.11-6 show current and projected LBWD water supplies and demand. These projections indicate that sufficient supplies can be reasonably relied upon to meet projected demands for the entire LBWD service area under single and multiple dry years, average years, and wet years.

Table 4.11-4
Groundwater Projected to be Extracted by LBWD AF/Year

Year	2010	2015	2020	2025	2030
Acre Feet to be Extracted	32,684	32,684	32,684	32,684	32,684

Source: LBWD Urban Water Management Plan, 2005

Table 4.11-5
Current Potable Demands and Dry-Year Supplies

	Normal Year	1st Dry Yr	2nd Dry Yr	3rd Dry Yr	4th Dry Yr
Groundwater Supplies	32,684	32,684	32,684	32,684	32,684
Wholesale from MWD	37,316	38,724	38,724	38,724	38,724
Less Non-Project Demand	(70,000)	(71,408)	(71,408)	(71,408)	(71,408)
Balance	-	-	-	-	-

Source: LBWD, Water Availability Assessment prepared for the Press-Telegram Mixed Use Development, 2006. Assumes demands increase 2% due to dry-year conditions, worse case scenario of consecutive dry weather without extraordinary "dry year conservation".

Table 4.11-6
Future Potable Demands and Dry-Year Supplies

Source	Normal Year	1st Dry Yr	2nd Dry Yr	3rd Dry Yr	4th Dry Yr
Groundwater Supplies	32,684	32,684	32,684	32,684	32,684
Wholesale from MWD	30,488	31,951	31,951	31,951	31,951
Desalinated Seawater	10,000	10,000	10,000	10,000	10,000
Less Non-Project Demand	(73,172)	(74,635)	(74,635)	(74,635)	(74,635)
Balance	-	-	-	-	-

Source: LBWD, Water Availability Assessment prepared for the Press-Telegram Mixed Use Development, 2006. Assumes demands increase 2% due to dry-year conditions, worse case scenario of consecutive dry weather without extraordinary "dry year conservation".
Normal year is projected supply and demand in 2025.

The City implements a number of water conservation programs, including public information and education programs, irrigation programs, commercial and industrial programs, and other Best Management Practices (BMPs). BMPs are established and generally accepted practices among water suppliers that result in more efficient use and conservation of water. The City requires various BMPs for all new construction as part of the plan review process. These BMPs include, but are not limited to, installation of water efficient plumbing fixtures and drought tolerant landscape. In addition, the City may require water demand mitigation fees to offset estimated total project water demand.

b. Wastewater Conveyance and Treatment. The City of Long Beach Water Department sewer collection system serves the project site. Wastewater from the project site is conveyed

through an eight-inch diameter sewer line along 6th Street to the intersection at Solano Court, where the wastewater discharges into a ten-inch line, which is currently operating near maximum capacity. The flow then travels south through a series of 15-inch diameter lines to a connection at Broadway, where it discharges into an 18-inch diameter sewer line. This line along Broadway is currently overloaded and operating at maximum capacity. The City sewer lines discharge into the Sanitation Districts of Los Angeles County's DeForest Avenue Trunk sewer line. The DeForest Trunk is located in a right-of-way along the west side of the Long Beach Freeway at Broadway Avenue. Operated and maintained by the Sanitation District of Los Angeles County (Districts), this 36-inch diameter trunk line has a design capacity 39.4 million gallons per day (mgd). When last measured in 2003, it conveyed a peak flow of 5.7 mgd with an excess capacity of 33.7 mgd.

Sewer flow from the City is generally conveyed to the Districts' Joint Water Pollution Control Plant (JWPCP) and the Districts' Long Beach Water Reclamation Plant. The JWPCP is located approximately five miles northwest of the project site at 24501 South Figueroa Street in Carson, California. The Long Beach Water Reclamation Plant (LBWRP) is located approximately six miles northeast of the project site at 7400 East Willow Street in Long Beach. According to the Districts, wastewater from the project site vicinity is conveyed to the JWPCP and not the LBWRP (R. Frazen, 2006).

The JWPCP serves 3.5 million people throughout the County of Los Angeles. The JWPCP occupies about 350 acres, receives approximately 323 mgd of wastewater, and has a permitted capacity of 385 mgd (Districts, 2006). One of the largest wastewater treatment plants in the world and the largest of the Districts' wastewater treatment plants, the JWPCP provides primary and secondary wastewater treatment while producing over 95% of the energy used by the plant from the methane gas generated during the treatment process. The treated wastewater is sent two miles off the coast of Southern California along the Palos Verdes Peninsula, where the effluent is discharged at a depth of 200 feet in the Pacific Ocean.

In 2005, utilizing state-of-the-art video equipment, the City televised 81,898 feet of sewer mains and laterals. This equipment provides the ability to locate sewer mainline and lateral repair needs without undertaking otherwise very expensive street excavation to pinpoint problems. Also in 2005, the City completed 242 sewer lateral and main pipeline repair jobs, chemically treated 3,000 of the 15,595 sewer manholes to control vectors (roaches, other insects and rodents), and cleaned 330 of the 765 miles of sewer pipelines throughout the City.

The City conducts a long-term maintenance program to provide continued inspection, maintenance and rehabilitation for the wastewater collection system to ensure proper operation and avoid pipeline failure.

c. Solid Waste. The City of Long Beach provides refuse collection service to approximately 109,000 Long Beach residential customers and approximately 5,600 commercial and industrial establishments. The Department of Public Works Environmental Services Bureau operates the solid waste management system. The solid waste operation is self-supporting; the fees charged to residents and businesses in the City comprise virtually all of its revenues. Citywide, about 368,000 tons of solid waste (including wastes diverted to recycling) is generated annually by both residential and commercial/industrial sources (Sanitation Districts of Los Angeles County, 2006).

The City of Long Beach has designed and implemented a comprehensive solid waste management strategy. A source reduction and recycling program was developed to reduce the amount of waste to be managed and to reduce the consumption of natural resources. Solid waste is collected by the City in separate containers for recyclables, green waste and refuse. Refuse is taken to the Southeast Resource Recovery Facility (SERRF) located at 120 Henry Ford Avenue near the harbor in southwest Long Beach. Solid waste that is taken to the publicly owned SERRF is processed through one of three boilers. The SERRF performs "front-end" recycling by recovering such items as white goods prior to incineration and "back-end" recycling by collecting metal removed from the boilers after incineration. The SERRF recycles an average of 825 tons of metals each month.

The SERRF processes an average of 1,290 tons of municipal solid waste each day, with a capacity of 1,380 tons per day. The residential and commercial waste is combusted in high temperature boilers to produce steam, which is used to run a turbine-generator producing up to 36 megawatts of electricity, sufficient to run the facility and distribute excess electricity to Southern California Edison (SCE). Pollution from incinerating rubbish is a concern, especially air pollution, and has been addressed by the facility. The SERRF is equipped with the Best Available Control Technology (BACT). Air emissions which result from burning waste are controlled by several measures. SERRF uses ammonia to control nitrogen oxides, lime slurry to control sulfur oxides and acid gases, and a multi-chamber fabric filter baghouse for removal of particulate matter. When the flue gas is finally ready to exit the baghouse, it is discharged through a 265-foot tri-flue stack where emissions are monitored by a combination of continuous monitors and periodic stack sampling. The pollution control system is designed to remove 99.5% of the particulate matter, 99% of hydrochloric acid gasses, and 95% sulfur dioxide acid gasses from the gas exhausted by the facility.

d. Energy. Southern California Edison (SCE) and the Long Beach Gas and Oil Department (LBGOD) provide electricity and natural gas services to the City of Long Beach.

