



Draft

Supplemental Environmental Impact Report
Civic Center Project
SCH # 2015041054

City of Long Beach



August 2015

DRAFT
SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT

CIVIC CENTER PROJECT

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August 2015

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Civic Center Project SEIR

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EXECUTIVE SUMMARY

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

PROJECT SYNOPSIS

Project Proponent

City of Long Beach
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Project Description

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

The design of the proposed Civic Center project follows the guidance of the Downtown Plan (the “Downtown Plan”), which was adopted in January 2012. The City prepared a Program Environmental Impact Report (Final EIR) for the Downtown Plan in accordance with CEQA (SCH# 2009071006). The Downtown Plan Final EIR was certified in January 2012. The Downtown Plan project area covers approximately 719 acres in Long Beach. The Downtown Plan provides development standards and design guidelines for an expected increase in the density and intensity of existing Downtown land uses by allowing up to: (1) approximately 5,000 new residential units; (2) 1.5 million square feet of new office, civic, cultural, and similar uses; (3) 384,000 square feet of new retail; (4) 96,000 square feet of restaurants; and (5) 800 new hotel rooms. The development assumed in the Downtown Plan would occur over a 25-year time period.

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

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



Specific project components are summarized below.

Civic Block

The Civic Block consists of three major components:

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

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

Lincoln Park and New Library Block

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

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

Third and Pacific Block

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



Center Block

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

Implementation of the proposed project would require the following approvals:

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

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



ALTERNATIVES

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

No Project (Alternative 1) – This alternative assumes that the proposed project is not constructed on the site. It assumes that the site would continue in its current condition and that the existing City Hall, Main Library, Lincoln Park, vacant former Long Beach Courthouse, and associated parking structures and parking lots would remain. However, implementation of the no project alternative at this time would not preclude development of the site at some point in the future. The No Project Alternative is required by CEQA also suggested by the Office of Historic Preservation during the SEIR scoping process.

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

Adaptive Reuse (Alternative 3) - This alternative considers the potential impacts of rehabilitating the former Long Beach Courthouse to be adaptively reused primarily as City Hall and/or municipal offices. This alternative responds to requests from the California Office of Historic Preservation and others during the SEIR scoping process to consider an alternative that would preserve existing onsite historic resources. This alternative also considers the demolition of the City Hall-Library Complex to occur by means other than implosion.

The Adaptive Reuse Alternative assumes the former Courthouse building would be rehabilitated for a government office use in conformance with the Secretary of the Interior Standards for the Treatment of Historic Properties. Rehabilitation of the building would be conducted in accordance with the California Historic Building Code, which allows for more flexible application of building regulations when impacting a historic resource. It is assumed that all identified character-defining features of the Courthouse building interior would be repaired and maintained in-situ to the highest degree feasible and in accordance with the Secretary's Rehabilitation Standards and Guidelines. Nonetheless, the majority of these spaces would be altered to accommodate government office uses.

RRM Design Group conducted a conceptual feasibility study assessment to re-purpose the former Courthouse building for a government office use. That study is included in Appendix H of the Long Beach Courthouse Demolition Project Draft EIR. In summary, the assessment concludes that the building would require substantial upgrades to the building's structural, mechanical, plumbing, fire protection, lighting and electrical systems. To meet disabled access regulations several upgrades to the building entries, lobby, circulation, parking, and restrooms would require substantial renovation. While the gross building area is approximately 277,000 square feet, the net useable area for office conversion would be much less. The estimated usable



office area would be in the 60 to 70 percent range or approximately 180,000 square feet. Seismic strengthening of the existing building structural systems is needed to remain habitable after a seismic event. The study estimated that the probable cost for the rehabilitation of the former Courthouse and conversion to municipal office use would range from \$124,650,000 to \$138,500,000.

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

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

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

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

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 summarizes the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if any). Impacts are categorized by classes. Class I impacts are defined as significant, unavoidable adverse impacts which require a statement of overriding considerations to be issued per Section 15093 of the *CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *CEQA Guidelines*. Class III impacts are less than significant impacts.



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

Impact	Mitigation Measures	Significance After Mitigation
AESTHETICS		
<p>Impact AES-1 The proposed project would alter site-specific visual features by replacing existing buildings and land uses, but would not substantially damage scenic resources, including those related to a scenic vista or state scenic highway, and potential impacts to scenic resources would be Class III, less than significant.</p>	None required.	Less than significant.
<p>Impact AES-2 The project would alter existing visual characteristics of the project site and surroundings, but would be consistent with the Downtown Plan and would not degrade existing visual character or quality. The Downtown Plan EIR determined that buildout of the Downtown Plan would result in a Class III, less than significant impact. The project would result in temporary construction impacts to visual character and quality that would be Class II, less than significant with mitigation.</p>	<p>AES-2 Construction Screening. Temporary fencing comprised of chain link or wood with screening material attached shall be used around the perimeter of the active construction site to buffer views of construction activities, as well as the staging of vehicles, equipment, and materials. In addition, the contractor shall affix or paint a plainly visible sign, on publically accessible portions of the temporary fencing, with the following language: "POST NO BILLS". Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier. The contractor shall ensure through daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that such temporary barriers and walkways are maintained in a visually attractive manner, including the prompt removal of graffiti, throughout the construction period.</p>	Less than significant.
<p>Impact AES-3 The proposed project includes high-rise structures that would cast shadows onto adjacent properties. The Downtown Plan EIR determined that shadow impacts would be Class I, significant and unavoidable. However, shadows from project structures would not fall on sensitive residential, public gathering, and school uses for more than three hours during Winter months or for more than four hours during Summer months. The proposed project would not contribute to this Class I impact and would, therefore, have a Class III, less than significant impact.</p>	None required.	Less than significant.



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

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



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

Impact	Mitigation Measures	Significance After Mitigation
<p>Impact AQ-4 Project traffic would generate CO emissions that have the potential to create high concentrations of CO, or CO hotspots. However, project traffic would not cause the level of service (LOS) of an intersection to change to E or F, nor would it increase the volume to capacity ratio (V/C) by two percent or more for intersections rated D or worse. Therefore, localized air quality impacts related to CO hotspots would be Class III, less than significant.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>Impact AQ-5 The Downtown Plan EIR determined that implementation of the Downtown Plan could result in exposure of receptors to short- and long-term emissions of toxic air contaminants (TACs) from onsite and offsite stationary and mobile sources. Impacts from Port of Long Beach and offsite stationary sources, and onsite mobile sources were determined by the Downtown Plan EIR to be Class I, significant and unavoidable. Operation of the proposed project would increase mobile source emissions of TACs in the Downtown Plan Area, however, fewer than 100 trucks and 40 trucks equipped with transportation refrigeration units (TRUs) per day would be accommodated by the proposed project. Therefore, impacts from mobile source emissions of TACs would be Class III, less than significant; however, because the project would place residential uses within the Downtown Plan Area, impacts from Port of Long Beach and offsite stationary sources would remain Class I, significant and unavoidable.</p>	<p>Downtown Plan EIR Mitigation Measures AQ-4(a) and AQ-4(b) would apply to the proposed project.</p>	<p>Significant.</p>
<p>CULTURAL RESOURCES</p>		
<p>Impact CR-1 Construction of the proposed project would involve the demolition of the Old Courthouse and the Long Beach City Hall-Library Complex, which have been identified as historical resources for the purposes of CEQA. The Downtown Plan EIR determined that buildout of the Downtown Plan would result in Class I, significant and unavoidable impacts. Demolition of the Old</p>	<p>Downtown Plan EIR Mitigation Measure CR-1(b) would apply to the proposed project. In addition to this measure, the following mitigation measure would apply:</p> <p>CR-1(a) Historic Artifact Collection Program. Impacts resulting from the demolition of the City Hall-Library Complex and Courthouse shall be minimized through development of an archival identification and collections program. The purpose of this</p>	<p>Significant.</p>



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

Impact	Mitigation Measures	Significance After Mitigation
<p>Courthouse and the Long Beach City Hall-Library Complex would contribute to this Class I impact and would be a Class I, significant and unavoidable impact.</p>	<p>program will be to identify the existing historic artifacts, documents and other objects that are currently stored at the Main Library, City Hall and Port of Long Beach facilities, as well as key components of the Old Courthouse and City Hall-Library Complex to be demolished, so that these important relics can be utilized in the future by researchers and the public for educational purposes. As part of the program, the City will itemize, catalogue and rehouse the items, and establish appropriate conservation and storage measures for long-term preservation. One possible location for rehousing items would be as a museum in the proposed project's new Library. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach Development Services Department.</p> <p>CR-1(b) Building Documentation. Impacts resulting from the demolition of the City Hall-Library Complex and Old Courthouse shall be minimized through archival documentation of as-built and as-found condition. Prior to issuance of the first occupancy permit for the project, the lead agency shall ensure that documentation of the building is completed in accordance with the general guidelines of Historic American Building Survey (HABS) documentation. The documentation shall include large-format photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History. The original archival-quality documentation shall be offered as donated material to repositories that will make it available for current and future generations. Archival copies of the documentation also would be submitted to the City of Long Beach Development Services Department, the downtown branch of the Long Beach Public Library, and the Historical Society of Long Beach where it would be available to local researchers. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach Development Services Department.</p>	



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

Impact	Mitigation Measures	Significance After Mitigation
GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE		
<p>Impact GHG-1 Development associated with the proposed project would generate additional GHG emissions beyond existing conditions from construction and operational activities. The Downtown Plan EIR determined that both construction and operational GHG emissions associated with buildout of the Downtown Plan would result in significant and unavoidable impacts. The proposed project would contribute to this impact; however, GHG emissions would not exceed the 6.6 MT CO₂e per service population per year significance threshold as required by Downtown Plan EIR Mitigation Measure AQ-2 and no additional mitigation measures would be required. Impacts would therefore be Class III, less than significant.</p>	<p>Downtown Plan EIR Mitigation Measures GHG-1(a) and GHG-1(b) would apply to the project. No additional mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Impact GHG-2 The proposed project would be consistent with the Climate Action Team GHG reduction strategies, the SCAG Sustainable Communities Strategy, and Long Beach Sustainable City Action Plan Goals. Impacts related to consistency with GHG plans and policies would therefore be Class III, less than significant.</p>	<p>Downtown Plan EIR Mitigation Measures GHG-2(a) and GHG-2(b) would apply to the project. No additional mitigation measures are required.</p>	<p>Less than significant.</p>
NOISE AND VIBRATION		
<p>Impact N-1 Construction-related activities associated with the proposed project would generate noise that could exceed City of Long Beach standards at existing receptors. Residential uses proposed by the project may also be exposed to noise levels that exceed City standards. The Downtown Plan EIR determined that construction associated with buildout of the Downtown Plan would result in a potentially significant impact unless mitigation is incorporated. The proposed project would contribute to this impact and mitigation would not be feasible to reduce the impact to a less than significant level. This is a Class I, significant and unavoidable impact.</p>	<p>Downtown Plan EIR Mitigation Measures Noise-1(a) and Noise-1(b) would apply to the project. In addition to these measure, the following mitigation measure would apply:</p> <p>Noise-1 Noise Control Plan. If demolition occurs by implosion, the City shall approve a Noise Control Plan that protects public health and includes:</p> <ul style="list-style-type: none"> • A site-specific map that delineates the hearing damage radius; • Safety measures to ensure that community members would not be within this radius during the implosion; • Control measures designed by an implosion expert to reduce noise at the source of the implosion; and • A statement that all demolition-related damage shall be repaired. 	<p>Significant.</p>



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

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



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

Impact	Mitigation Measures	Significance After Mitigation
<p>Impact N-5 Traffic generated by the proposed project is not anticipated to result in noise level increases along roadways in the project vicinity. Traffic-related increases in noise would not exceed the City's threshold at sensitive receptors along roadway segments. The Downtown Plan EIR also determined that traffic-generated noise increases resulting from the Downtown Plan would be less than significant. This is a Class III, less than significant impact.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>Impact N-6 Noise levels at proposed sensitive receptors may exceed City thresholds for interior and exterior noise. The Downtown Plan EIR determined that the Downtown Plan would result in a Class II impact, potentially significant unless mitigation is incorporated, as it would allow sensitive receptors to be located in areas exceeding the City's noise standards. The Downtown Plan required site-specific noise analysis and mitigation for individual projects. The proposed project would contribute to this impact and such mitigation would be required. This is a Class II, significant but mitigable impact.</p>	<p>Noise-6(a) Mechanical Ventilation. The applicant shall provide mechanical ventilation in all residential units proposed along Broadway, Pacific Avenue, Third Street, Cedar Avenue, Chestnut Avenue, and First Street, so that windows can remain closed at the choice of the occupants to maintain interior noise levels below 45 dBA Ldn.</p> <p>Noise-6(b) Sound-Rated Windows and Sliding Glass Doors. The applicant shall install sound-rated windows and sliding glass doors on the residential units that face Broadway, Pacific Avenue, Third Street, and Cedar Avenue, as well as the proposed library, such that interior noise levels would not exceed 45 dBA Ldn when the windows are closed.</p>	<p>Less than significant.</p>
<p>TRANSPORTATION AND TRAFFIC</p>		
<p>Impact T-1 Implementation of the proposed project would increase traffic on the surrounding street network. The Downtown Plan EIR determined that buildout of the Downtown Plan would result in Class I, significant and unavoidable traffic impacts. The proposed project would contribute to this impact; however, project-generated traffic would not cause any intersection to exceed City standards under existing plus project traffic conditions. Impacts associated with the proposed project would be Class III, less than significant.</p>	<p>None required. The Downtown Plan EIR includes Mitigation Measures Traf-1(a) through Traf-1(d) that include traffic signal system improvements and traffic calming amenities designed to enhance traffic circulation in the Downtown Area.</p>	<p>Less than significant.</p>



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

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



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1 INTRODUCTION

This document is a Supplemental Environmental Impact Report (SEIR) that examines the potential effects of the proposed Civic Center project, which involves the redevelopment of an approximately 16-acre site in downtown Long Beach with a mix of institutional, residential, and commercial uses. The proposed project is described in detail in Section 2.0, *Project Description*. This section describes: (1) the general background of the project; (2) the purpose and legal authority of the SEIR; (3) the scope and content of the SEIR; (4) lead, responsible, and trustee agencies; and, (5) the environmental review process required under the California Environmental Quality Act (CEQA).

1.1 PURPOSE AND LEGAL AUTHORITY

The proposed project requires discretionary approvals from the City of Long Beach. Pursuant to Section 15060(d) of the *CEQA Guidelines*, the project is subject to the requirements of the CEQA. In accordance with Section 15121 of the *CEQA Guidelines*, the purpose of this SEIR 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, and identify possible ways to minimize the significant effects..."

This EIR has been prepared as a Supplemental EIR (SEIR) pursuant to Section 15163(a)(2) of the *CEQA Guidelines*. A SEIR is prepared when minor additions or changes are necessary to make a previously certified EIR adequately apply to the project in the changed situation. This SEIR and the Final Program EIR for the Downtown Plan that was adopted in January 2012 comprise the environmental review documentation for the Civic Center project. A copy of the Downtown Plan Final Program EIR (SCH# 2009071006) is available for review on the City of Long Beach website at http://www.lbds.info/planning/environmental_planning/environmental_reports.asp.

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

1.2 PROJECT BACKGROUND

The design of the proposed Civic Center project follows the guidance of the Downtown Plan (the "Downtown Plan"), which was adopted in January 2012. A Final Program Environmental Impact Report (Final EIR) was prepared for the Downtown Plan in accordance with CEQA and was certified in January 2012. The Downtown Plan project area covers approximately 719 acres in Long Beach. The Downtown Plan provides development standards and design guidelines for an expected increase in the density and intensity of existing Downtown land uses by allowing up to: (1) approximately 5,000 new residential units; (2) 1.5 million square feet of new office, civic, cultural, and similar uses; (3) 384,000 square feet of new retail; (4) 96,000 square feet of restaurants; and (5) 800 new hotel rooms. The development assumed in the Downtown Plan would occur over a 25-year time period.