Electricity. SCE generates electricity primarily from a combination of petroleum-based products (coal, natural gas, and oil) supplemented by hydroelectric, nuclear, and renewable resources, such as wind and solar power. Existing generation and transmission facilities provide adequate electrical service throughout the City. According to the California Energy Commission (CEC), annual electrical sales to the SCE service area amounted to 78,453,624 megawatt-hours (MWh) in 2001, of which approximately 69% were from commercial/ industrial sales and 31%were from residential sales (CEC, 2002).

New buildings constructed in California are subject to the State Building Energy Efficiency Standards as per Title 24 of the California Code of Regulations. These standards are intended to conserve non-renewable energy resources, minimize the ecological impacts of energy consumption, and use energy efficiently.

Natural Gas. The City of Long Beach Gas and Oil Department (LBGOD) provides natural gas services to customers in the City. The LBGOD does not produce natural gas. Rather, it purchases natural gas on the open competitive market. Approximately 95% of the natural gas purchased by the LBGOD is imported from outside the City and transferred through Southern California Gas Company pipelines. About 5% is purchased from local providers (S. Bateman, LBGOD). On average, LBGOD provides approximately 52,000 thousand

cubic feet (Mcf) per day during the winter, during 2004-2005 the maximum amount delivered in one day was approximately 60,000 Mcf, and the LBGOD estimates a worst case scenario peak day to reach 80,000 Mcf delivered in one day. Existing natural gas service is adequate throughout the City, and no expansion of service is planned. Natural gas consumption in new buildings is regulated by State Building Energy Efficiency Standards as per Title 24 of the California Code of Regulations.

4.10.2 Impact Analysis

a. Methodology and Significance Thresholds.

Water Supply and Demand. Impacts to water supply were determined based upon input from the Long Beach Water Department. The corresponding water supply impact analysis is based upon the findings of a Water Availability Assessment conducted by the Long Beach Water Department in accordance with the requirements of Water Code Section 10910 (Senate Bill 610). Water supply impacts are considered potentially significant if the project would not have sufficient water supplies available from existing entitlements and resources.

Wastewater. The increase in wastewater generation expected to occur with implementation of the proposed project has been estimated using wastewater generation factors from the Sanitation Districts of Los Angeles County. Impacts to wastewater infrastructure are considered significant if the proposed project would result in sewer line or treatment plant system deficiencies requiring new or expanded facilities.

Solid Waste. Solid waste generation was estimated using factors from the California Integrated Waste Management Board (2004). Solid waste collection service and disposal capacity already exist in the project area; therefore, for the purpose of this EIR, the project would cause a significant impact if it fails to implement measures to reduce the amount of solid waste entering landfills in accordance with State standards and/or if solid waste generated by the proposed project exceeds the capacity of the disposal facility and other solid waste facilities where such waste would be disposed.

Energy. Electricity and natural gas demand was estimated using factors from the SCAQMD Air Quality Handbook (1993). The project would cause a significant impact on energy resources if energy consumption exceeds the projected supply capacity of either the electric or natural gas systems of the City, or if the project does not take steps to reduce energy consumption through the use of efficient electrical and mechanical systems.

b. Project Impacts and Mitigation Measures.

Impact U-1 Buildout of the proposed project would incrementally increase water demand in the City of Long Beach. However, Long Beach Water Department water supplies are sufficient to meet the projected demand. Therefore, the impact on water supplies is considered to be Class III, *less than significant*.

The water supply for the proposed development would be delivered by the City of Long Beach Water Department water system. Based on water demand factors from the Long Beach Water

Department as outlined in the Water Availability Assessment for the project (see Appendix G), the proposed project would generate demand for approximately 137 AFY of water, or about 122,600 gallons of water per day **(see** Table 4.11-7). This increase in demand would constitute less than 0.2% of the existing water demand level for the City, which is approximately 62.5 million gallons per day (LBWD, 2006). Project demand could be met with current and projected supplies of water, as projected through 2025 (Water Availability Assessment, 2006).

Table 4.11-7
Estimated Project Water Demand

Land Use	Size	Generation Rate (acre-feet/year)*	Total (acre-feet/year)
Office/Classroom/Exhibit	32,300 square feet	224 per million s.f.*	7.24
Residential	542 dwelling units	0.249 per unit**	135
Total for Proposed Project (acre-feet/year)			**142.24**
Existing Annual Water Use On-Site* **			**(4.9)**
Net Increase in Water Demand (acre-feet/year)			**137.34**
Total Net Increase in Water Demand (gallons/day)			**122,609**

Source: Long Beach Water Department, Water Availability Assessment prepared for the Press-Telegram Mixed Use Development, 2006.
**Based on LBWD Comprehensive Sewer System Master Plan and Management Program.*
***Base on average use in Long Beach.*

The proposed project would be required to comply with all applicable City ordinances and Best Management Practices (BMPs) pertaining to water conservation. These may include the use of water-efficient plumbing fixtures, landscape water conservation, and payment of water demand mitigation fees.

LBWD would have the resources to meet the demand of the proposed project in hydrologically normal and dry year events. Tables 4.11-8 and 4.11-9 show that the supply of supplemental water would increase to accommodate the demands of the project. The reliability of the supplemental supply reflects MWD's reliability and MWD's commitment to regional water reliability. Not shown but available is LBWD's right to pump its carryover storage and to access other groundwater supplies in case of emergency per the adjudication of the basin.

Table 4.11-9 shows the impact of the proposed project on future supplies and demand during multiple dry-years. The LBWD 2005 Urban Water Management Plan projected demand 20 years into the future. This demand forecast in the 2005 UWMP incorporated the type of new demand the proposed project represents. Therefore, the "With Project" sections of Table 4.11-9 show the same overall total demand for potable water in the year 2025 as shown in Table 4.11-1. Therefore the proposed project would not have an impact on the supply and demand for water in the fiscal year 2025 as the demand expected from the proposed project was anticipated and planned for in the 2005 UWMP.

Table 4.11-8
Current Potable Demands with Project and Dry-year Supplies
(acre-feet/year)

	Normal Year	1st Dry Yr	2nd Dry Yr	3rd Dry Yr	4th Dry Yr
Groundwater Supplies	32,684	32,684	32,684	32,684	32,684
Wholesale from MWD	37,453	38,864	38,864	38,864	38,864
Less Project Demand	(137)	(140)	(140)	(140)	(140)
Less Non-Project Demand	(70,000)	(71,408)	(71,408)	(71,408)	(71,408)
Balance	-	-	-	-	-

Source: LBWD, Water Availability Assessment prepared for the Press-Telegram Mixed Use Development, 2006. Assumes demands increase 2% due to dry-year conditions, worse case scenario of consecutive dry weather without extraordinary "dry year conservation".

Table 4.11-9
Future Potable Demands with Project and Dry-year Supplies
(acre-feet/year)

	Normal Year	1st Dry Yr	2nd Dry Yr	3rd Dry Yr	4th Dry Yr
Groundwater Supplies	32,684	32,684	32,684	32,684	32,684
Wholesale from MWD	30,490	31,954	31,954	31,954	31,954
Desalinated Seawater	10,000	10,000	10,000	10,000	10,000
Less Project Demand	(137)	(140)	(140)	(140)	(140)
Less Non-Project Demand	(73,037)	(74,498)	(74,498)	(74,498)	(74,498)
Balance	-	-	-	-	-

Source: LBWD, Water Availability Assessment prepared for the Press-Telegram Mixed Use Development, 2006. Assumes demands increase 2% due to dry-year conditions, worse case scenario of consecutive dry weather without extraordinary "dry year conservation".

Mitigation Measures. Project water demand can be met with existing Long Beach Water Department supplies, both from City generated groundwater and water purchased from MWD. Compliance with the City's water conservation programs and BMPs that apply to the project as required by the City would ensure that the incremental increase in water demand associated with this project is minimized. No mitigation is therefore required.