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

The City of Long Beach prepared a Notice of Preparation (NOP) of an SEIR and distributed it for agency and public review for the required 30-day review period on April 16, 2015. The Initial Study identified the following issue areas as having impacts that are “potentially significant” or “potentially significant without mitigation” and therefore require additional analysis in the SEIR:

- *Aesthetics*
- *Air quality*
- *Cultural resources*
- *Greenhouse gas emissions*
- *Noise*
- *Transportation and traffic*

The City received eight written responses to the NOP during the public review period, as well as one written response after the end of the comment period. The NOP is presented in Appendix A, along with the Initial Study that was prepared for the project and the NOP responses received. The intent of the NOP was to provide interested individuals, groups, public agencies and others a forum to provide input to the City regarding scope and focus of the SEIR. The City held an SEIR scoping meeting on April 30, 2015 during the public review period to solicit further public comment on the scope and content of the SEIR. The meeting was held at the Long Beach Main Library and began at 5 p.m. Four members of the public attended the meeting. Additional attendees included City staff and representatives of Plenary-Edgemoor Civic Partners (PECP), the City’s development partner. Attendees were invited to share comments on the SEIR scope, including suggestions for analyses that should be included in the SEIR and project alternatives that should be considered. Issues raised in written responses to the NOP and by attendees at the Scoping Meeting are summarized below and where the SEIR or Initial Study addresses these comments are indicated in Table 1-1.

**Table 1-1
 NOP Responses**

Written Responses		
<i>Commenter</i>	<i>Comment/Request</i>	<i>How and Where Comment Addressed</i>
Jillian Wong, Ph.D, Program Supervisor, Planning, Rule Development & Area Sources, South Coast Air Quality Management District	Recommends use of CEQA Air Quality Handbook for guidance in preparing air quality analysis and use CalEEMod for analysis.	The CEQA Air Quality Handbook was used for guidance (see Section 4.2.3, “Impact Analysis,” in Section 4.2, <i>Air Quality</i>). CalEEMod used for air quality analysis.
	Requests construction-related and operation-related air quality analysis, including impacts from indirect sources, such as those that generate or attract vehicular trips.	Impact AQ-2 in Section 4.2, <i>Air Quality</i> , includes construction-related air quality analysis from direct and indirect sources. Impact AQ-3 in Section 4.2, <i>Air Quality</i> , includes operation-related air quality analysis from direct and indirect sources.



**Table 1-1
NOP Responses**

Written Responses		
Commenter	Comment/Request	How and Where Comment Addressed
	Requests calculation of direct and indirect regional and localized air quality impacts and comparison to SCAQMD thresholds.	Impacts AQ-2 and AQ-3 in Section 4.2, <i>Air Quality</i> , include analysis of direct and indirect regional and localized air quality impacts and utilizes SCAQMD regional and local significance thresholds.
	Recommends preparation of a mobile source health risk assessment for vehicular trips, if the project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles.	Downtown Plan EIR Mitigation Measure AQ-4(a) requires a project-level health risk assessment (HRA) for commercial land uses that accommodate more than 100 trucks per day, or 40 trucks equipped with transportation refrigeration units (TRUs), within 1,000 feet of sensitive receptors. Impact AQ-5 in Section 4.2, <i>Air Quality</i> , includes analysis of project generated truck trips and determines that the project's impact on mobile source TAC emissions would be less than significant and a project-level HRA is not warranted. See Impact AQ-5 in Section 4.2, <i>Air Quality</i> , for additional discussion.
	Provides guidance on siting incompatible land uses in California Air Resources Board's <i>Air Quality and Land Use Handbook: A Community Perspective</i> .	The <i>Air Quality and Land Use Handbook: A Community Perspective</i> was used for guidance (see Impact AQ-5 discussion in Section 4.2, <i>Air Quality</i>).
	Requests to be sent a copy of the Draft SEIR directly with appendices and all electronic files for CalEEMod and HARP (original modeling files and excel spreadsheets, not pdfs) to 21865 Copley Drive, Diamond Bar, CA 91765.	A copy of the SEIR with appendices and electronic CalEEMod files will be sent to SCAQMD with the Notice of Availability during the public review period.
	Requests utilizing all feasible mitigation measures to minimize or eliminate significant adverse impacts to air quality.	Section 4.2, <i>Air Quality</i> , includes mitigation measures required of the project by the Downtown Plan EIR and additional mitigation measures to minimize or eliminate significant adverse impacts to air quality, where feasible.
Scott Morgan, Director, State Clearinghouse	Confirms that the State Clearinghouse received the NOP.	No response required.
Kevin T. Johnson, Acting Chief, Forestry Division, Prevention Services Bureau, County of Los Angeles Fire Department	Confirms that the project site is not within the emergency response area of the Los Angeles County Fire Department and would not impact the Department's emergency responsibilities.	No response required.
	Confirms that although the project site is in close proximity to the jurisdictional area of the Los Angeles County Fire Department, the project is unlikely to necessitate a comment concerning general requirements from the Land Development Unit.	No response required.



**Table 1-1
 NOP Responses**

Written Responses		
Commenter	Comment/Request	How and Where Comment Addressed
	Requests that potential impacts to erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archaeological and cultural resources, and the County Oak Tree Ordinance be discussed.	<p>Section VI, <i>Geology and Soils</i>, of the Initial Study (Appendix A) includes erosion related analysis.</p> <p>Section IV, <i>Biological Resources</i>, of the Initial Study (Appendix A) includes an analysis of the project's biological resource impact.</p> <p>Impact CR-1 in Section 4.3, <i>Cultural Resources</i>, includes analysis of impacts to cultural resources at the project site. Section V, <i>Cultural Resources</i>, of the Initial Study (Appendix A) includes analysis of archaeological resources and determined that the project's impact to archaeological resources would be less than significant.</p> <p>The project site is within urbanized, Downtown Long Beach. The project site is not within a Very High Fire Hazard Severity or Fire Zone 4 and would not require fuel modification.</p> <p>The project site is within the City of Long Beach and the Los Angeles County Oak Tree Ordinance does not apply to the project.</p>
	States that the proposed residential component of the project would likely require environmental oversight of an authorized government agency prior to site grading activities.	The lead agency for the project is the City of Long Beach and the Initial Study and SEIR examine the potential environmental effects of constructing the proposed Civic Center project.
Adriana Raza, Customer Service Specialist, Facilities Planning Department, County Sanitation Districts of Los Angeles County	States that the wastewater flow from the proposed project would discharge to a local sewer line for conveyance to the District's De Forest Avenue Trunk Sewer, which, as of 2012, had a design capacity exceeding its peak flow conveyance.	Section XVII, <i>Utilities and Service Systems</i> , of the Initial Study (Appendix A) was revised to include an expanded discussion of wastewater treatment facilities.
	States that the wastewater generated by the project would be treated at the Joint Water Pollution Control Plant in the City of Carson, which has a design capacity of 400 million gallons per day (mgd) and an average flow of 263.4 mgd.	Section XVII, <i>Utilities and Service Systems</i> , of the Initial Study (Appendix A) was revised to include an expanded discussion of wastewater treatment facilities.



**Table 1-1
 NOP Responses**

Written Responses		
Commenter	Comment/Request	How and Where Comment Addressed
	States that the District charges a connection fee in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project and that expansion of facilities would be sized and service phased in a manner that is consistent with the Southern California Association of Government's regional growth forecast.	Section XVII, <i>Utilities and Service Systems</i> , of the Initial Study (Appendix A) was revised to include an expanded discussion of wastewater treatment facilities.
Gary Shelton, Advocacy Chairman, Long Beach Area Coalition for the Homeless	States that the project would displace 55 persons during the construction period, dismantling community cohesion at the project site, and that displacement should be analyzed in the Draft SEIR and considered potentially significant unless mitigation is incorporated.	Section XIII, <i>Population and Housing</i> , of the Initial Study (see Appendix A) has been revised to include a discussion regarding displacement of this population.
	Recommends potential mitigation could include the creation of "Day Shelters" to fill the gap caused by nighttime accommodations being closed during the day and the project site being unavailable during the construction period. Also recommends that social services be included to lead people to permanent housing.	Section XIII, <i>Population and Housing</i> , of the Initial Study (see Appendix A) has been revised to include a discussion regarding displacement of this population.
Ping Chang, Program Manager II, Land Use and Environmental Planning, Southern California Association of Governments (SCAG)	The commenter encourages the use of a side-by-side comparison of SCAG goals with discussions of consistency, non-consistency, or non-applicability of the policy and supportive analysis in a table format. Recommends referring to SCAG's 2012 RTP/SCS strategies when considering if the proposed project within the context of SCAG's regional goals and policies.	Table 4.4-6 in Section 4.4, <i>Greenhouse Gas Emissions/Climate Change</i> , is a side-by-side comparison between SCAG's 2012 RTP/SCS strategies and the proposed project.



**Table 1-1
 NOP Responses**

Written Responses		
Commenter	Comment/Request	How and Where Comment Addressed
	<p>Provides SCAG forecasts for the region and applicable jurisdictions and recommends a review of the SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures for guidance.</p>	<p>SCAG 2012 RTP/SCS forecasts for the Long Beach have been used for air quality analysis for the proposed project (see Section 4.2, <i>Air Quality</i>, Impact AQ-1 discussion). Downtown Plan EIR Mitigation Measure Traf-1(a) includes implementing transit facilities and programs to encourage public transit usage and Transportation Demand Management Policies, which is reflective of guidance in SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures, particularly Mitigation Measure AQ1, which recommends Transportation Control Measures, such as programs to improve the use of public transit. Downtown Plan EIR Mitigation Measures AQ-2(a) includes measures to require commercial development to promote a ride-share program for employees, and secure bicycle parking areas, which also reflects SCAG 2012 RTP/SCS Final Program EIR Mitigation Measure AQ1. Downtown Plan EIR Mitigation Measure AQ-1(a) requires construction contractors to implement Enhanced Exhaust Control Practices, which is reflective of SCAG 2012 RTP/SCS Final Program EIR Mitigation Measure AQ2, which recommends reducing emissions from in-use fleet and encourages cleaner construction equipment.</p>
<p>Dianna Watson, IGR/CEQA Branch Chief, Caltrans District 7</p>	<p>Requests that a Traffic Impact Analysis (TIA) be conducted to evaluate potential transportation impacts to the I-710. Requests that the TIA evaluate potential traffic impacts to the regional transportation system, including I-710 mainline south of the Anaheim Street interchange, nearest on-and-off ramps, and ramp intersections.</p>	<p>The Downtown Plan EIR found that implementation of the Downtown Plan would result in significant and unavoidable impacts to traffic and transportation, including to the I-710. Downtown Plan EIR Mitigation Measure Traf-1(a) required enhancement to freeway access to the I-710 from the Downtown area and Mitigation Measure Traf-1(b) required a series of traffic signal improvements. As discussed in the TIA prepared for the proposed project by Linscott, Law & Greenspan, Engineers (LLG) in July 2015 (see Appendix E), the proposed project would generate fewer trips than buildout of the Civic Center Area analyzed in the Downtown Plan EIR. Therefore, the project would not result in any new transportation impacts, or increase the severity of significant impacts to the I-710 beyond those identified in the Downtown Plan EIR. Additional analysis in the SEIR is not warranted.</p>



**Table 1-1
NOP Responses**

Written Responses		
Commenter	Comment/Request	How and Where Comment Addressed
	States that vehicle queues to mainline freeway lanes should be avoided and requests mitigation improvements if off-ramp storage capacity is exceeded.	See response above regarding the Downtown Plan EIR's determination that traffic impacts would be significant and unavoidable. Downtown Plan EIR Mitigation Measure Traf-1(a) requires enhancement to freeway access to the I-710 from the Downtown area and Mitigation Measure Traf-1(b) requires a series of traffic signal improvements.
	Requests that the TIA present its assumptions and methods and that travel modeling be consistent with other regional and local modeling forecasts.	The TIA prepared by LLG in July 2015 (see Appendix E) presents its assumptions and methods in Section 4.0, <i>Traffic Forecasting Methodology</i> .
	Requests inclusion of all appropriate, project and cumulative, traffic volumes. Including justification for vehicle trip reduction assumptions.	Section 4.6, <i>Transportation and Traffic</i> , includes project and cumulative traffic volumes. Justifications for vehicle trip reduction assumptions are included in Table 5-1, <i>Project Trip Generation Forecast</i> , of the TIA prepared by LLG in July 2015 (see Appendix E).
	Requests analysis of a.m. and p.m. peak hours for both existing and future conditions. Future conditions should extend to horizon year build-out of the Downtown Plan.	See Section 4.6 <i>Transportation and Traffic</i> , Impacts T-1 and T-2 for analysis of a.m. and p.m. peak hour traffic conditions. Future conditions extend to Year 2020, which is when the proposed project would be operational.
	Requests mitigation measures for traffic impacts, including specifics concerning improvements, schedule, and costs. Requests a plan of realistic mitigation measures or a specific percent of costs for mitigation actions undertaken by other agencies.	See response above regarding the Downtown Plan EIR's determination that traffic impacts would be significant and unavoidable. Downtown Plan EIR Mitigation Measure Traf-1(a) requires enhancement to freeway access from the Downtown area and implementation of transportation improvements. Mitigation Measures Traf-1(b) and Traf-1(c) require a series of traffic signal improvements. Mitigation Measure Traf-1(d) requires traffic calming and pedestrian amenities. Impacts T-1 and T-2 in Section 4.6, <i>Transportation and Traffic</i> , determined that impacts would be less than significant. No additional mitigation is required.
	Encourages the City to consider vehicle demand-reducing strategies, such as incentives for commuters to use transit, discounts on monthly bus and rail passes, and more.	Downtown Plan EIR Mitigation Measure Traf-1(a) includes implementing transit facilities and programs to encourage public transit usage and Transportation Demand Management Policies.



**Table 1-1
 NOP Responses**

Written Responses		
Commenter	Comment/Request	How and Where Comment Addressed
	Recommends that the City establish a transportation fund or a funding plan to implement improvements that may be too costly for one specific development.	Section 4.6, <i>Transportation and Traffic</i> , determined that impacts to traffic would be less than significant. Downtown Plan EIR Mitigation Measures Traf-1(a) through Traf-1(d) include transportation improvements for the entire Downtown Plan Area to reduce significant and unavoidable traffic impacts to the extent feasible. City decision makers may, nevertheless, consider establishing a transportation fund.
	States that Caltrans does not consider the Los Angeles County's Congestion Management Program adequate for analysis of transportation impacts to State highway facilities. Requests that Caltrans be consulted for the analysis of State highway facilities.	Caltrans does not consider the Los Angeles County's Congestion Management Program (CMP) adequate for analysis of transportation impacts to State highway facilities; nevertheless, the Section 4.6, <i>Transportation and Traffic</i> , considered the CMP methodology and standards in accordance with local CEQA requirements. Caltrans will continue to be consulted regarding impacts to state highway facilities.
Cheryl Perry, President, Long Beach Heritage	Asks what the impediment is to adaptive re-use for the court house. States that impacts to the cultural and physical environment should be assessed, as defined in 40 Code of Federal Regulations (CFR) 1508.14.	See Section 4.3, <i>Cultural Resources</i> , Impact CR-1 and the Cultural Resources Study (see Appendix C) for analysis regarding cultural resources. Section 6, <i>Alternatives</i> , includes analysis of an Adaptive Reuse Alternative.
	States that the State Historic Preservation Officer should be consulted about the project.	The State Historic Preservation Officer was included in the distribution list for the Notice of Preparation. The City received a letter from the State Historic Preservation Officer on May 19, 2015. That letter is discussed below.
	States that the City's compliance with Section 106 should be addressed.	The cultural resources assessment for the project did evaluate the buildings and structures within the project area for listing in the National Register of Historic Places, in accordance with Section 106 of the National Historic Preservation Act.
	Recommends that a project team comprised of preservation-architects and –engineers should demonstrate how the courthouse could be adaptively reused for the proposed Port building.	RRM Design Group prepared an Adaptive Reuse Study for the courthouse, which was included as Appendix H of the Long Beach Courthouse Demolition Project Draft Environmental Impact Report. Section 6, <i>Alternative</i> , includes analysis of an Adaptive Reuse Alternative based on the study prepared by RRM Design Group.