Significance After Mitigation. Impacts to regional water supplies would be less than significant without mitigation. Compliance with City-required water conservation measures would further minimize impacts to water supplies.

Impact U-2 The proposed project would generate an estimated net increase of 92,410 gallons of wastewater per day, which would flow to the Joint Water Pollution Control Plant. The treatment plant has sufficient capacity to accommodate this increase in wastewater generation. However local conveyance infrastructure may not be of adequate size to convey peak flows from the Press-Telegram Mixed Use Development. Therefore, this impact is considered Class II, *significant but mitigable.*

As shown in Table 4.11-10, the proposed project would generate an estimated 115,380 gallons of wastewater per day. Discounting the wastewater generation associated with existing onsite uses, the net increase in wastewater generation would be 92,410 gallons per day. This increase in wastewater would not conflict with the City's contractual entitlement (unlimited flow) for flows to the Joint Water Pollution Control Plant, nor would it exceed the plant's capacity. Therefore, impacts to the City's wastewater treatment system would be less than significant.

Table 4.11-10
Project Estimated Wastewater Generation

Land Use	Size (sf) [a]	Generation Rate (gallons/day/1000 sf)* [a]	Total (gallons/day)
Office/Classroom/Exhibit	32,300	300	9,690
Residential	542 units	195 (gallons /unit)	105,690
Total for project			**115,380**
Existing Wastewater Generation On-Site			22,970
Net Increase in Wastewater Generation			**92,410**

** Source: Sanitation Districts of Los Angeles County, 2006*
[a] All figures assume maximum 1.6 gallon/flush toilets, 1.0 gallon/flush urinals, and 2.5 gallon/minute showerheads.

The Long Beach Water Department's sewer conveyance infrastructure serving the proposed site of the Press-Telegram Mixed Use project may not be of adequate size to convey the additional wastewater flows anticipated from buildout of the proposed project. The Long Beach Water Department (LBWD) has determined the proposed project would adversely affect areas of sewer conveyance within the City (R. Villanueva, Division Engineer, LBWD). A 10-inch diameter sewer line at the intersection of 6th Street and Solano Court has insufficient excess capacity to handle the projected increase in wastewater volume that would result from the proposed project. In addition, an existing sewer line running parallel to Pacific Avenue collects sewage from the project site and conveys it to a connecting line at Broadway Avenue. The connection point at Broadway discharges to an 18-inch diameter line that is currently overloaded and operating at maximum capacity. Finally, the proposed footprint and excavation envelope would overlap an existing 8-inch diameter sewer line on-site. Because these existing lines could not serve the proposed project and would need to be expanded or replaced, impacts relating to wastewater conveyance are considered significant.

Mitigation Measures. Wastewater flows generated by the project would not exceed the capacity of the Joint Water Pollution Control Plant. Provided that all design standards required by the City Municipal Code are followed, no mitigation related to treatment are necessary. However, the sewer conveyance infrastructure may not be of sufficient size to handle projected volumes of wastewater; and may include sewer lines within the proposed building footprint and excavation area. The following mitigation measure would be required.

U-2(a) On-site Sewer Line Abandonment. The project applicant shall abandon the existing 8-inch sewer line on site. The sewer line shall be abandoned near the property line in accordance with Long Beach Water Department standards. Minor improvements may be required for this abandonment. The applicant shall consult with the City and the Long Beach Water Department for required procedures and improvements.

U-2(b) Off-site Sewer Line Replacement. The project applicant shall replace the existing 10-inch sewer line at the intersection of 6th Street and Solano Court in order to accommodate the increased wastewater volume expected as a result of the proposed project. The 10-inch line shall be replaced with a 15-inch line in accordance with Long Beach Water Department standards. The project applicant shall also replace the currently overloaded 18-inch sewer line at Broadway Avenue in order to accommodate the volume of wastewater estimated to result from the proposed project. The 18-inch line shall be replaced with a 30-inch or 36-inch sewer line in accordance with Long Beach Water Department standards. The applicant shall consult with the City and the Long Beach Water Department for requirements regarding sewer line replacement. Sewer conveyance improvements shall be completed prior to issuance of building permits.

Significance After Mitigation. Implementation of the above measures would mitigate impacts related to increased wastewater flows associated with operation of the proposed Press-Telegram Mixed Use project to a less than significant level. Sewer line replacement would involve temporary disruption of local streets; however, it would not result in any permanent adverse impacts.

Impact U-3 The proposed project would incrementally increase the long-term generation of solid waste at the site. However, the City's solid waste and recycling systems have adequate capacity to accommodate the increases. Therefore, impacts to the City's solid waste handling system are considered Class III, *less than significant*.

Table 4.11-11 shows the estimated amount of solid waste that would be generated by the various uses for the project site. These estimates do not take into account any reduction in amount of waste produced due to recycling and other waste reduction programs. The City has completed a comprehensive waste reduction and recycling plan in compliance with State Law AB 939, which required every city in California to reduce the waste it sends to landfills by 50% by the year 2000. Based on solid waste generation factors from the California Integrated Waste

Table 4.11-11
Estimated Project Solid Waste Disposal Demand

Land Use	Size (sf)	Generation Rate*	Total (lbs/year)
Office	24,320	1 lb/100 sf/day	88,770
Classroom/Exhibit	7,980	0.0013 tons/sf/year	20,750
Residential	542 units	5.31 lbs/unit/day	10,504,480
Total for project			**5,307 tons/year**
Existing Solid Waste Generation on-site			224 tons/year
Net Increase in Solid Waste Disposal			**5,083 tons/year**

**Source: California Integrated Waste Management Board, 2004.*

Board (2004), the proposed project would generate a net increase of 5,083 tons of solid waste per year (98 tons per week), of which less than 50% goes to processing at the SRRF. In the City, an average of 7,077 tons of solid waste is generated weekly by all sources (LACSD, 2006). The increase in weekly solid waste tonnage would constitute less than 1.4% of the waste currently generated citywide. The project would be required to participate in local waste reduction programs, which divert more than 50% of the waste generated in the City. Therefore the estimated increase of solid waste from the project to be incinerated at the SRRF would be approximately 49 tons a week, and about seven tons per day. The SRRF currently operates with an excess capacity of approximately 90 tons per day, and thus could accommodate the estimated increase resulting from the proposed project (~7 tons/day). Project demolition and construction would also generate substantial amounts of solid waste through the removal of large expanses of concrete/asphalt parking lots and removal of portions of the existing buildings. Project demolition and construction would be subject to the requirements of the City's construction and waste management plans and ordinances. The estimated increase in solid waste generation could be accommodated by existing infrastructure and facilities, thus this is considered a Class III, less than significant impact.

Mitigation Measures. No mitigation is necessary. Compliance with the City's Design Standards for refuse and recycling rooms and outdoor enclosures would ensure that adequate areas are provided for collecting and loading recyclable materials on the project site. Compliance with the City's construction and demolition material waste management standards would ensure that the quantity of waste generated during demolition activities would be minimized.

Significance After Mitigation. Provided that the project complies with building standards set forth in the Municipal Code, Federal, State, and Local regulations, the additional solid waste generated as a result of this project would not be significant.

Impact U-4 The proposed project would incrementally increase electricity and natural gas consumption within the City. However, because energy resources are available to serve the project, impacts to energy are considered Class III, *less than significant.*

The projected energy consumption of the new Press-Telegram Mixed Use Development was estimated using electricity usage rates from the SCAQMD CEQA Air Quality Handbook (1993) as shown in Table 4.11-12. The project would generate a demand for about 1.8 million kilowatt hours (kWh) of electricity per year. The potential increase in energy demand represents less than 0.003 percent of the total electricity demand (approximately 78,543 million kWh in 2001) for the SCE service area (CEC, 2002). The incremental increase in demand for electricity could be accommodated by the existing electricity sources and service systems, therefore this is considered a Class III, less than significant impact.