**Table 1-1
NOP Responses**

Written Responses		
Commenter	Comment/Request	How and Where Comment Addressed
	Requests that a Historic Structures Report be completed with recommendations on adaptive reuse of the courthouse and potential mitigation.	RRM Design Group prepared an Adaptive Reuse Study for the courthouse, which was included as Appendix H of the Long Beach Courthouse Demolition Project Draft Environmental Impact Report. The Adaptive Reuse Study is a conceptual feasibility assessment that provides recommendations on the adaptive reuse of the former Long Beach Courthouse. The Cultural Resources Study prepared for the proposed project (see Appendix C) includes analysis of the project's cultural resource impacts and recommends mitigation to reduce impacts to the extent feasible.
	Asks that the specific impacts of demolishing the old courthouse on Long Beach's cultural resources be assessed. States that the courthouse is the only link the city has to its traditional civic core.	Section 4.3, <i>Cultural Resources</i> , Impact CR-1, and the Cultural Resources Study (see Appendix C) include analysis of impacts related to demolition of the former Long Beach Courthouse.
	States that significant and meaningful mitigation/restitution be applied to the project, if the old courthouse is demolished. Suggested mitigation measures include: (1) the City building and funding a viable Long Beach History Museum with artifacts from the City and private collections, and (2) mitigation dollars be used for Long Beach preservation projects.	See Section 4.3 <i>Cultural Resources</i> , Mitigation Measures CR-1(a) and (b) for mitigation, which includes collection of historic artifacts and archival building documentation.
Carol Roland-Nawi, Ph.D., State Historic Preservation Officer, Office of Historic Preservation	States that the EIR should include an updated study of the project area to determine if the Civic Center meets the eligibility criteria for local, state, or national listing as a historic district, and should be considered historic resources. States that the study should meet the requirements of Public Resources Code § 5024.1(g) and include contributing resources and non-contributing resources and identify character defining features of the contributing resources.	A Cultural Resources Study was prepared for the proposed project, see Appendix C. The Study determined that the Civic Center area is ineligible for listing on the California Register of Historical Resources or as a locally eligible historic district.
	States that demolition of the City Hall, Library, Lincoln Park, and the surrounding designed landscape may be significant impacts to historical resources and should be analyzed in the EIR.	See Section 4.3 <i>Cultural Resources</i> , Impact CR-1, and the Cultural Resources Study (Appendix C) for analysis of impacts to historical resources.
	States that the historic resources survey included in Appendix D of the Downtown Plan EIR is insufficient to evaluate historic resources and impacts of the proposed project because it did not include a survey of the Civic Center	A Cultural Resources Study was prepared for the proposed project, see Appendix C. Section 4.3, <i>Cultural Resources</i> , is based on the findings of this study, not the historic resources survey included in Appendix D of the



**Table 1-1
NOP Responses**

Written Responses		
Commenter	Comment/Request	How and Where Comment Addressed
	complex.	Downtown Plan EIR.
	States that the Draft EIR should focus and seriously consider a range of feasible alternatives. States that Pursuant to <i>CEQA Guidelines</i> (§15126.6) the Draft EIR should fully explore the following alternatives: No Project Alternative, Alternate Site Alternative, Rehabilitation Alternative, Adaptive Reuse Alternative, Infill Alternative, and Alternative-use Alternative.	Section 6.0, <i>Alternatives</i> , includes a discussion of an Adaptive Reuse Alternative, or rehabilitation alternative, in subsection 6.3 and the No Project Alternative in subsection 6.1. An Alternate Site Alternative, Infill Alternative, and Alternative-use Alternative are discussed in subsection 6.5, <i>Alternatives Considered But Rejected</i> .
	Cites <i>CEQA Guidelines</i> §615126.6(b) and states that the alternatives discussed in the Draft EIR should not be discounted because they may be more costly than the proposed project. States that all feasible alternatives should be considered in the Draft EIR.	Section 6.0, <i>Alternatives</i> , includes analysis of four alternatives, No Project Alternative, Downtown Plan Buildout of Civic Center Area Alternative, Adaptive Reuse Alternative, and Reduced Density Alternative. The alternatives were selected for evaluation without consideration of building cost.
	States that the Long Beach Courthouse is eligible as a landmark building, but may be part of a larger historic district (the entire Civic Center complex) that should be evaluated.	The Cultural Resources Study (see Appendix C) and Section 4.3, <i>Cultural Resources</i> , include analysis of the entire project site, including the Civic Center as a historic district, the former Long Beach Courthouse, and the City Hall-Library Complex.
	States that the City of Long Beach Cultural Heritage Commission should be included in the environmental review process pursuant to Downtown Plan EIR Mitigation Measure CR-1a.	Downtown Plan EIR Mitigation Measure CR-1(b) requires the City's Development Services Department staff to refer properties to the Cultural Heritage Commission, if they determine that the property may be eligible for designation. Impact CR-1 in Section 4.3, <i>Cultural Resources</i> , and the Cultural Resources Study prepared for the proposed project (see Appendix C) determined that the former Long Beach Courthouse and City Hall-Library Complex are both eligible for historical designation; therefore, the Cultural Heritage Commission's involvement in the environmental review process is not required.
	States that mitigation measures should go beyond Historic American Building Survey (HABS) documentation, plaques, and/or incorporating design features into the new project. Requests that the City involve the Cultural Heritage Commission, local preservation groups, and other members of the public to develop meaningful mitigation measures. Suggests as mitigation: (1) additional historic surveys in parts of the city that have not been surveyed, (2)	As discussed in Section 4.3 <i>Cultural Resources</i> , although the State Office of Historic Preservation's recommendations may mitigate the impacts of potential future projects, they would not mitigate the impact of the currently proposed project. Consequently, there is no nexus between these suggested measures and the impact associated with the proposed project and these suggestions would not constitute "mitigation" under CEQA. City decision makers may, nevertheless, consider including one or more of these



**Table 1-1
NOP Responses**

Written Responses		
Commenter	Comment/Request	How and Where Comment Addressed
	development of design guidelines for future re-use of public buildings, and (3) creation of a Historic Preservation Mitigation Fund.	suggestions as conditions of project approval.
Scoping Meeting Comments		
Topic	Comment/Request	How and Where Comment Addressed
Cultural Resources	Expresses concern that many buildings that were built by locally famous Long Beach architects are being demolished.	Impact CR-1 in Section 4.3, <i>Cultural Resources</i> , includes analysis of impacts to historical buildings and resources.
	Requests that cultural resource impacts be mitigated as much as possible and the SEIR should identify creative mitigation measures beyond a history walk and photodocumentation/historic structures report of buildings to be demolished.	See Section 4.3, <i>Cultural Resources</i> , Mitigation Measures CR-1(a) and (b) for mitigation, which includes collection of historic artifacts and archival building documentation.
	Suggests dedication of some part of the new library to a museum documenting the history of the area. Also suggests that various artifacts stored at the Main Library, City Hall, and Port of Long Beach, and with private collections, as well as key components of the buildings to be demolished, could be included in this museum.	See Section 4.3 <i>Cultural Resources</i> , Mitigation Measures CR-1(a) and (b) for mitigation which includes collection of historic artifacts and archival building documentation.
Hazards	Expresses concern that during demolition vermin would invade adjacent properties. Requests mitigation, such as fumigation of buildings to be demolished, to address this impact.	Section 5.0, <i>Other CEQA</i> , includes Mitigation Measure Other-1, which requires fumigation prior to building demolition.
Population and Housing	Expresses concern regarding the large homeless population residing in Lincoln Park.	Section XIII, <i>Population and Housing</i> , of the Initial Study (see Appendix A) has been revised to include a discussion regarding displacement of this population
Aesthetics	Requests that sight lines from Third Street to First Congregational Church (at southwest corner of Third Street and Cedar Avenue), particularly of the church tower, be preserved.	Impact AES-1 of Section 4.1, <i>Aesthetics</i> , includes analysis of impacts related to scenic resources. Impact AES-1 found that the proposed project would obstruct the view of First Congregational Church currently available from east of the project site, however, Third Street is not a state scenic highway or a designated local view corridor; therefore, this view alteration would not be a significant impact.
Biological Resources	States that there are approximately 197 mature trees present on the project site and that urban forest loss should be considered in the SEIR.	As discussed in Section IV, <i>Biological Resources</i> , of the Initial Study (see Appendix A), the proposed project would involve the relocation of Lincoln Park, which would require the removal of vegetation, including mature trees. All vegetation within the park is ornamental landscaping that does not include native biological resources or habitats. The proposed project would include the



Scoping Meeting Comments		
<i>Topic</i>	<i>Comment/Request</i>	<i>How and Where Comment Addressed</i>
		planting of trees within the new Lincoln Park and throughout the project site. In accordance with the City's Tree Maintenance Policy, the project would be required to replace all trees within the public right of way with an approved 15-gallon tree. Therefore, the Civic Center Project would not result in any significant impacts to biological resources or increase the severity of significant impacts to biological resources beyond those identified in the Downtown Plan EIR.
Transportation and Traffic	Requests that traffic impacts to surrounding neighborhoods due to the changes to First Street, Chestnut Avenue, and Cedar Avenue be considered in the SEIR.	Impacts T-1 and T-2 in Section 4.6, <i>Transportation and Traffic</i> , include traffic impact analysis for key intersections in the vicinity of the project site, including Pacific Avenue at First Street, Chestnut Avenue at Broadway, Cedar Avenue at Broadway, Chestnut Avenue at Ocean Boulevard, and Cedar Avenue at Ocean Boulevard.
Hydrology and Water Quality	Requests details about where water supply for the project would come from and what water conservation measures would be included in the project.	For details related to the project's water supply in the context of recent drought conditions, see pages 46 through 48 of the Initial Study (see Appendix A). The Long Beach Water Department would supply water to the project site. The recent drought has led to restrictions on water use in southern California. The proposed project would be required to comply with any additional restrictions on water use implemented by the Long Beach Water Department.

1.3 SCOPE AND CONTENT/ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Section 15163(b) of the *CEQA Guidelines* states that, "the supplemental EIR need contain only the information necessary to make the previous EIR adequate for the project as revised." In accordance with CEQA, the SEIR is a focused study of key issues that were not identified at a project level as part of the Downtown Plan Final Program EIR. Specifically, the EIR Supplement addresses issues for which Downtown Plan EIR mitigation measures stipulate further analysis on a project-by-project basis.

The issues addressed in this SEIR are listed in subsection 1.2. This SEIR identifies 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 SEIR recommends feasible mitigation measures, where possible, that would reduce or eliminate adverse environmental effects. In preparing the SEIR, 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 SEIR (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 four alternative development scenarios for the site. It also identifies the environmentally superior alternative among the alternatives assessed.

The level of detail contained throughout this SEIR 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. *CEQA Guidelines* Section 15151 states:

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 *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 this SEIR.

A responsible agency refers to a public agency other than the lead agency that has discretionary approval over the project. There are no responsible agencies for the project.

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 as follows. The steps are presented in sequential order.

1. **Notice of Preparation (NOP).** After deciding that an SEIR is required, the lead agency must file an NOP soliciting input on the SEIR 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 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 SEIR Prepared.** The Draft SEIR 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 and Notice of Availability.** A lead agency must file a Notice of Completion with the State Clearinghouse when it completes a Draft SEIR (*CEQA Guidelines* Section 15085) and prepare a Public Notice of Availability of a Draft SEIR. The lead agency must file the Notice of Availability with the County Clerk's office for a 45 day posting period and send a copy of the Notice of Availability to anyone requesting it (*CEQA Guidelines* Section 15087). Additionally, public notice of the Draft SEIR 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 21153). The minimum public review period for a Draft SEIR is 30 days. When a Draft SEIR 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 SEIR.** A Final SEIR must include: a) the Draft SEIR; b) copies of comments received during public review; c) list of persons and entities commenting; and, d) responses to comments.
5. **Certification of Final SEIR.** Prior to making a decision on a project, the lead agency must consider the previous EIR and certify that: a) the Final SEIR has been completed in compliance with CEQA; b) the Final SEIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the Final SEIR prior to approving a project (*CEQA Guidelines* Sections 15090 and 15163(e)).
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 SEIR, 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 SEIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.



2 PROJECT DESCRIPTION

The proposed project would involve demolishing existing buildings on the project site and developing a new City Hall, a new Port Building for Harbor Department administration, a new and relocated Main Library, a redeveloped Lincoln Park, a residential development, and a commercial mixed use development. In total, the project includes six new buildings, three new parking garages, related infrastructure and landscaping, and two new public street extensions of Chestnut Avenue and Cedar Avenue through the project site. Existing buildings that would be demolished include the former Long Beach Courthouse, Long Beach City Hall, and Long Beach Main Library. Demolition of the former courthouse was studied in the Long Beach Courthouse Demolition Project Draft EIR (SCH# 2014051003) that was circulated in October and November of 2014. Details on the current state of the courthouse and its proposed demolition that are included below are from the Long Beach Courthouse Demolition Project Draft EIR. This section describes the project location, major characteristics of the site and the proposed development, project objectives, and approvals needed to implement the project.

2.1 PROJECT PROPONENT

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

2.2 PROJECT LOCATION

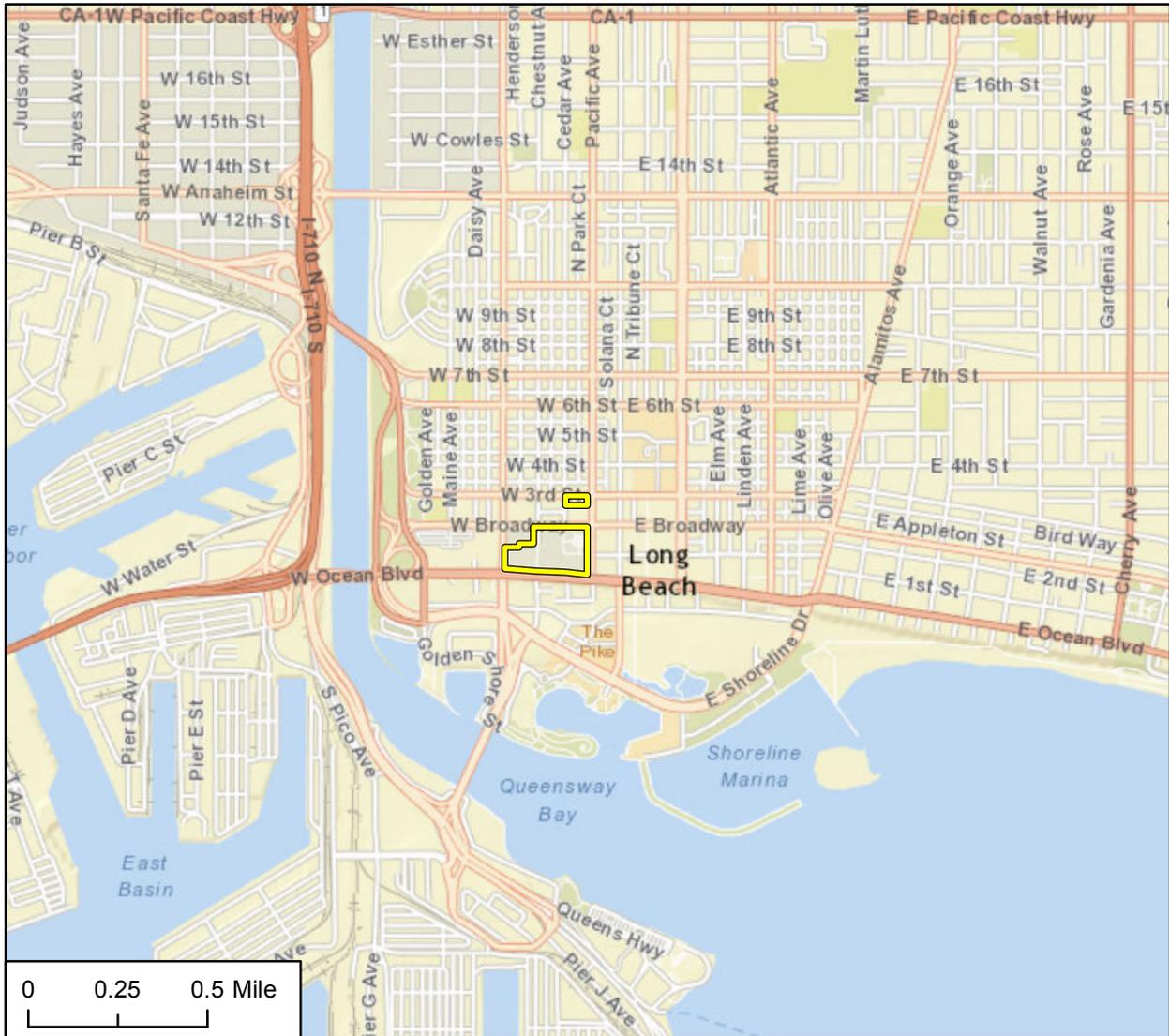
The project site is located within downtown Long Beach, Los Angeles County, California. The 15.87-acre project site is separated into two discontinuous parcels and generally bound by Third Street to the north, Pacific Avenue to the east, Magnolia Avenue to the west and Ocean Boulevard to the south. The northern portion of the project site is rectangular parcel that contains a paved parking lot. It is bound by Third Street to the north, Pacific Avenue to the east and Cedar Avenue to the west. The southern boundary is adjacent to a vacant lot. The larger, southern portion of the project site is an irregular-shaped parcel bound by Magnolia Avenue and Chestnut Avenue to the west, Broadway to the north, Pacific Avenue to the east, and Ocean Boulevard to the south. Figure 2-1 shows the regional location. Figure 2-2 shows the project site location.

2.3 CURRENT LAND USE AND REGULATORY SETTING

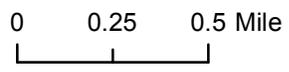
Table 2-1 summarizes the existing characteristics of the project site, which are also described below. Maps showing the land use designation, Downtown PD-30 Land Use District, and zoning of the site and its surroundings are shown in Figures 2-3, 2-4, and 2-5.



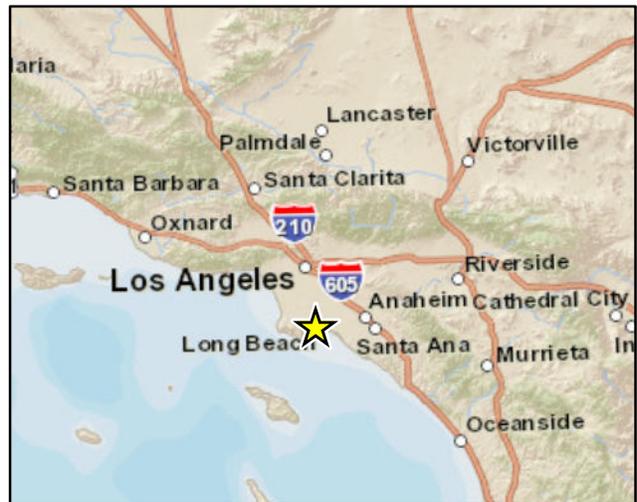
Civic Center Project
Section 2.0 Project Description



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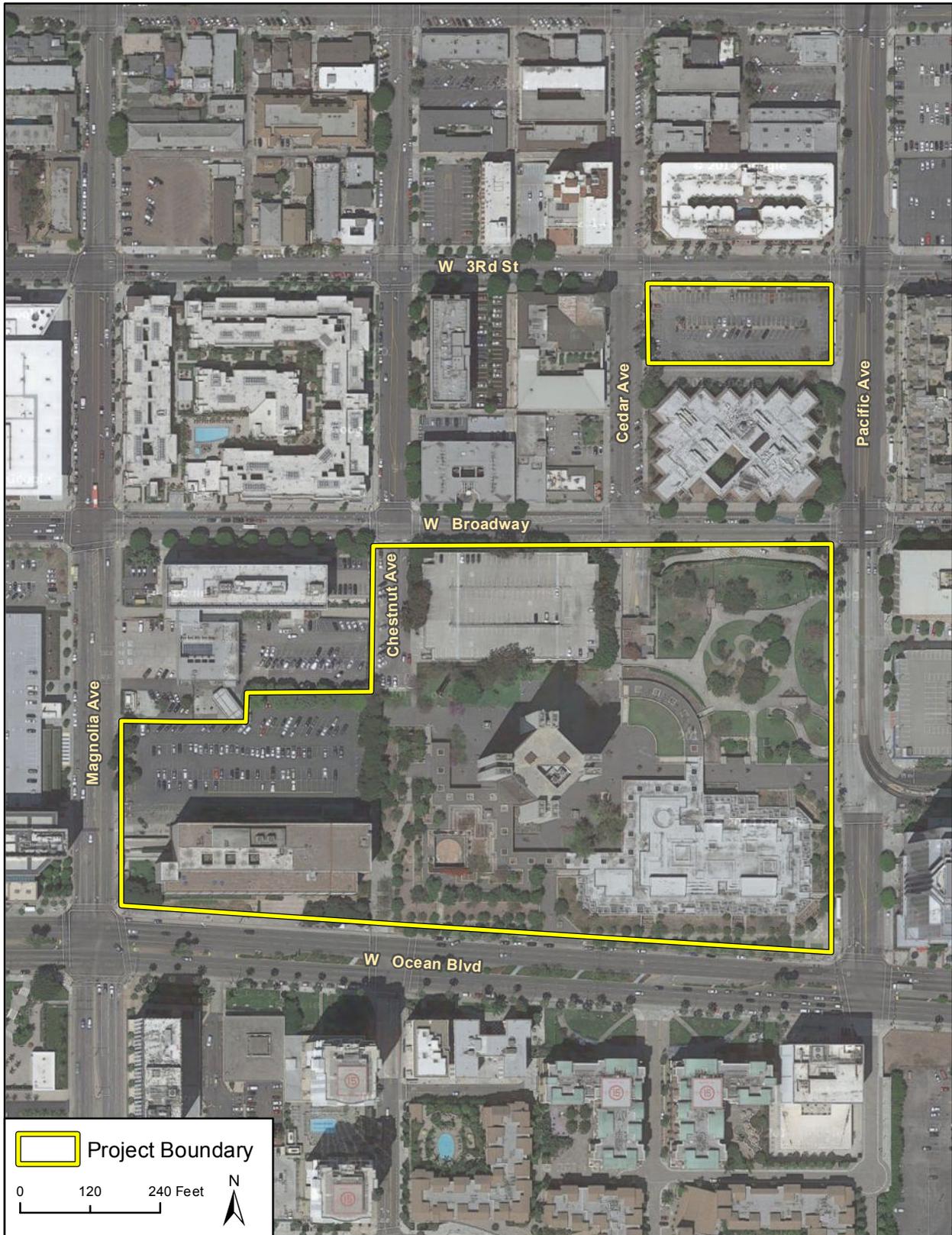
-  Project Boundary
-  Project Location



Regional Location

Figure 2-1
 City of Long Beach



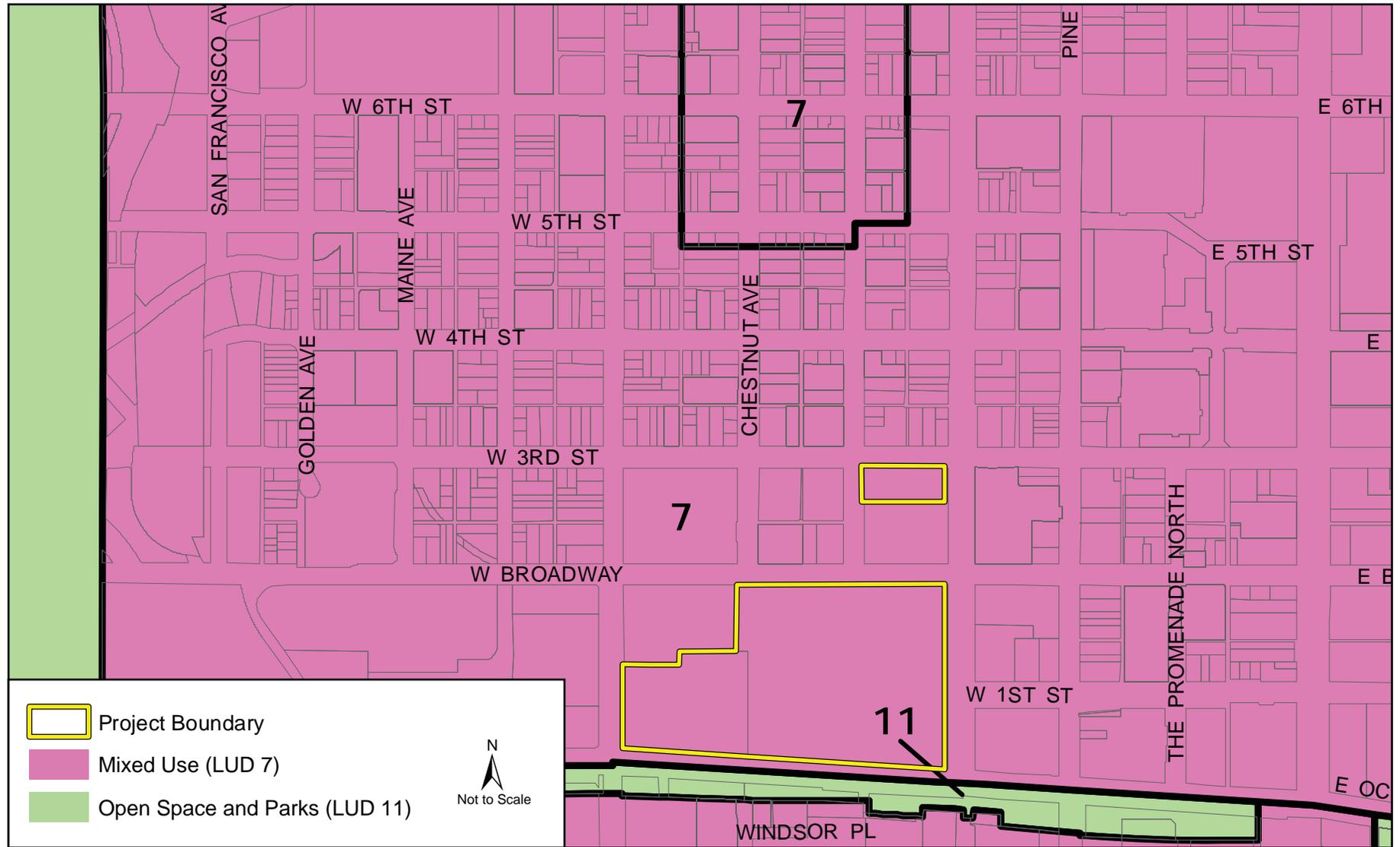


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Project Location

Figure 2-2
City of Long Beach

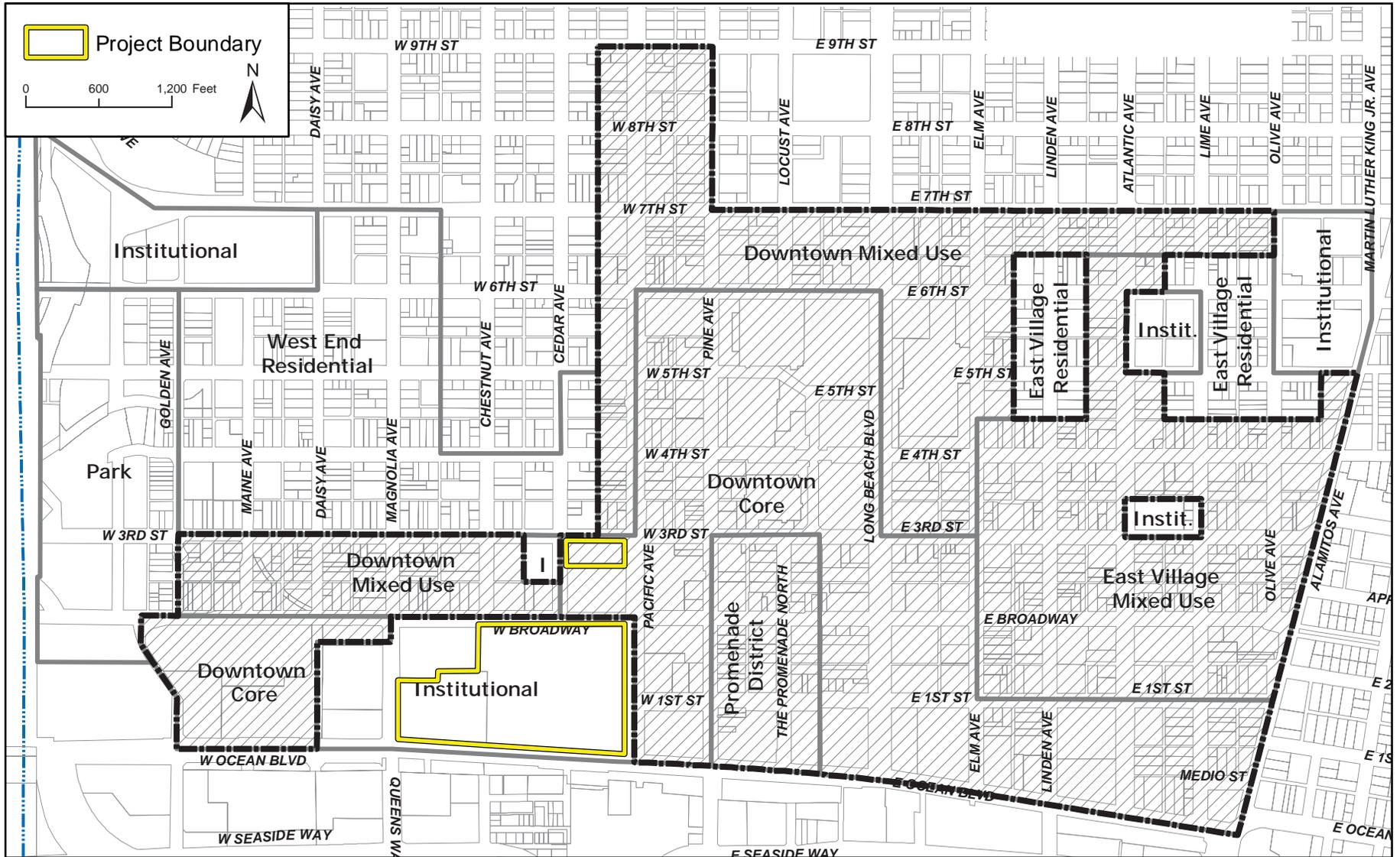




Source: Long Beach Development Services and Dept. of Technology Services, January 2012