Table 4.11-12
Project Estimated Electricity Consumption

Land Use	Size (sf) [a]	Usage Rate (kilowatt-hour/sf/year)*	Total (kilowatt hours/year)
Office	24,320	11.55	280,896
Classroom/Exhibit	7,980	12.95	103,341
Residential	542 units	5,626.50 (kW-hr/unit/year)	3,049,563
Total for project			**3,433,800**
Existing Electricity Consumption on-site			1,609,342
Net Increase in Electricity Consumption			**1,824,458**

** Source: Southern California Air Quality Management District, CEQA Air Quality Handbook, Table A9-11-A 1993*

The proposed structures would also generate demand for natural gas. The projected natural gas consumption is calculated using estimated natural gas usage rates from the SCAQMD CEQA Air Quality Handbook (1993) as shown in Table 4.11-13. The estimated demand for natural gas consumption for the proposed project is 23 million cubic feet per year. Natural gas is provided by the Long Beach Gas and Oil Department (LBGOD). LBGOD purchases natural gas predominately from out-of-state suppliers and indicates that existing natural gas service is adequate throughout the City (S. Batemen, 2006). Natural gas consumption is also regulated by State Building Efficiency Standards (Title 24). The incremental increase in natural gas demand could be accommodated by the Long Beach Gas and Oil Departments existing sources and infrastructure, therefore this is considered a Class III, less than significant impact.

Table 4.11-13
Project Estimated Natural Gas Consumption

Land Use	Size (sf) [a]	Generation Rate (cubic feet/sf/month)*	Total (cubic feet/year)
Office	24,320	2.0	583,680
Classroom/Exhibit [a]	7,980	2.9	277,704
Residential [b]	542 units	4,011.5 (cf/unit/month)	26,090,796
Total for project			**26,952,180**
Existing Natural Gas Consumption			3,498,178
Net Increase in Natural Gas Consumption			**23,454,002**

**Source: Southern California Air Quality Management District, CEQA Air Quality Handbook, Table A9-12-A 1993*
[a] generation rate assessed as retail/shopping center
[b] assessed at multi-family generation rate

In Long Beach, energy use in new buildings is not regulated; however, the City does have guidelines for reducing energy use in City's Green Building Policy, as adopted by the City Council. Although the increased energy consumption associated with development and operation of the project could be accommodated by existing sources, compliance with these guidelines would further reduce the increased demand. In June 2002, City Council unanimously adopted the City's new Green Building Policy.

Participation in the Green Buildings programs is voluntary but encouraged for developers of private sector and non-municipal projects. Developers may view the use of green building materials and techniques as an additional risk. To counteract this perception, the City provides information about green building and has developed green building incentives.

Mitigation Measures. No mitigation is necessary. Impacts related to energy consumption would be less than significant, however compliance with the State Building Efficiency Standards (Title 24) would reduce energy demand associated with development of the project site.

Significance After Mitigation. Impacts related to energy consumption would be less than significant, in addition compliance with the City's Green Building Policy would further reduce impacts to energy resources.

c. Cumulative Impacts.

Water Supply. Planned and pending development in the City would add 3,304 residential units, 511 hotel rooms, and more than 74,000 square feet of other non-residential development (see Table 3-1 in Section 3.0, *Environmental Setting*). The Long Beach Water Department has a preferential right to the imported drinking water it expects to purchase wholesale from the MWD except during times of extreme emergency (Metropolitan Water District Act, Section 135). LBWD has an Allowable Pumping Allocation to extract groundwater

from the Central Basin Aquifer. LBWD anticipates development projects' demand for water through projected increases in factors influencing demand projections, such as increases in housing, population, and employment. The current adopted UWMP projected water demands based on a number of factors, including an increase in multi-family housing from 89,703 units in 2005 to 112,716 units by 2030; and an increase in commercial/retail square footage as a result of increased employment from 200,200 jobs in 2005 to 244,400 jobs in 2030. Based on UWMP forecasts, water demand associated with projected growth can be met with existing and planned water supplies. As described in Section 4.8, *Population and Housing*, the growth associated with the Press-Telegram Development is within the City and SCAG projections for the City of Long Beach, and thus would not add significantly to the demand for water resources beyond current projections through 2025.

Wastewater Treatment and Conveyance. Planned and pending development in the City would add 3,304 residential units, 511 hotel rooms, and more than 74,000 square feet of other non-residential development (see Table 3-1 in Section 3.0, *Environmental Setting*). Given the City's current efforts at reducing its overall water consumption and sewer flows through implementation of water conservation programs, the City's flow to the Joint Water Pollution Control Plant is not likely to increase substantially. In 2005, the City began repairing and replacing most of the sewer conveyance system to provide for the current and future sewage conveyance demands. Thus, the sewage flow from cumulative development will result in minimal impacts on the City's sewer conveyance system. As noted above, replacement of existing deficient sewer lines would be required in conjunction with the proposed project, thus mitigation potential project impacts. Placement of similar conditions on other planned and pending developments as necessary would mitigate any cumulative impacts to the wastewater conveyance system.

Solid Waste. Planned and pending development in the City would add 3,304 residential units, 511 hotel rooms, and more than 74,000 square feet of other non-residential development (see Table 3-1 in Section 3.0, *Environmental Setting*). Such development would cumulatively increase solid waste generation citywide. The City has implemented a comprehensive waste reduction and recycling plan, in compliance with state law AB 939 waste diversion requirements. The Districts' Southeast Resource Recovery Facility is currently operating within capacity and is not expected to exceed permitted levels in the future (Districts, accessed June 2005). No additional improvements to the solid waste management system are needed to accommodate planned and pending development in the City.

Electricity and Natural Gas. Energy use in new buildings is regulated by Federal, State and local regulations, including the State Building Efficiency Standards (Title 24), which require energy efficiency levels to at least state standards. Compliance with these standards ensures that increased energy demands associated with cumulative development are minimized. Significant cumulative impacts to electricity and natural gas service are not anticipated.

5.0 GROWTH INDUCING IMPACTS

Section 15126(d) of the *State CEQA Guidelines* requires a discussion of a proposed project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed project's growth inducing potential is therefore considered significant if it could result in significant physical effects in one or more environmental issue areas. The most commonly cited example of how an economic effect might create a physical change is where economic growth in one area could create blight conditions elsewhere by causing existing competitors to go out of business and the buildings to be left vacant.

5.1 ECONOMIC AND POPULATION GROWTH

5.1.1 Press-Telegram Site

Construction of the proposed Press-Telegram Mixed Use Project would involve the construction of 542 housing units and 32,300 square feet of new office and institutional space in two high-rise structures and a four-story "podium" level occupying one city block. The project would generate temporary employment opportunities during construction, which would be expected to draw workers from the existing regional work force. Therefore, the proposed project would not be considered growth inducing from a temporary employment standpoint.

The proposed project is not expected to create a substantial increase in permanent jobs relating to the occupation of the office and institutional space. The current uses on site to be replaced include office and mixed uses, as shown in Table 2-3 in Section 2.0, *Project Description*. The replacement of 76,145 square feet of office space, 17,672 square feet of mixed use retail and residential space, and 784 square feet of fast food restauraunt space with 32,300 square feet of commercial and institutional uses would not increase on-site employment. Approximately 230 employees of the Press-Telegram would be relocated to offices further downtown. Furthermore, approximately 3,080 square feet of the new space is proposed for classrooms, 4,900 square feet for exhibit space, and the majority of the office space is proposed to be utilized primarily by faculty and staff of CSULB and the Arts Council of Long Beach. These uses would not be expected to significantly increase employment opportunities onsite since it is likely that much of the the staff and faculty utilizing the proposed space would generally consist of current employees working in other facilities in the area. However, it is expected that some new employement would result from this project, including building maintenance and security personnel and those occupying the live/work units. The work component of the the live/work units would comprise a relatively small 8,000 square feet of commercial space for use by on site residents. Therefore, proposed uses within the project would not be expected to have a substantial adverse affect other employers in the region.

As discussed in Section 4.8, *Population and Housing,* based on the City average of 2.90 people per household (California Department of Finance, May 2006), the 542-unit residential component of the proposed project would generate a net increase of approximately 1,572 residents. Based on the estimated 2006 population of the City of 490,166 residents, an increase of 1,572 residents

would increase the City's population by about 0.3%. The addition of 542 units of housing would also represent an increase of about 0.3% in the number of households within the City.

According to Southern California Association of Governments (SCAG) the City is projected to add about 70,130 residents between 2005 and 2030. The 1,572 new residents associated with project buildout would therefore make up approximately 2.2%of projected citywide population growth over that time period. Based on the SCAG growth forecasts for the City, Long Beach is projected to add about 31,898 housing units between 2005 and 2030. The 542 units associated with build-out of the proposed project would account for approximately 1.7% of projected citywide housing growth for that time period. Although this is an increase in population and housing within the immediate area, the increase is well within City growth projections.

According to the SCAG population data for the City, Long Beach has a job-housing ratio of 1.16 (see Section 4.8, *Population and Housing*). This indicates that there are 1.16 jobs for every housing unit. A job-housing ratio over 1.5 is considered high and may indicate an increasing imbalance between jobs and housing, i.e. new residential construction has not kept up with job creation. Although the proposed project would require a zoning ordinance amendment to permit higher residential densities (from 75 units per acre to 217 units per acre), the new housing units, population growth and employment opportunities that would be added by the project are within SCAG's projections for the City. In addition, the addition of 542 units would not alter the existing job-housing balance in the City of Long Beach. As with the Southern California region in general, the City is jobs rich and housing poor. The construction of a variety of housing units downtown, including approximately 60 units which are proposed to be sold at the developer's cost to California State University Long Beach for faculty housing at affordable below market rates, would have a beneficial effect.

5.1.2 Amendment to the PD-30 Zone District

Pursuant to the adopted standards for the Downtown Mixed Use subarea of the Downtown Planned Development (PD-30) Zone District, the Press-Telegram site has an allowable density of 75 units per acre (Division IV, Section B) and a maximum building height of 100 feet (Division III, Section E). In contrast, the proposed Press-Telegram project would have a density of approximately 217 units per acre and building height of 250 feet, both of which are over double the regulatory maximums (see Section 4.6, *Land Use and Planning*, for a more detailed discussion of project consistency with the City's Zoning Regulations). As a result, in order for the project to be approved, the City would also have to approve an amendment to the PD-30 District standards, increasing the allowable building height and density within the PD-30 Height and Use districts, respectively (maps of these districts are shown in figures 4.6-3 and 4.6-4 in Section 4.6, *Land Use and Planning*). Such amendments are legislative acts that may be approved, approved with changes, or denied at the discretion of the City Council.

Although the exact configuration and text of such an amendment has not been developed, it may be assumed for purposes of a "worst case" analysis that the 100-foot height district would be amended to allow a maximum height of 250 feet and the Use District amended to allow a maximum of 220 units per acre. Table 5-1 provides a rough approximation of the resulting potential maximum theoretical residential population increase in the approximately 62-acre Downtown Mixed Use District if the entire district were developed with residences. Table 5-2 shows a rough approximation of the resulting potential maximum non-residential building area

Table 5-1
Maximum Theoretical Population Increase in the PD-30
Downtown Mixed Use Subarea

Current Allowable Density	Allowable Density after Amendment	Current Theoretical Units/Population*	Theoretical Units/Population after Amendment*
75 units/acre	220 units/acre	3,487 units / 10,112 persons	**10,230 / 29,667 (+19,555 persons or ~193% population increase)**

** 25% subtracted for estimated unbuildable areas*

Notes: Population estimates assume 2.90 persons/household.

The figures presented in this table represent a maximum theoretical population associated with maximum buildout of the Zone District. In reality, such a scenario is unlikely to happen and the actual increase in population (if any) due to the proposed PD-30 Zone District amendment would be substantially less than presented herein.

Table 5-2
Maximum Theoretical Square Footage Increase in the PD-30
100-Foot Height Limit Subarea

Current Allowable Height	Allowable Height after Amendment	Theoretical Square Footage under the Current PD-30 Standards	Theoretical Square Footage after Amendment
100 feet	250 feet	10,781,100	**26,952,750 (+16,171,750, or ~150% increase)**

Notes: It is assumed that 25% of the 66-acre area is unbuildable. Building square footage assumes 10 feet per story and 50% building coverage of individual lots.

that could be accommodated in the approximately 66-acre 100-foot Height Limit District if that area were developed with entirely non-residential development. Maximum growth estimates are reduced by a factor of 25% to account for design considerations, or streets, and other technically unbuildable areas.

As Table 5-1 indicates, the proposed increase in allowable residential density could theoretically accommodate an estimated 6,743 additional residential units (19,555 additional persons) in the downtown area beyond what could theoretically be added under the current PD-30 Zone District standards. Such population growth is within the SCAG projected Long Beach population increase of 71,528 residents by 2030. However, it would account for about 42%of that growth within less than 0.2% of the City's land area. It should be noted that such an increase is theoretical and assumes that the entire district is developed with 250-foot residential high rise structures. In reality, such a scenario is unlikely to occur, even if the proposed amendments are adopted.

As Table 5-2 indicates, the proposed increase in building height could hypothetically accommodate an estimated 16,171,750 square feet of non-residential development beyond what could theoretically be accommodated under the current PD-30 Zone District height limits. Assuming that this space would be primarily office and that office space accommodates about one employee per 440 square feet of building area (the average for the region according to SCAG, 2001), such an increase in overall building area could accomodate an estimated 36,754 new jobs beyond what could be added under the current PD-30 Zone District standards. This is within SCAG job forecasts for Long Beach, but would represent about 69%of the projected increase in employment in the City (53,079 jobs by 2030 – see Section 4.8, *Population and Housing*). Again, it should be noted that such an increase is theoretical and assumes that the entire district is developed with 250-foot office structures. In reality, such a scenario is unlikely even if the proposed amendments are adopted, as market forces and other factors would limit the amount of development that would occur.

The PD-30 Zone District amendments allowing additional height and density could potentially accommodate greater levels of population and/or employment growth in the greater downtown area of Long Beach. The increased residential and non-residential development that could be accommodated under the amendments would have the potential to create physical impacts in a number of environmental issue areas. The primary issues where increased intensity could create impacts are discussed below.