General Plan Land Use Designations

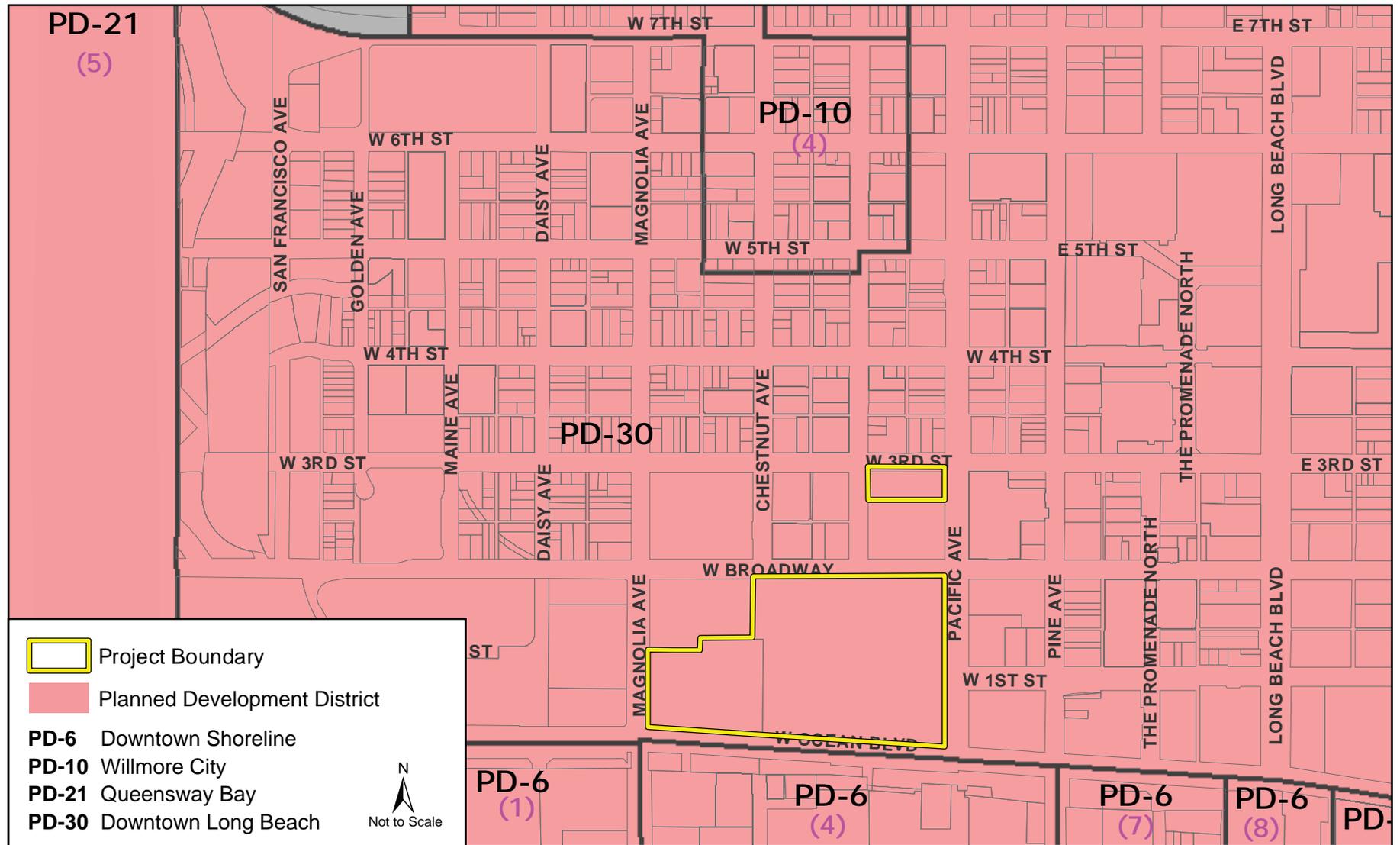
Figure 2-3
City of Long Beach



Source: Long Beach Downtown Plan PEIR, December 2010

Downtown PD-30 Land Use Districts

Figure 2-4



Source: Long Beach Development Services and Dept. of Technology Services, January 2012

Zoning Designations

Figure 2-5
 City of Long Beach

**Table 2-1
Existing Site Characteristics**

Assessor's Parcel Number	7280-022-914; 7280-025-902; 7280-025-900
Site Size	15.87 acres
General Plan Land Use Designations (see Figure 2-3)	Mixed Use (LUD 7)
Downtown PD-30 Land Use Districts (see Figure 2-4)	Institutional and Downtown Core
Zoning Designations (see Figure 2-5)	Downtown Plan (PD-30)
Current Use and Development	Long Beach City Hall Long Beach Main Library Broadway Parking Structure Lincoln Park Former Long Beach Courthouse (No longer in use)
Surrounding Land Use Designations (see Figure 2-3)	North: Mixed Use (LUD 7) East: Mixed Use (LUD 7) South: Open Space and Parks (LUD 11) and Mixed Use (LUD 7) West: Mixed Use (LUD 7)
Surrounding Downtown PD-30 Land use Districts (see Figure 2-4)	North: West End Residential; Downtown Mixed Use; Downtown Core East: Downtown Core South: Downtown Shoreline (PD-6) (outside PD-30) West: Downtown Core; Institutional
Surrounding Zoning Designations (see Figure 2-5)	North: Downtown Plan (PD-30) East: Downtown Plan (PD-30) South: Downtown Shoreline (PD-6) West: Downtown Plan (PD-30)
Regional Access	Interstate 710 (Long Beach Freeway)
Local Access	Ocean Boulevard, Broadway and Third Street
Public Services	Water: Long Beach Water Department Sewer: Long Beach Water Department Fire: Long Beach Fire Department Police: City of Long Beach Police Department

2.3.1 Current Land Use

The proposed project is located in the Civic Center portion of the Downtown Plan area of Long Beach. The proposed project would include activities on four distinct blocks, which are fully developed under existing conditions (see Figures 2-2 for existing conditions): Civic Block, Lincoln Park and New Library Block, Third and Pacific Block, and Center Block (see Figure 2-6). The Center Block consists of City Hall (283,000 square feet [sf]) and Broadway Parking Structure. The Lincoln Park and New Library Block consists of the Main Library (138,000 sf), Lincoln Park and the Lincoln Parking Structure. The Civic Block consists of the former Long Beach Courthouse (approximately 277,000 sf) and a parking lot (approximately 82,000 sf). The Third and Pacific Block consists of a surface parking lot. All existing buildings and structures except for the former Courthouse are currently in use. As described in the Long Beach Courthouse Demolition Project Draft EIR, a statewide Task Force on Court Facilities was



established in 1997 to document the condition of California's existing court buildings and identify critical physical deficiencies in court buildings throughout the state. The Task Force's final report outlined a program to improve or replace courthouses to make them safe, secure, and accessible. The former Long Beach Courthouse, which is being proposed for demolition, was identified as one of the worst in the State.

In June 2001, the Administrative Office of the Courts began a capital planning process to develop a facility master plan for each of the 58 trial courts in California. The master plans confirmed the Task Force's findings related to physical and functional conditions, considered how best to provide court services to the public, developed judicial and staffing projections, and examined development options for how best to meet goals related to court service, operational efficiency, local public policy, and cost effectiveness. Specific functional and physical problems identified with the courthouse building include the following:

Americans with Disabilities Act (ADA)

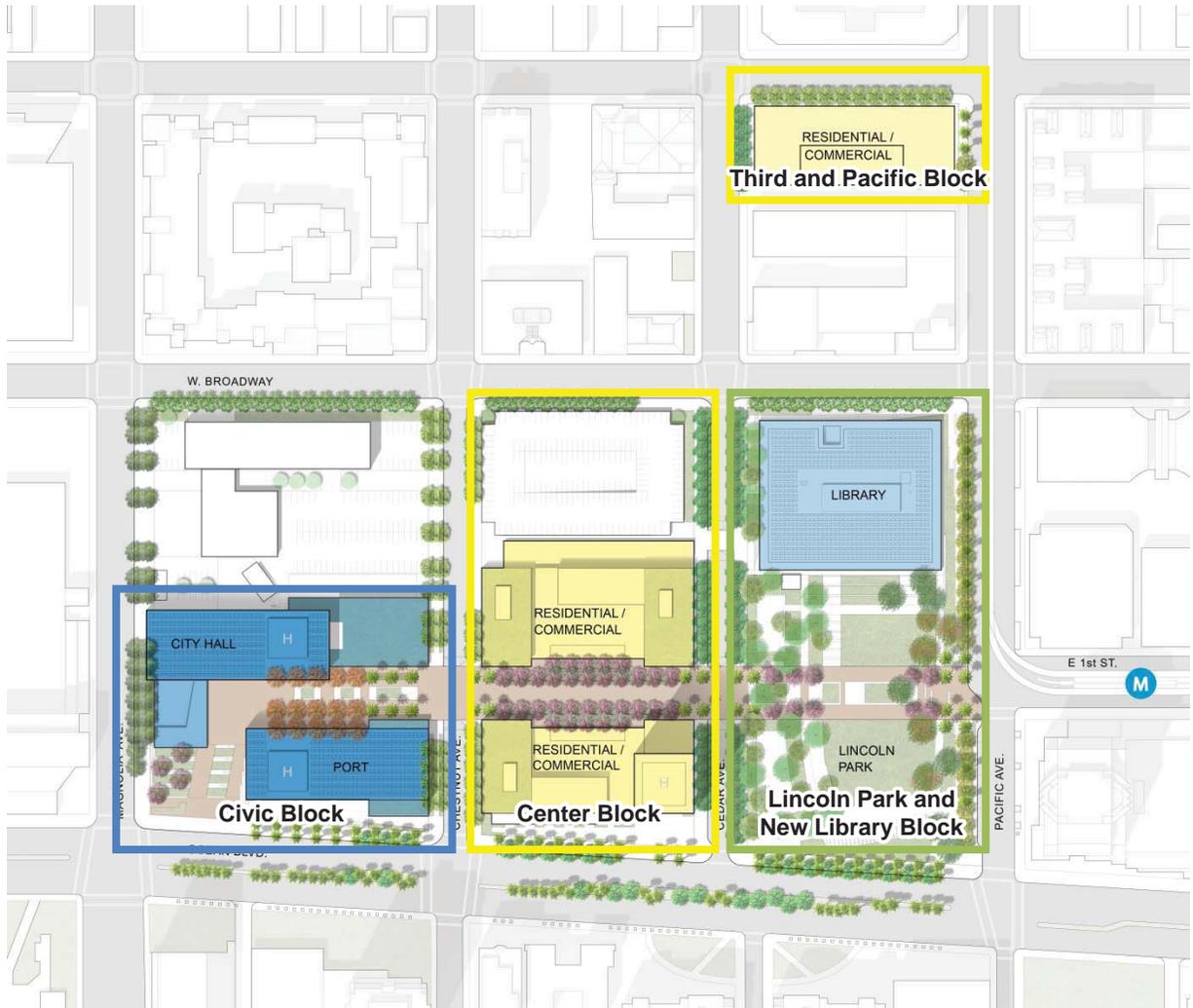
- *The courthouse building does not have wheelchair accessible bathrooms on most floors.*
- *There is no public elevator access to the sixth floor.*
- *Access to and from the sixth floor for persons with disabilities is by security guard escort only, using the security elevator.*
- *Of the 27 courtrooms, none are ADA compliant.*

Seismic Deficiencies

- *Two independent surveys, one by the County of Los Angeles and one by the State of California, concluded that the courthouse building would collapse in the event of a medium-sized earthquake from a nearby fault.*
- *The last two area earthquakes caused a six-inch separation between the east wing and west wing of the courthouse building.*
- *Over time, rainstorms, coupled with high winds, caused further movement and damage in the east wing and new leaks have developed.*
- *The County of Los Angeles performed a limited retrofit at an estimated cost of \$13.9 million. It is now estimated that the courthouse would remain standing long enough to evacuate but could not be capable of being re-occupied following a medium-sized earthquake.*

Due to its age, physical condition, and functional issues, renovating and expanding the courthouse was determined not to be a viable option to meet the growing demand for court services in the City of Long Beach. Therefore, a site for a new courthouse was identified on a six-acre property northwest of the existing Long Beach Courthouse at 275 Magnolia Avenue in Long Beach. The courthouse functions relocated to the new Governor George Deukmejian Courthouse and opened for business on September 9, 2013, and the former courthouse site is now owned by the City of Long Beach Successor Agency.





Project Site Blocks

Figure 2-6

2.3.2 Surrounding Land Uses

Generally, the project site is located in the Civic Center portion of the Downtown Plan area of Long Beach surrounded by a mix of uses, including residential, retail, commercial space, and recreational areas (including parks). This area is also identified as the Institutional District of PD-30 in the Long Beach Downtown Plan EIR (the “Downtown Plan EIR”) (see Figure 2-4). A portion of the project site (Third and Pacific Block) is identified as the Downtown Core District of PD-30 (see Figure 2-4). The Los Angeles River is less than one mile to the west of the Downtown area.

Land uses west of the project site, across Magnolia Avenue, include the Glenn M. Anderson Federal Building followed by the World Trade Center. North of Broadway Avenue are existing residential (apartment) development and mixed-use buildings. Immediately west of the Third and Pacific Block is the First Congregational Church, at the southwest corner of Third and Cedar. North of Third Street are residential and mixed use developments, while the block immediately east of Pacific Avenue contains residential, as well as high-rise commercial and mixed-use buildings. Uses south of the project site, across Ocean Boulevard, include high-rise residential buildings (up to 25 stories in height), a high-rise office building (approximately 15 stories in height), and a single-story strip retail building. The area south of Ocean Boulevard is located in the Downtown Shoreline Planned Development District (PD-6), outside of the Downtown Plan area. Figure 2-7 shows the location of surrounding land uses.

2.4 PROJECT CHARACTERISTICS

2.4.1 Proposed Land Uses and Development

The design of the proposed Civic Center project follows the guidance of the Downtown Plan, which was adopted in January 2012. The City of Long Beach prepared a Final Program Environmental Impact Report (EIR) for the Downtown Plan that was certified in January 2012. The guiding principles for downtown Long Beach from the Downtown Plan are as follows:

- *We promote the development of a distinctive downtown skyline, providing a vibrant, compact city core attracting cosmopolitan and creative people.*
- *Our lively Downtown acts as the heart of the city, connecting with the neighborhoods and coastline.*
- *We encourage an infrastructure to accommodate a future that is less dependent on fossil fuels and more focused on walking, bicycling, and public transportation.*
- *We invite and support new industries to invest in our future so that we can continue to diversify our economy and promote job growth while strengthening our existing backbone of convention, tourism, and port business.*
- *We endorse bold architecture, planning, and construction that utilize green building technology and incorporate sustainable energy.*
- *We demand quality in building practices in order to ultimately create historical masterpieces.*
- *We value our buildings of historic merit and seek to preserve or restore them through adaptive reuse.*



- *We include the best aspects of an innovative global city: dynamic architecture, light-filled public spaces, active recreation, celebration of our unique culture, and respect for the natural environment.*
- *We work together to ensure the success of this vision and it is our promise to the City and its residents to invest in the future.*

The project includes a new City Hall, a new Port Building for Harbor Department administration, a new and relocated Main Library, a redeveloped Lincoln Park, a residential development, and a commercial mixed use development. In total, the proposal includes six new buildings, three new parking garages, related infrastructure and landscaping, and two new public street extensions of Chestnut Avenue and Cedar Avenue through the project site. The Lincoln Park garage and Broadway garage would be preserved and would continue to be used by City staff and public parking. Both the City Hall and Port buildings would be up to 11 stories in height. See Figures 2-8a and 2-8b for photosimulations of the project. Existing buildings that would be demolished include the former Long Beach Courthouse, Long Beach City Hall, and Long Beach Main Library.

The project includes the demolition of the former Long Beach Courthouse building. The Long Beach Courthouse Demolition Project was studied in a Draft EIR (SCH# 2014051003) that was circulated in October and November of 2014. The former courthouse would be demolished leaving the building foundation partially deconstructed with stem walls along the north and east property lines left in place. Prior to demolition, equipment and materials would be removed. Hazardous materials, if present, would be removed in accordance with federal and State abatement policies and procedures. Table 2-2 below describes the project components by block.

**Table 2-2
 Project Summary by Block**

Block	Major Components	Uses	Height	Size
Civic Block	Port Building	Office	11 stories/164 ft	240,000 GSF
	City Hall Building	Office	11 stories/165 ft	270,000 GSF
	Underground Parking Structure	Parking	--	509 parking spaces
Lincoln Park and New Library Block	Total Lincoln Park Area	--	--	4.8 acres
	Main Library	Library	2 stories/42 ft	92,000 GSF; 1.63 acres
	Open Space	Recreation	--	3.17 acres
Third and Pacific Block	Residential Building	Residential	Up to 7 stories / approx. 70 ft	200 DU
	Underground Parking Structure	Parking	--	250 parking spaces
Center Block	Mixed-Use Development:	Residential Hotel Retail Restaurant	Two buildings: Up to 7 stories/85 ft Approx. 36 stories/432 ft	580 DU 32,000 GSF retail 8,000 GSF restaurant 200 room hotel
	Underground Parking Structure	Parking	--	725 parking spaces

GSF = gross square feet; DU = dwelling units; ft = feet





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Surrounding Land Uses

Figure 2-7



Looking southwest through project area, Pacific Avenue shown in lower left.



Looking east through project area, Ocean Boulevard shown on right.

Specific project components are described in more detail below.

a. Civic Block. The Civic Block consists of three major components (see Figure 2-9 for a site plan):

Port Building. The Port Building would be up to 11 stories in height (approximately 164 feet tall), utilizing a concrete frame structure of up to 240,000 gross square feet (gsf). It would be designed to house the administrative functions of the Harbor Department, which are currently housed near the Long Beach Airport (4801 Airport Plaza Drive). The space within this building would be primarily office space. Port Building elevations are shown in Figures 2-10a and 2-10b.

City Hall Building. The City Hall building would be an approximately 270,000 gsf, up to 11-story concrete frame structure (approximately 165 feet tall) that includes office space for City staff and elected officials. The structure would also include Council Chambers, meeting rooms, transaction counters and other public serving components. Located around and between the City Hall and Port Building would be a 73,000 square foot (sf) Civic Plaza, which would include hardscape and landscape elements appropriate for larger spontaneous gatherings as well as planned events. City Hall elevations are shown in Figures 2-11a and 2-11b.

Port and City Hall Foundations. The Port and City Hall buildings would share a common underground parking structure that includes shared infrastructure such as the combined central plant, common points of vehicular access and shared loading dock services. Approximately 509 new spaces of underground parking would be available to the Harbor Department and the City's priority parking users, including Americans with Disabilities Act (ADA) accessible parking spaces, in a 2 to 2.5 level below grade structure that includes a below grade loading dock.

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

b. Lincoln Park and New Library Block. Improvements to the Lincoln Park and New Library Block consist of two primary components: a new Main Library and a new Lincoln Park. See Figure 2-12 for a site plan.

Main Library. A new two-story (approximately 42 feet tall) Main Library of up to 92,000 gsf would be constructed utilizing a wood frame structure built on top of the existing Lincoln Parking Garage roof deck. In addition to the aboveground component, service, support and archive functions would be constructed on the P1 level of the Lincoln Parking Garage. Lincoln Parking Garage renovations would include enhancements to the existing parking structure necessary to support the Library and would allow access to the garage using the existing Pacific and Cedar Street access ramps. These temporary ramps would be modified and replaced with a new ramp system as part of the Center Block work described below. Library elevations are shown in Figure 2-13.

Lincoln Park. Lincoln Park, as deeded, is a total 4.8 acres area that includes both Lincoln Park (approximately 2.6 acres of open space) and the existing Main Library. After occupation of the new Library, the existing Main Library would be demolished and the site would be redeveloped into a new Lincoln Park. The new Main Library would be located in the park. The open space area, not including the library footprint, would be approximately 3.17 acres.



Lincoln Park would include drought tolerant landscaping and hardscape treatment to support planned programs and events. Planned park amenities include a multi-purpose event lawn, a dog park, and a children's play area. A new public restroom would also be added. Cross sections of Lincoln Park are shown in Figure 2-14.

c. Third and Pacific Block. The parcel at Third Street and Pacific Avenue is currently an approximately 0.9-acre surface parking lot. The project would include construction of a seven-story, multi-family residential complex on this lot. The structure would have up to 200 residential units and be up to 235,000 gsf. The proposed building is a five to seven-story structure of a combination of concrete and wood frame. The complex would also include a parking structure with up to two levels below grade and up to three levels above ground partially wrapped by the residential units. Up to 250 parking stalls would be included in this structure and the building would be serviced by at grade loading facilities.

d. Center Block. After the New City Hall is operational, the existing City Hall structure would be demolished and a mixed use project would be developed in its place. The Center Block commercial development would include up to 580 residential units totaling up to 650,000 gsf and up to 32,000 gsf of retail and 8,000 gsf of restaurant space. A 200-room hotel may also be included as component of the project. An underground parking garage would service this parcel with up to 725 new parking spaces and the two buildings comprising the new development would be serviced by at-grade loading facilities. The building adjacent to Ocean Boulevard (the Ocean Lot) would be approximately 85 feet in height and up to seven stories tall. The building adjacent to Broadway Garage would be approximately 432 feet in height and approximately 36 stories tall. In the event of a hotel use within the Ocean Boulevard parcel, a port-cochere would be provided at the corner of Ocean Boulevard and Cedar Street. See Figure 2-15 for a site plan

2.4.2 Site Infrastructure

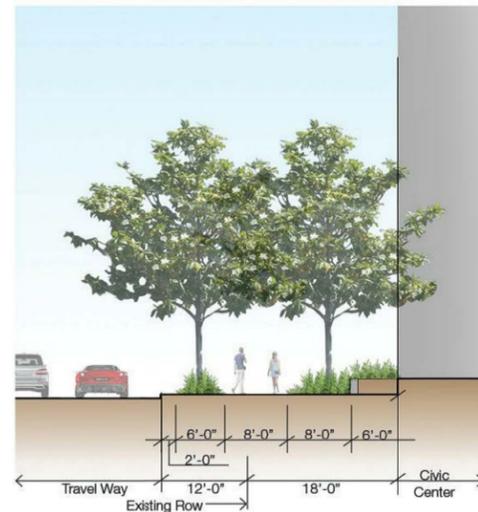
The project would require site infrastructure improvements to service the buildings. The primary infrastructure components include:

a. Street Extensions. Chestnut Street would be extended to connect Broadway to Ocean Boulevard as part of the Civic Block work discussed above. Cedar Street would be extended to connect Broadway to Ocean as part of the Center Block work discussed above. A section of First Street with non-traditional paving and a curbless design would be developed as a privately owned and operated street between Chestnut and Cedar Streets as part of the Center Block development. Street improvements would include new streetscape treatments and traffic signalization, cross walks, and on-street parking where feasible.

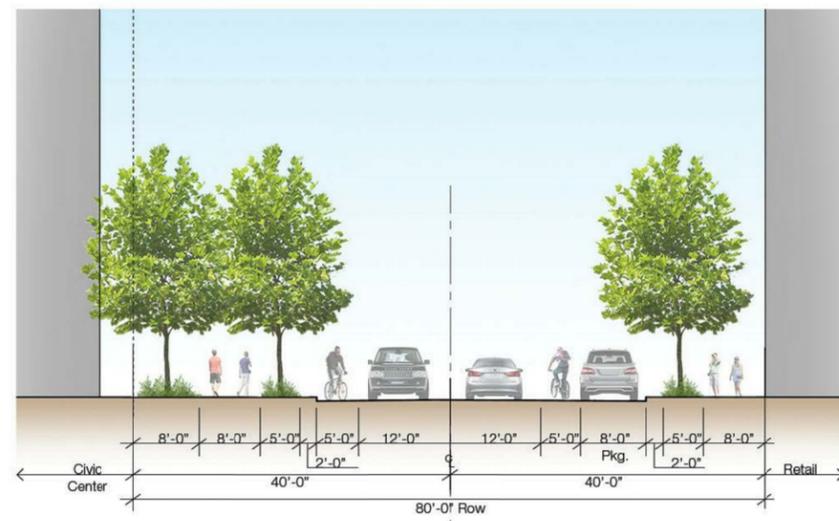
b. Utilities. Existing utilities that are not required to remain would be cut, capped and removed as necessary for each phase of construction. Utilities that need to remain in service, but that conflict with elements of the Downtown Plan would be re-located in coordination with appropriate utility provider.

c. Landscaping. Landscaping for the site was designed at a Downtown Plan level to bring landscape consistency to the entire project and to ensure the project meets the City's requirements for streetscape improvements. Specific landscape and hardscape plans would be included with each of the major work components outlined above.

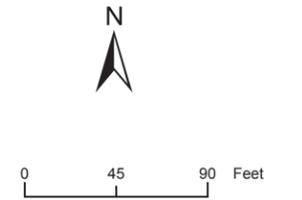
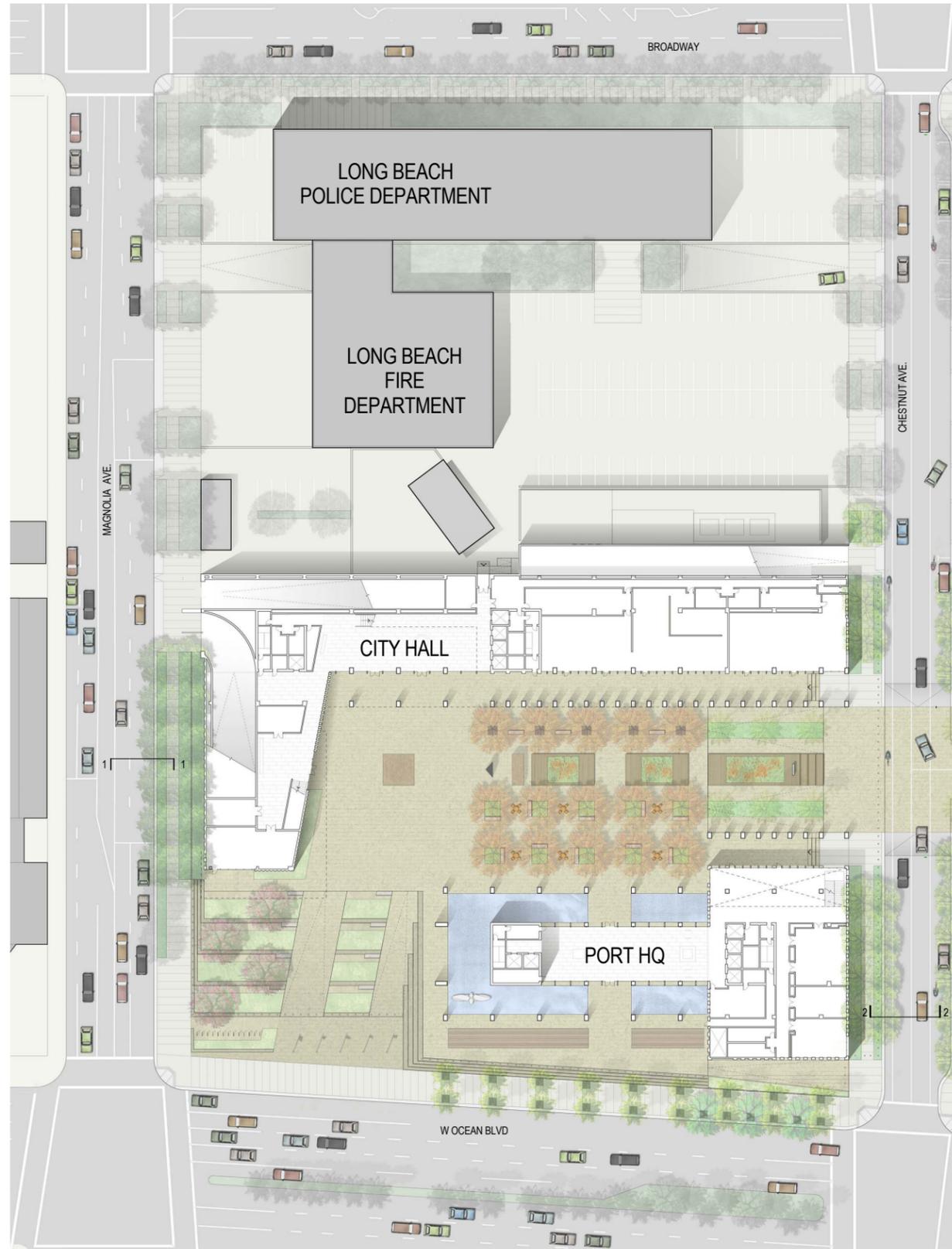




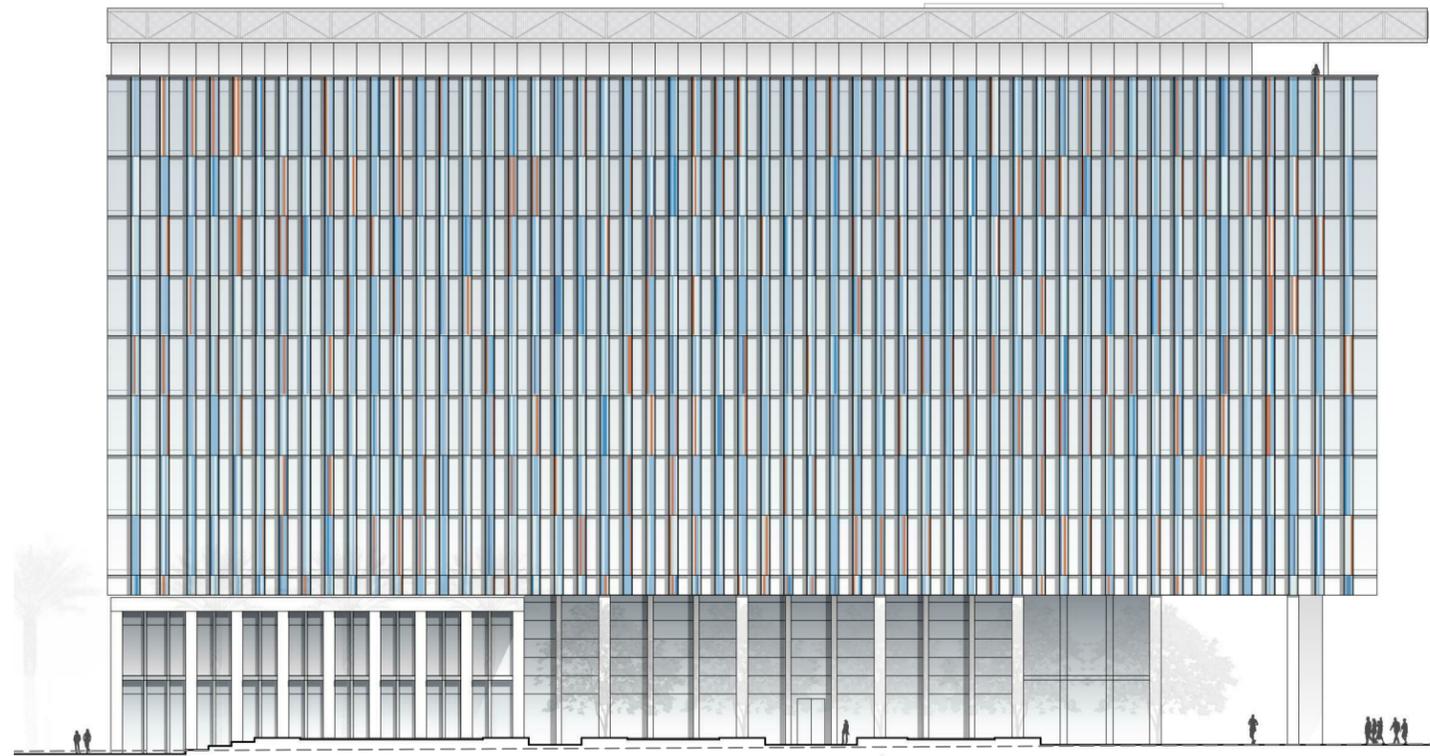
1 Magnolia Ave. East Side Typical (Proposed)



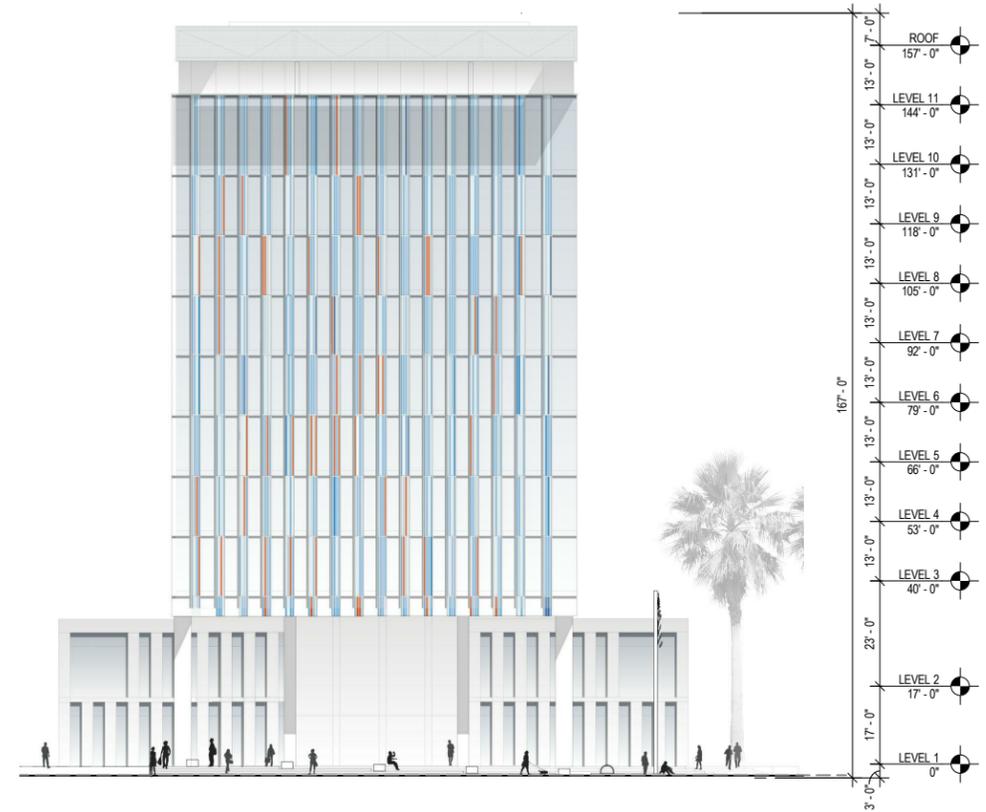
2 Chestnut Street Between Ocean Blvd & West Broadway (Proposed)