- *Traffic/Parking*. Increased development intensity would generate elevated traffic levels in the downtown area. The actual impact on traffic would depend upon the type, size, and location of future developments; however, the increased development intensity could potentially cause levels of service (LOS) at some area intersections to fall below the LOS D standard. This could necessitate a variety of improvements to area intersections in conjunction with individual developments. Demand for parking would also increase. Unless individual projects were required to provide sufficient onsite parking, this could create increased competition for available on-street parking in the downtown area.
- *Air Quality*. An increase in traffic levels associated with increased development intensity would result in increased traffic congestion and associated air pollutant emissions. This could result in higher concentrations of air pollutants in the downtown area, notable carbon monoxide (CO) and fine particulates. However, emissions of these pollutants from individual automobiles are generally anticipated to decline over time due to the introduction of cleaner automobile engines. This is anticipated to generally offset the effects of increased traffic levels, both in the downtown and throughout the region.
- *Noise*. An increase in traffic levels would also generate higher noise levels throughout the downtown area. Cumulative noise level increases would potentially exceed 3 decibels (dBA) on highly traveled streets and may therefore be audible. Use of appropriate building standards could achieve acceptable interior noise levels on future development projects. However, depending upon the locations of future developments, existing sensitive receptors in the area (residences, schools) could experience significant

increases in traffic noise that would need to be mitigated on a project-by-project or areawide basis.

- *Aesthetics/Shadows*. Increased building height and massing could have aesthetic and shadow impacts similar to those associated with the currently proposed project. Allowing buildings of up to 250 feet in height throughout the district would create a more intensely developed, urban environment in general. Depending upon the size and locations of individual developments, future projects could create significant shadow impacts to shadow-sensitive uses, such as residences and schools.

In summary, the increased development intensity accommodated by the proposed amendments to the PD-30 Zone District would potentially create significant physical environmental impacts in several issues areas, notably traffic/parking, noise, and aesthetics/shadows. As noted above, it is highly unlikely that the entire Zone District would be developed with 250-foot buildings and the actual impacts of future developments would depend upon their size, nature, and location. Similar to the currently proposed project, future developments within the PD-30 Zone District would be subject to project-specific environmental review under CEQA. The actual impacts of such developments would be identified and, as necessary, mitigated on a case-by-case basis.

5.2 REMOVAL OF OBSTACLES TO GROWTH

5.2.1 Press-Telegram Site

The proposed project would be located in a fully urbanized area, generally served by existing infrastructure. Improvements to water, sewer, circulation and drainage connection infrastructure would be sized to specifically serve the proposed project.

The proposed Press-Telegram Mixed Use project does not provide for any substantially capacity-increasing transportation and circulation improvements. No new roadways or bike/pedestrian pathways are proposed other than sidewalk improvements around the site and interior circulation elements. The project constitutes infill development within an urbanized area and does not require the extension of new infrastructure through undeveloped areas.

5.2.2 Amendment to the PD-30 Zone District

The Zoning Ordinance amendments that would be required for project approval would remove of an obstacle to growth insofar as they would decrease limits to growth by increasing the allowed density and height of development in the respective districts within the PD-30 Zone. As discussed above, these amendments allowing additional height and density could potentially induce both population and employment growth, concentrated in the greater downtown area of Long Beach, and could therefore result in environmental impacts beyond those that could occur under the current PD-30 Zone District standards. As discussed above, the actual impacts of future development projects that could be accommodated under the proposed amendments would depend upon their size, nature, and location. All future developments would be subject to environmental review under CEQA and the impacts of such developments would be identified and, as necessary, mitigated on a case-by-case basis.

6.0 ALTERNATIVES

As required by Section 15126.6 of the State CEQA Guidelines, this EIR examines a range of reasonable alternatives to the proposed project. Included in this analysis are three alternatives that involve different configurations, sizes and intensity of development on the site, including the CEQA-required "no project" alternative. This section also identifies the Environmentally Superior Alternative in accordance with CEQA.

The following alternatives evaluated in this EIR:

- *Alternative 1: No Project (no change to existing land uses)*
- *Alternative 2: Reduced project*
- *Alternative 3: Project reduced and reconfigured to conform to Zoning Ordinance and General Plan*

Table 6-1 provides a summary comparison of the development characteristics of the proposed project and the alternatives. A more detailed description of the alternatives is included in the impact analysis for each alternative.

Table 6-1 Comparison of Project Alternatives' Buildout Characteristics

Characteristic	Alternatives			
	Proposed Project	**No Project Alternative**	**Reduced Project Alternative** 471 residential units	**General Plan/Zoning Ordinance consistent Alternative** 187 residential units, 100' building height, retention and adaptive reuse of historic structures
Residential Density	216 units/acre (542 units)	0 units	189 units/acre (471 units)	75 units/acre (187 units)
Commercial Square Footage	32,300	137,805	32,300	32,300
Maximum Building Height	250 feet, 22 stories	62 feet	~200 feet, 19 stories	100 feet, 9 stories
Historic Structures	Demolition/ adaptive reuse	No change	Demolition/ adaptive reuse	Adaptive reuse
Amendment to PD-30 for height and density required?	Yes	No	Yes	No

6.1 NO PROJECT

This alternative assumes that the proposed improvements are not implemented and that the Press-Telegram facilities and other commercial uses remain operating under existing conditions. It should be noted that implementation of the No Project alternative would not

preclude future renovations or expansions of structures or uses at the Press-Telegram site, including those that would be exempt from CEQA and/or City discretionary review.

The No Project alternative would avoid the proposed project's significant impacts relating to air quality, aesthetics, historic resources, geology and soils, hazards and hazardous materials, land use and Planning, noise, public services, traffic, and utilities, including the unavoidably significant impacts relating to air quality, historic resources, noise, and traffic. However, the No Project Alternative would not provide new housing opportunities in Long Beach, revitalization of the site, institutional space for the Arts Council and State University, and other aspects of the proposed project that would further the City's adopted goals for downtown (see Section 4.6, *Land Use and Planning,* for further discussion of project consistency with the objectives, goals and policies of the General Plan).

6.2 REDUCED DENSITY PROJECT

This alternative involves the construction of fewer residential units in order to reduce the proposed project's significant and unavoidable traffic impact at the intersection of Magnolia and 6th Street. Fewer units would require shorter structures, also reducing aesthetic impacts, most notably shadow impacts. All other proposed improvements would be similar to those of the proposed project.

The Reduced Density Alternative would provide 471 residential units rather than the proposed project's 542 units, a reduction of just over 13%. Similar to the proposed project, the majority of residential units would be located in two high-rise structures; however, due to the reduction in units, the tall structures would be only 19 stories and approximately 200 feet tall, as compared to the proposed project's 250-foot, 22 story heights. Treatment of the historic structures, the amount of office/institutional space, and general design and configuration of this alternative would be the same as for the proposed project. As fewer parking spaces would be required, it is assumed that five rather than seven levels of parking would be constructed. As residential density and building height would exceed the Zoning Regulation maximums, an amendment to the Downtown Planned Development (PD-30) District would be required, similar to the proposed project. This alternative would meet the applicant's general objectives of redeveloping the Press-Telegram site with a mixed-use project.

6.2.1 Aesthetics

Under this alternative, the development's appearance and massing at street level would be similar to the proposed project. Thus, the changes to the visual character of the site, including light and glare, would be only slightly reduced, as would the impacts of that change. The residential high rise structures would be approximately 50 feet shorter than those of the proposed project. As a result shadows would be cast shorter distances. Thus, overall shadow impacts would be reduced, particularly for residences at greater distance from the project site. Nevertheless, the school, school courtyard and school play yard would still be expected to be shaded for over three hours per day in the winter months, and hence the shadow impacts would still be significant. Consequently, although overall shadow impacts and changes to the visual character of the site would be slightly reduced under this alternative, shadow impacts would remain significant.

6.2.2 Air Quality

Temporary impacts to air quality resulting from construction of this alternative would be similar, although slightly reduced, in comparison with the proposed project. Although fewer emissions would be expected for construction of the high-rise structures, construction of the podium level and in particular site preparation, grading and foundation work, which produce a substantial percentage of emissions, would be roughly the same. As with the proposed project, temporary construction impacts would be significant and unavoidable. Operational emissions associated with vehicle traffic and energy consumption would be reduced with the reduction in residential units associated with the Reduced Density Alternative and, as with the proposed project, would be less than significant. All mitigation measures recommended for the proposed project would apply to this alternative.