Site Plan: Civic Block

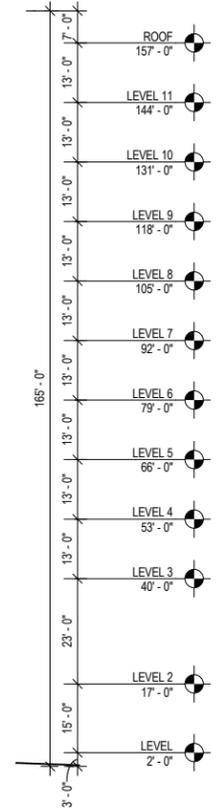
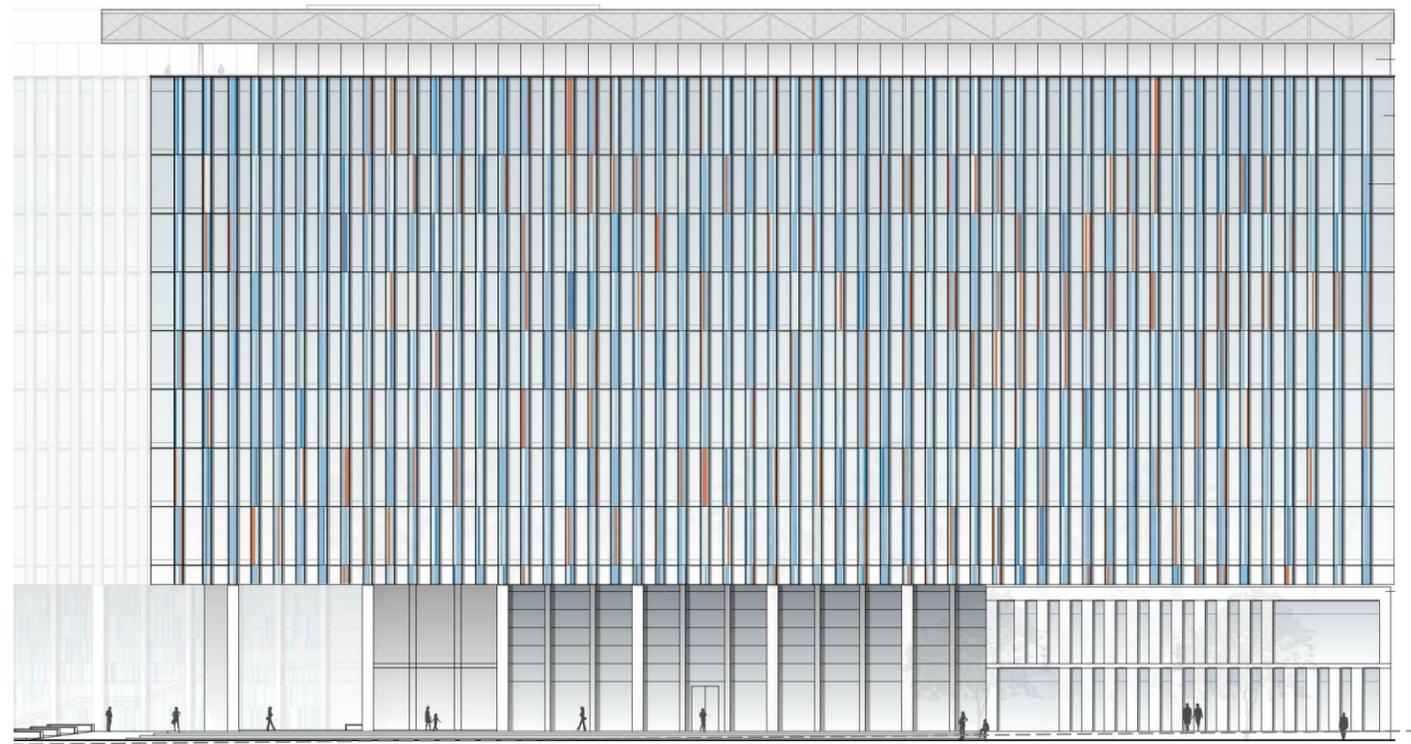


1 EXTERIOR ELEVATION NORTH



2 EXTERIOR ELEVATION WEST

Elevations: Port Building

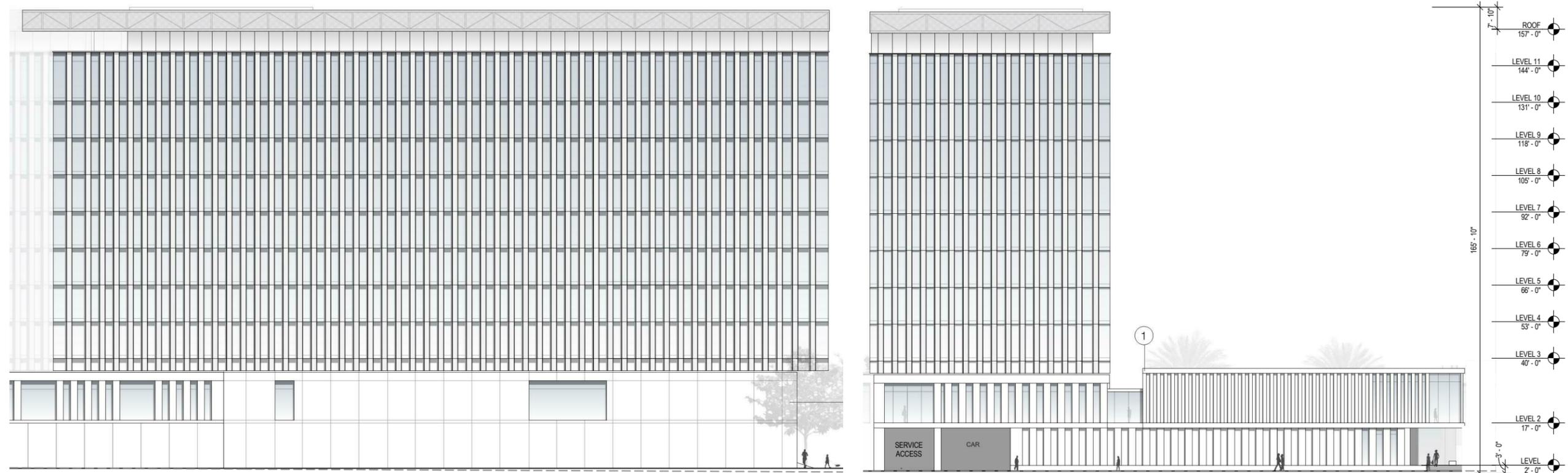


0 20 40 Feet

1 EXTERIOR ELEVATION EAST

2 EXTERIOR ELEVATION SOUTH

Elevations: Port Building

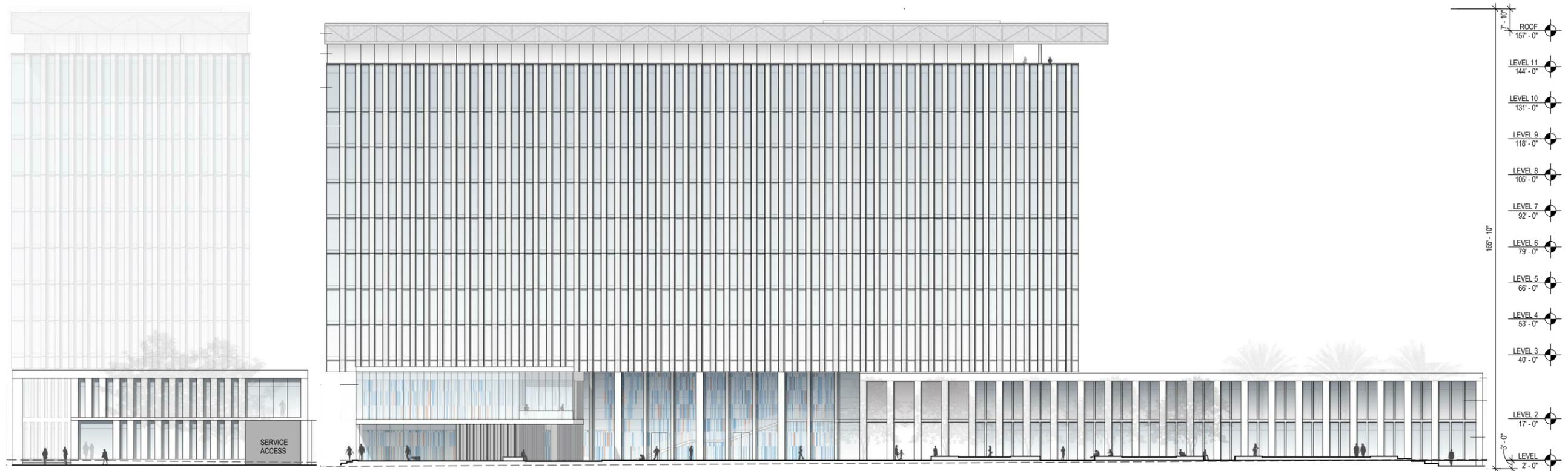


0 20 40 Feet

1 EXTERIOR ELEVATION NORTH

2 EXTERIOR ELEVATION WEST

Elevations: City Hall Building

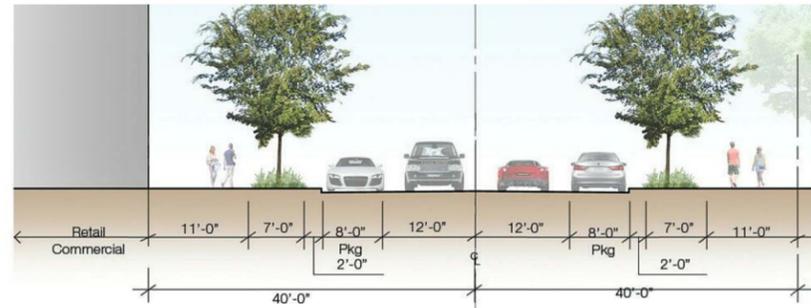


2 EXTERIOR ELEVATION EAST

0 20 40 Feet

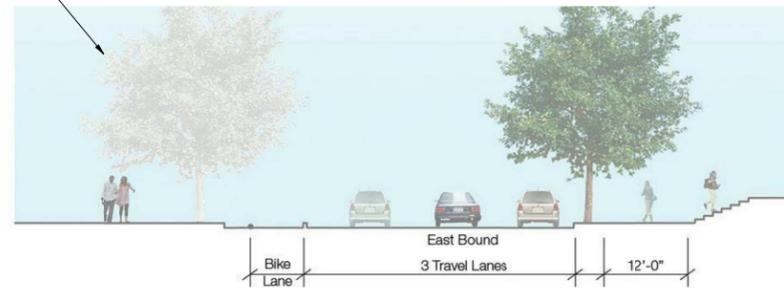
1 EXTERIOR ELEVATION SOUTH

Elevations: City Hall Building



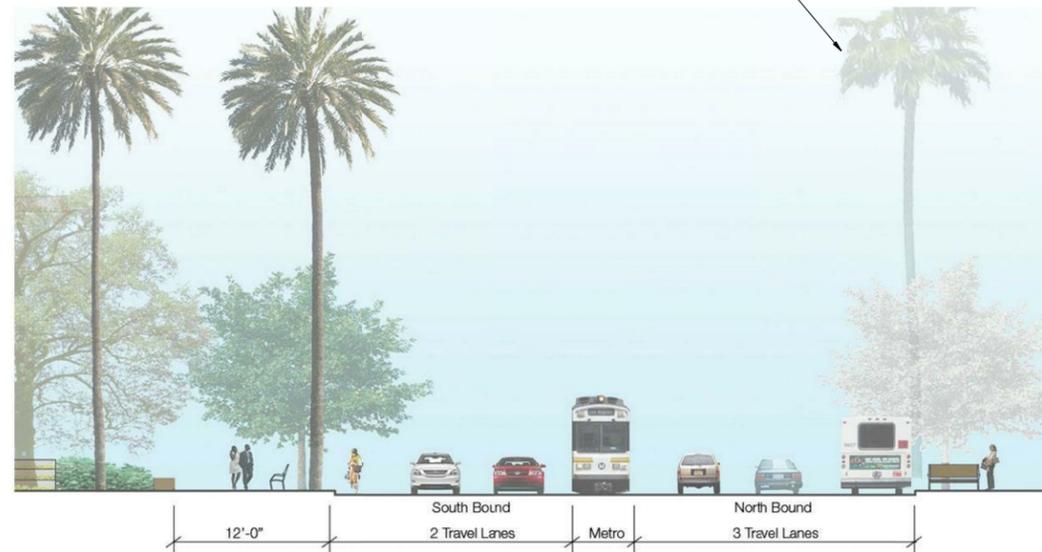
1 Cedar Ave. Between Ocean Blvd. & West Broadway (Proposed)