6.2.3 Historic Resources

The treatment of the historic structures would be the same under this alternative as under the proposed project, and new construction would be similarly large in scale in comparison with the portions of existing structures to remain. Therefore, impacts would be similar under the Reduced Density Alternative in comparison with the proposed project. All mitigation measures recommended for the proposed project would apply and would reduce impacts to the degree feasible. However, as with the proposed project, historic resource impacts, including cumulative impacts, would be significant and unavoidable.

6.2.4 Geology and Soils

Impacts relating to seismic activity, liquefaction, groundwater, soil expansion, subsidence and erosion would be similar under the Reduced Density Alternative, although slightly reduced, in comparison to the proposed project. The reduction in impacts would result from the fewer number of residents that could be exposed to seismic and other hazards and the potential for a more shallow excavation if one of the underground parking levels were deleted from the project due to the reduced number of parking spaces required. All mitigation measures recommended for the proposed project would apply to this alternative and would reduce impacts to a less than significant level.

6.2.5 Hazards and Hazardous Materials

Impacts relating to hazards and hazardous materials would be virtually identical to those expected to result from the proposed project. Demolition of existing structures that could release asbestos and other hazardous materials would still take place, and excavation and development would take place in generally the same potential areas of soil contamination in either scenario. Mitigation measures recommended for the proposed project would apply and, as with the proposed project, would reduce impacts to a less than significant level.

6.2.6 Land Use and Planning

The significant impacts resulting from potential inconsistency with policies relating to historic preservation would be similar to those of the proposed project as the treatment of the historic structures would be the same for each scenario. Potential incompatibilities between the scale

and intensity of old and new structures under the Reduced Density Alternative would be slightly reduced, but generally similar to those of the proposed project as the massing of the podium level and most of the tall structure height would still be present, as would most of the shadow impacts as discussed above in Section 6.2.1. Zoning ordinance inconsistencies identified for exceedance of height and density maximums as well as design in relation to historic structures would be similar in comparison to the proposed project. The reduction in air quality, noise and traffic impacts would reduce potential land use incompatibility with surrounding uses in comparison with the proposed project. All measures recommended for the proposed project would apply and would reduce land use impacts to the degree feasible. However, as with the proposed project, the potential inconsistencies with policies relating to historic resource preservation would remain.

6.2.7 Noise

Project-generated noise impacts from the Reduced Density Alternative, both from vehicular traffic and stationary sources at the site, would be similar to those from the proposed project. The reduction in density and building height would have only a limited effect on these impacts, which would be less than significant for both the proposed project and this alternative. Construction noise, a significant temporary impact of the proposed project, may be slightly reduced due to a shorter construction duration on the shorter structures. All mitigation recommended for the proposed project would apply. However, as with the proposed project, temporary construction noise impacts would remain significant and unavoidable.

6.2.8 Population and Housing

Based on the estimated 2006 citywide population of 490,166 residents, the addition of approximately 1,366 residents that would occur under the Reduced Density Alternative would increase Long Beach's population by about 0.28%. The addition of 471 housing units would also increase the number of households in the City by about 0.28%. Neither the proposed project nor the Reduced Density Alternative would be inconsistent with City Housing Element policies. As commercial space would be the same as for the proposed project, employment growth would be the same. As with the proposed project, population and housing impacts would be less than significant.

6.2.9 Public Services

All impacts to public services from the proposed project would be less than significant without mitigation. The same would be true for the Reduced Density Alternative, which includes 13% fewer residents and less overall development.

6.2.10 Transportation and Traffic

As the Reduced Density Alternative would include the same amount of commercial space as the proposed project but 13% fewer residential units, it would generate less traffic and fewer parking spaces. Table 6-2 compares trip generation for the residential component of this alternative and the proposed project.

Table 6-2
Comparison of Residential Trip Generation for the Reduced Density Alternative and the Proposed Project

Alternative	Units	Trips Ends Generated		
		AM Peak	PM Peak	Daily
		Total	Total	
Proposed Project	542	200	240	2,700
Reduced Density	471	174	209	2,349

Sources: Institute of Transportation Engineers, Trip Generation, 7th Edition
Meyer, Mohaddes Associates, 2006

The 13% reduction in residential trips generated associated with the Reduced Density Alternative would reduce all traffic impacts to affected intersections and roadways. It would also eliminate the significant impact identified for the proposed project at the intersection of Magnolia Avenue and 6th Street. Thus, the significant and unavoidable impact associated with the proposed project would be reduced to a less than significant level under this alternative. Mitigation measures recommended for the proposed project would still apply.

The potentially significant but mitigable parking impact associated with the proposed project would be reduced to a less than significant level under this alternative because fewer parking spaces would be required and it is expected that the parking structure, even with the elimination of one level, could accommodate the reduced number of spaces.

6.2.11 Utilities and Service Systems

Impacts to utilities and services, including water supply, wastewater capacity, solid waste generation and electricity and natural gas consumption would be less than significant for the proposed project. As the Reduced Density Alternative would have fewer units and residents, these impacts would be reduced overall in comparison and would be less than significant as well.

6.3 GENERAL PLAN AND ZONING ORDINANCE CONSISTENT

This alternative involves development of the site in accordance with the PD-30 Zone District's height and density limits, while still achieving the fundamental project objectives of providing a relatively high residential density as well as ground floor office and institutional uses. In addition to meeting the ordinance requirements, a strategy of preservation combined with careful restoration and adaptive reuse would be applied to the entire Meeker (Baker) Building and historically important portions of the Press-Telegram Building, including, at a minimum, the sections built in the 1920s.

Under this alternative, the building height would be a maximum of 100' and the project would include 187 residential units consistent with the 75 unit-per acre regulatory maximum density. Approximately 32,300 square feet of office and institutional space, similar to the proposed

project, would also be included. For analytical purposes the general configuration of the development would be similar to that of the proposed project, although adaptive reuse of existing structures would reduce the new construction proposed on the podium level and this would change the distribution and location of uses to some extent. The parking garage would require fewer levels and/or a smaller footprint.

6.3.1 Aesthetics

Under this alternative, the development's appearance and massing at street level would be similar to the proposed project from Locust Avenue and most of 6th Street. However, from Pine Avenue and from 7th Street, the change to the site would have less visual impact as the entire mass of the Press-Telegram and Meeker buildings would be virtually unchanged, except for the improvement in their appearance and historic look resulting from the restoration of the facades. Thus, impacts associated with the change to the visual character of the site would be reduced, as would the impacts of that change. Light and glare impacts would be generally similar in comparison to the proposed project, as most of the street frontage and lower floors would have similar materials and glazing.

The residential high rise structures would be approximately 150 feet shorter than those in the proposed project. Consequently, shadows would be cast shorter distances and overall shadow impacts would be reduced, particularly for residences at greater distance from the project site. However, the school, school courtyard and school play yard, or substantial areas of them, would still be expected to be shaded for over three hours per day in the winter months, and hence the shadow impacts would still be significant. Overall shadow impacts and changes to the visual character of the site would be reduced under this alternative, but shadow impacts would likely remain significant and unavoidable.

6.3.2 Air Quality

Temporary impacts to air quality resulting from construction of the General Plan and Zoning Ordinance Consistent Alternative would be reduced in comparison with the proposed project. Although worst-case daily emissions would be about the same, the duration of construction and associated be less. Fewer emissions from site preparation, grading and foundation work would also be expected, as less demolition would be required due to preservation of historic structures, excavation may not need to be as deep due to the reduction in parking levels which could include deletion of an underground level, and the overall construction period would be shorter. Operational emissions associated with vehicle traffic and energy consumption would be reduced with the reduction in residential units associated with this alternative and, as with the proposed project, would be less than significant. All mitigation measures recommended for the proposed project would apply to this alternative.

6.3.3 Historic Resources

As historic structures would be preserved and restored under the General Plan and Zoning Ordinance Consistent Alternative, impacts to historic resources would be substantially reduced. Significant impacts may still occur, as the historic use of the Press-Telegram Building would be replaced with a different use and because larger structures of a different scale and potentially incompatible design would be constructed directly adjacent to the historic structures, changing

their context. With incorporation of appropriate design considerations, this alternative has a greater potential for consistency with the PD-30 District development standards requiring compatibility of new construction with adjacent historic structures. Mitigation measures recommended for the proposed project would apply and would reduce project specific impacts to a less than significant level. As the project's contribution to cumulative impacts would no longer be cumulatively considerable, cumulative impacts would be less than significant.

6.3.4 Geology and Soils

Impacts relating to seismic activity, liquefaction, groundwater, soil expansion, subsidence and erosion with implementation of this alternative would be similar, although slightly reduced, in comparison to the proposed project. The reduction in impacts would result from the reduced number of residents that could be exposed to seismic and other hazards and the potential for a more shallow excavation if one of the underground parking levels were deleted from the project due to the reduced number of parking spaces required. Mitigation measures recommended for the proposed project would apply and would reduce impacts to a less than significant level.

6.3.5 Hazards and Hazardous Materials

Impacts relating to hazards and hazardous materials would be somewhat reduced with implementation of this alternative in comparison with the proposed project. Fewer structures that could release asbestos and other hazardous materials would be demolished, although excavation and development would take place in generally the same potential areas of soil contamination in either scenario. Mitigation measures recommended for the proposed project would apply. As with the proposed project, implementation of recommended measures would reduce impacts to a less than significant level.

6.3.6 Land Use and Planning

Impacts resulting from potential inconsistency with policies relating to historic preservation would be substantially reduced under the General Plan and Zoning Ordinance Consistent Alternative. Historic structures would be preserved and restored, although used for purposes other than their original use. Under this alternative, it is more likely that the project could be found consistent with the applicable historic preservation policies of the Land Use and Housing Element. Potential incompatibilities of the scale and intensity between historic structures and the new structures as part of General Plan and Zoning Ordinance Consistent Alternative would also be reduced as the entirety of the historic structures would remain in place.

Zoning ordinance inconsistencies identified for exceedance of height and density maximums would be avoided with implementation of this alternative. As stated above, with the incorporation of appropriate design considerations, this alternative has a greater potential for consistency with the PD-30 District development standards requiring compatibility of new construction with adjacent historic structures. Finally, the reduction in air quality, noise and traffic impacts would reduce potential land use incompatibility with surrounding uses in comparison with the proposed project. All measures recommended for the proposed project would apply and could reduce land use impacts to a less than significant level.

6.3.7 Noise

Noise impacts associated with the General Plan and Zoning Ordinance Consistent Alternative, both from vehicular traffic and stationary sources at the site, would be reduced in comparison with the proposed project due to the reduced density and building height. As with the proposed project, operational impacts would be less than significant. Construction noise, a significant temporary impact of the proposed project, would be somewhat reduced due to a shorter construction duration. All mitigation measures recommended for the proposed project would apply. Although overall impacts would be lower than under the proposed project, temporary construction noise impacts would be significant and unavoidable.

6.3.8 Population and Housing

Based on the estimated 2006 citywide population of 490,166 residents, the addition of 542 residents that would be associated with the General Plan and Zoning Ordinance Consistent Alternative's 187 housing units would increase Long Beach's population by about 0.1%. The addition of 187 housing units would also increase the number of households in the City by about 0.1%. Neither the proposed project nor the Reduced Density Alternative would be inconsistent with City Housing Element policies. As commercial space would be the same as for the proposed project, employment growth would also be the same. As with the proposed project, population and housing impacts would be less than significant for this alternative.

6.3.9 Public Services

All impacts to public services from the proposed project would be less than significant without mitigation. The same would be true for the General Plan and Zoning Ordinance Consistent Alternative, which includes fewer residents and less overall development.

6.3.10 Transportation and Traffic

As the General Plan and Zoning Ordinance Consistent Alternative would include the same amount of commercial space as the proposed project but 64% fewer residential units, it would generate less traffic and fewer parking spaces. Table 6-2 compares trip generation for the residential component of this alternative to that associated with the proposed project (commercial space would be the same for both).

The 13% reduction in residential trips generated associated with this alternative would reduce all traffic impacts to affected intersections and roadways. It would also eliminate the significant impact identified for the proposed project at the intersection of Magnolia Avenue and 6th Street. Thus, the significant and unavoidable impact associated with the proposed project would be reduced to a less than significant level under this alternative. Mitigation measures recommended for the proposed project would apply.

The potentially significant but mitigable parking impact associated with the proposed project would be reduced to a less than significant level, because fewer parking spaces would be required and it is expected that the parking structure, even with the elimination of three or more levels, could accommodate the reduced number of spaces.

Table 6-3
Comparison of Residential Trip Generation for the General Plan and Zoning Consistent Alternative and the Proposed Project

Alternative	Units	Trips Ends Generated		
		AM Peak	PM Peak	Daily
		Total	Total	
Proposed Project	542	200	240	2,700
Zoning/Plan Consistent	187	69	83	931

Sources: Institute of Transportation Engineers, Trip Generation, 7th Edition
Meyer, Mohaddes Associates, 2006

6.3.11 Utilities and Service Systems

Impacts to utilities and services, including water supply, wastewater capacity, solid waste generation and electricity and natural gas consumption would be less than significant for the proposed project. As the General Plan and Zoning Ordinance Consistent Alternative would have fewer residents, these impacts would be reduced overall in comparison and would be less than significant.

6.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires the identification of the environmentally superior alternative among the options studied. When the "No Project" alternative is determined to be environmentally superior, CEQA also requires identification of the environmentally superior alternative among the development options.

The No Project alternative would avoid all of the project's impacts. Consequently, the No Project alternative is considered environmentally superior. However, the No Project alternative would not fulfill the basic objectives of the project stated in Section 2.0, *Project Description*. Furthermore, the No Project alternative would not include the benefits associated with redevelopment of the site, including the restoration of facades of historic structures and provision of a range of housing types.

Among the other alternatives being considered, the General Plan and Zoning Ordinance Consistent Alternative would be considered environmentally superior, as it would reduce impacts in virtually all issue areas, would eliminate the unavoidably significant traffic impacts of the proposed project, and would potentially reduce historic resource impacts to below a level of significance. This alternative would generally meet the project objectives, although fewer housing units would be constructed.

Table 6-4 indicates whether each alternative's environmental impact is greater, lesser, or similar to the proposed project.

Table 6-4
Comparison of Environmental Impacts of Alternatives

Issue	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Project	Alternative 3: General Plan/Zoning Ordinance Consistent Project
Aesthetics	=	+	+	+
Air Quality	**=**	**+**	**+**	**+**
Historic Resources	**=**	+	**=**	+
Geology/Soils	=	+	=	=
Hazards	=	+	=	+
Land Use	**=**	+	**=**	+
Noise	**=**	**+**	**=**	**+**
Public Services	=	+	+	+
Population and Housing	=	+	+	+
Transportation/Traffic	**=**	+	+	+
Utilities	=	+	+	+
Overall	**n/a**	**+**	**+**	**+**

+Superior to the proposed project
- Inferior to the proposed project
= Similar impact to the proposed project
Bold typeface indicates a significant and unavoidable (Class I) impact.

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7.1 REFERENCES

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