FOR INFORMATION ONLY

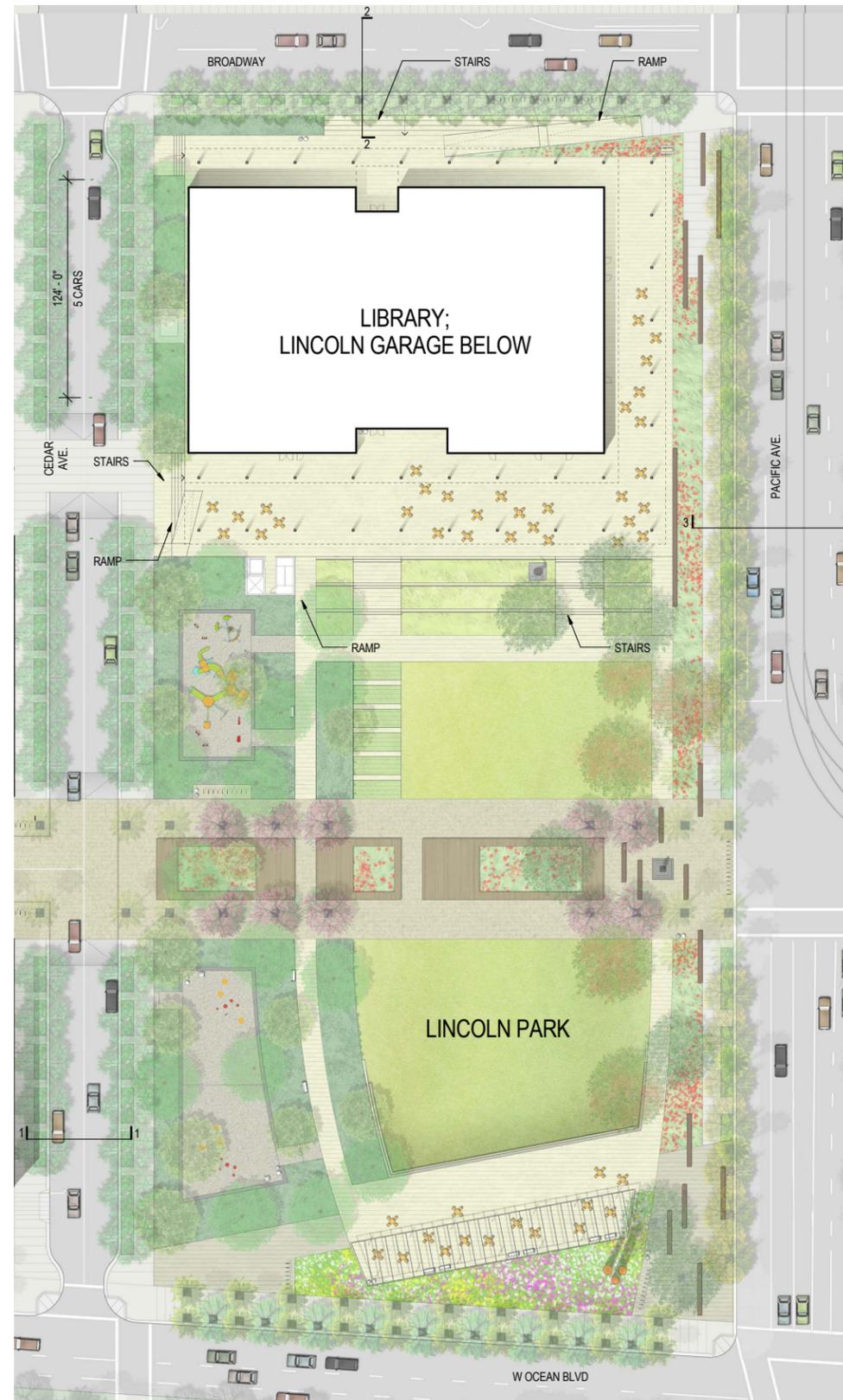


2 Broadway Between cedar Ave. & Pacific Ave. (Proposed)

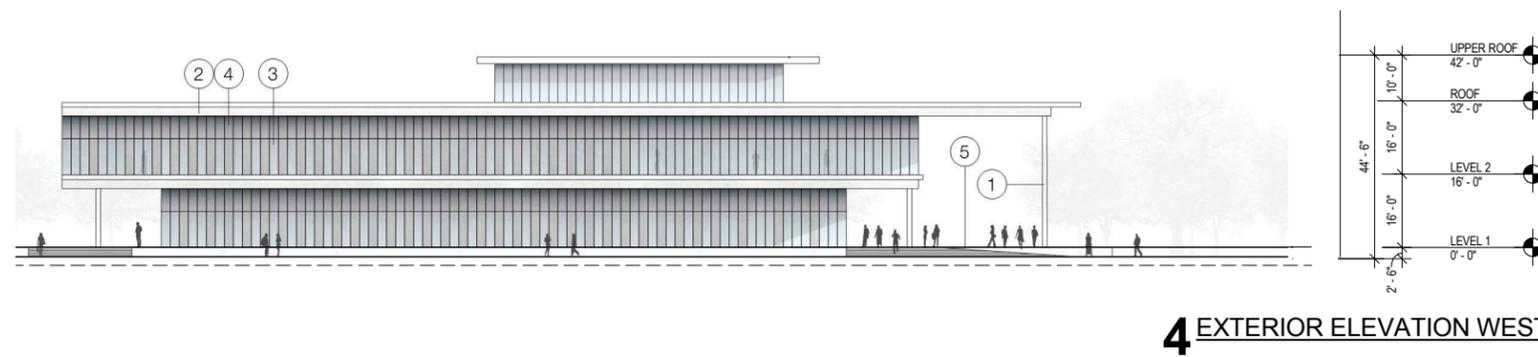
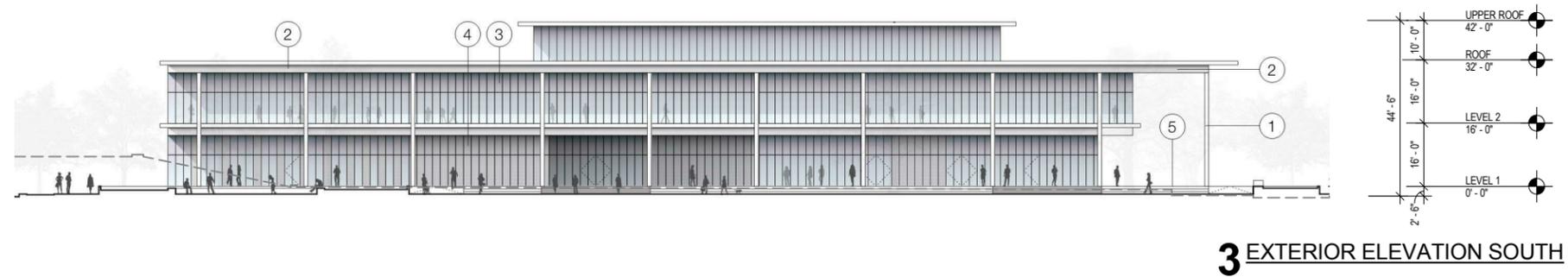
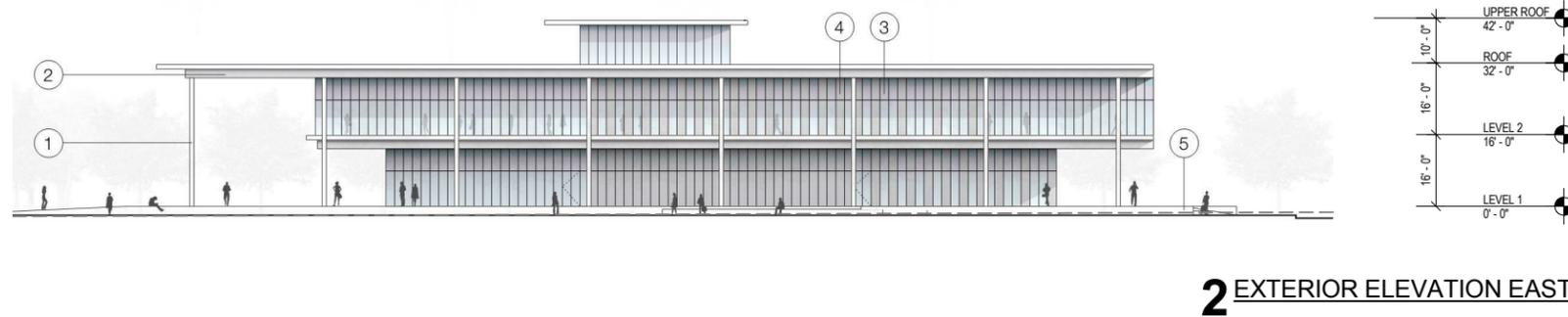
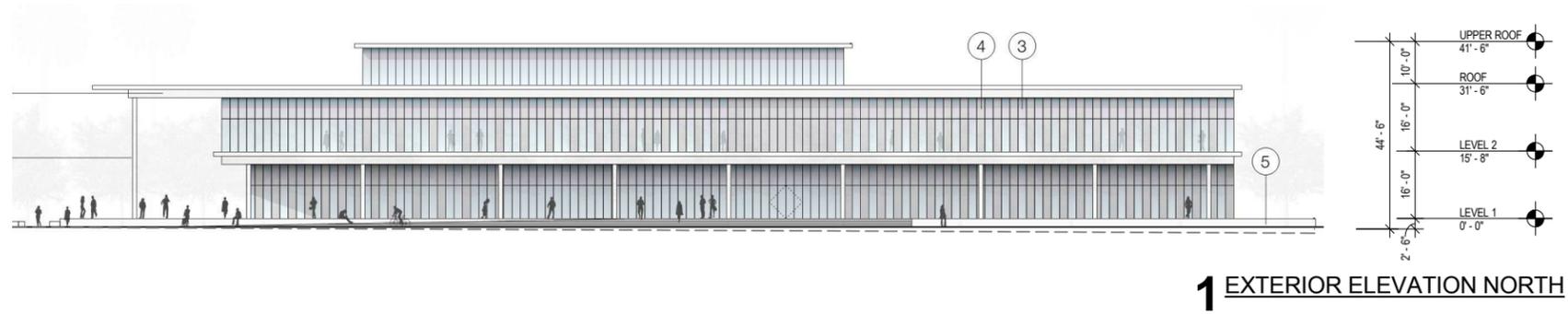
FOR INFORMATION ONLY



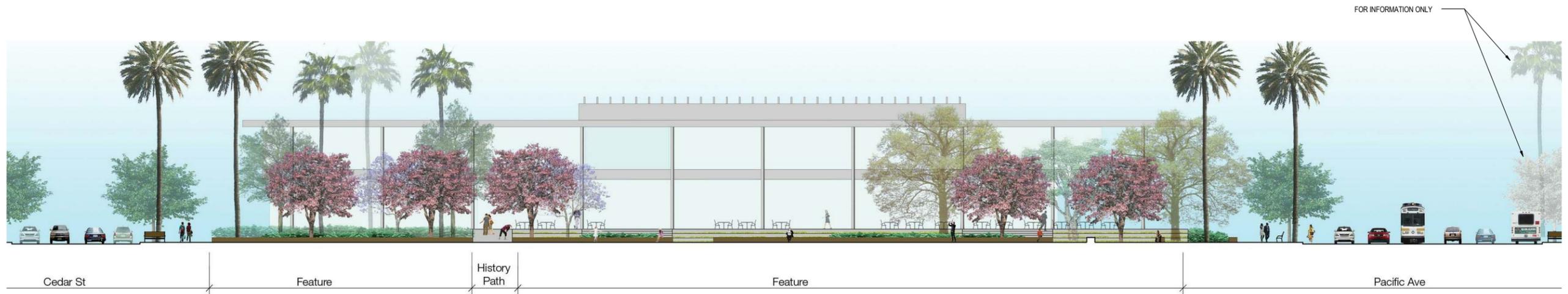
3 Pacific Ave. Between Broadway & Ocean Blvd. (Proposed)



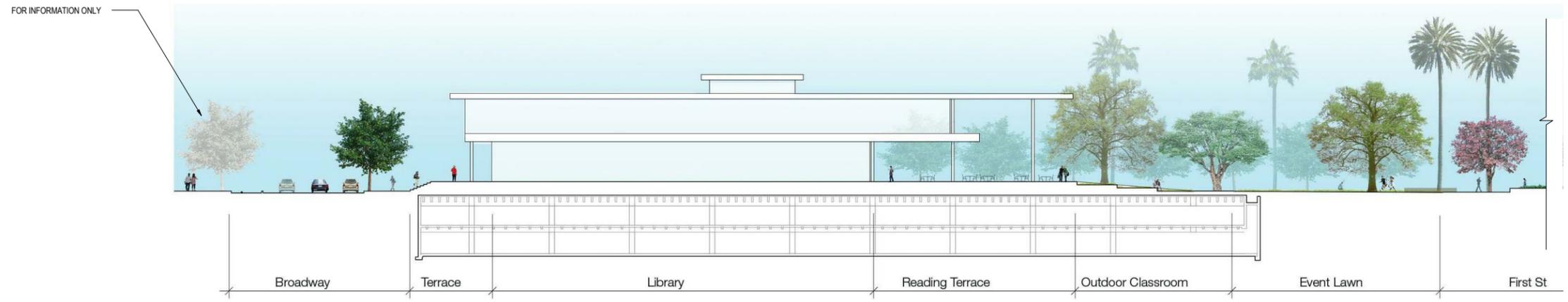
Site Plan: Lincoln Park and
 New Library Block



Elevations: Library

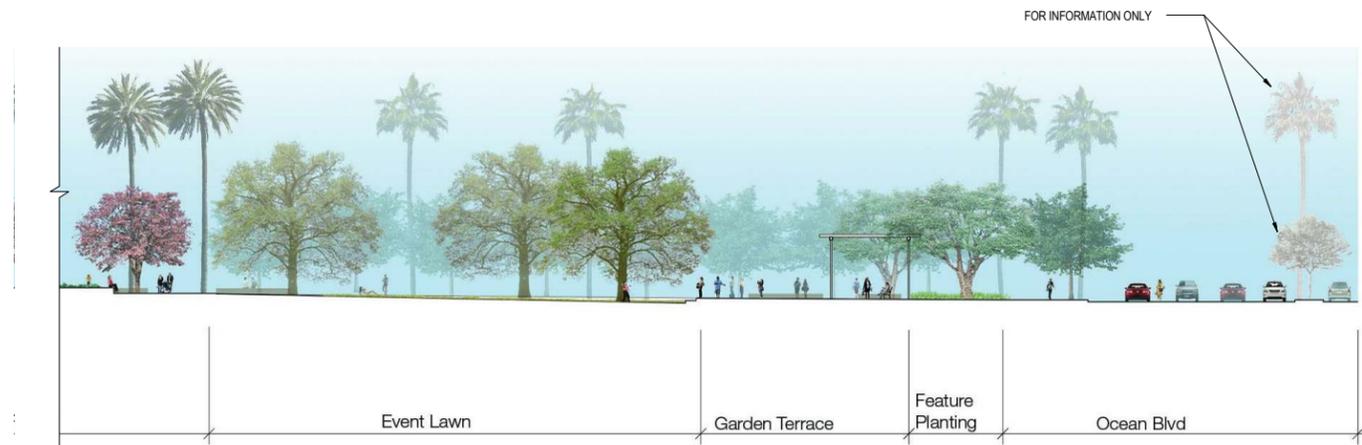


Short Section Through Lincoln Park



Long Section Through Lincoln Park

0 25 50 Feet



Cross Section: Lincoln Park

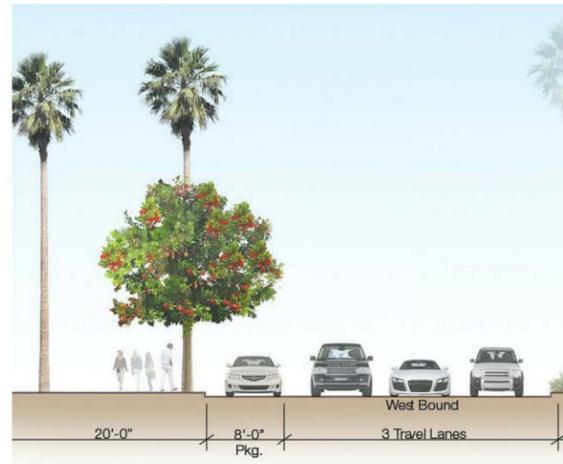
Civic Center Project SEIR
Section 2.0 Project Description

PROJECT INFORMATION
MIDDLE LOT:

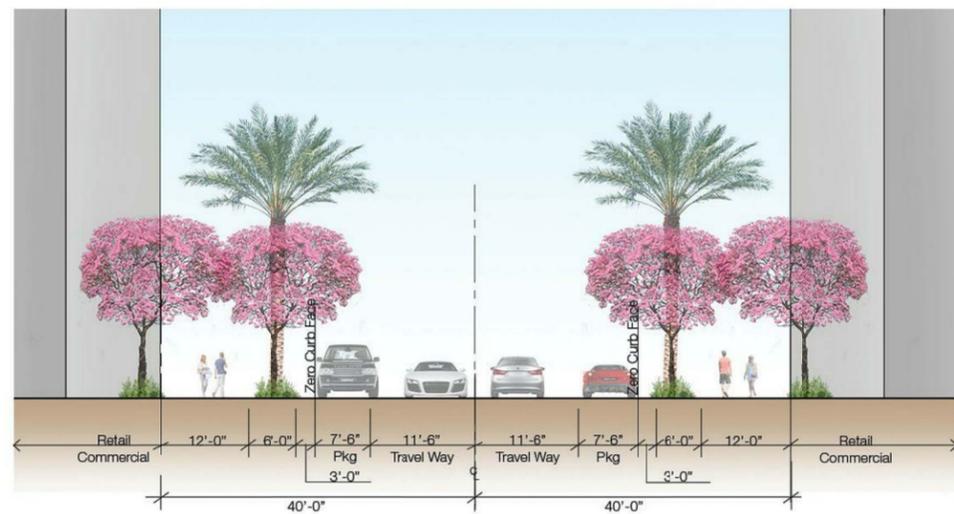
BUILDING USE: RESIDENTIAL; RETAIL AND PARKING
 TOTAL AREA: 235,000 SF
 BUILDING HEIGHTS: 85 FT
 CONSTRUCTION TYPE: TYPE IV RESIDENTIAL OVER TYPE IA PODIUM
 NUMBER OF UNITS: 200 UNITS
 PARKING COUNTS: 250 CARS

PROJECT INFORMATION
OCEAN LOT:

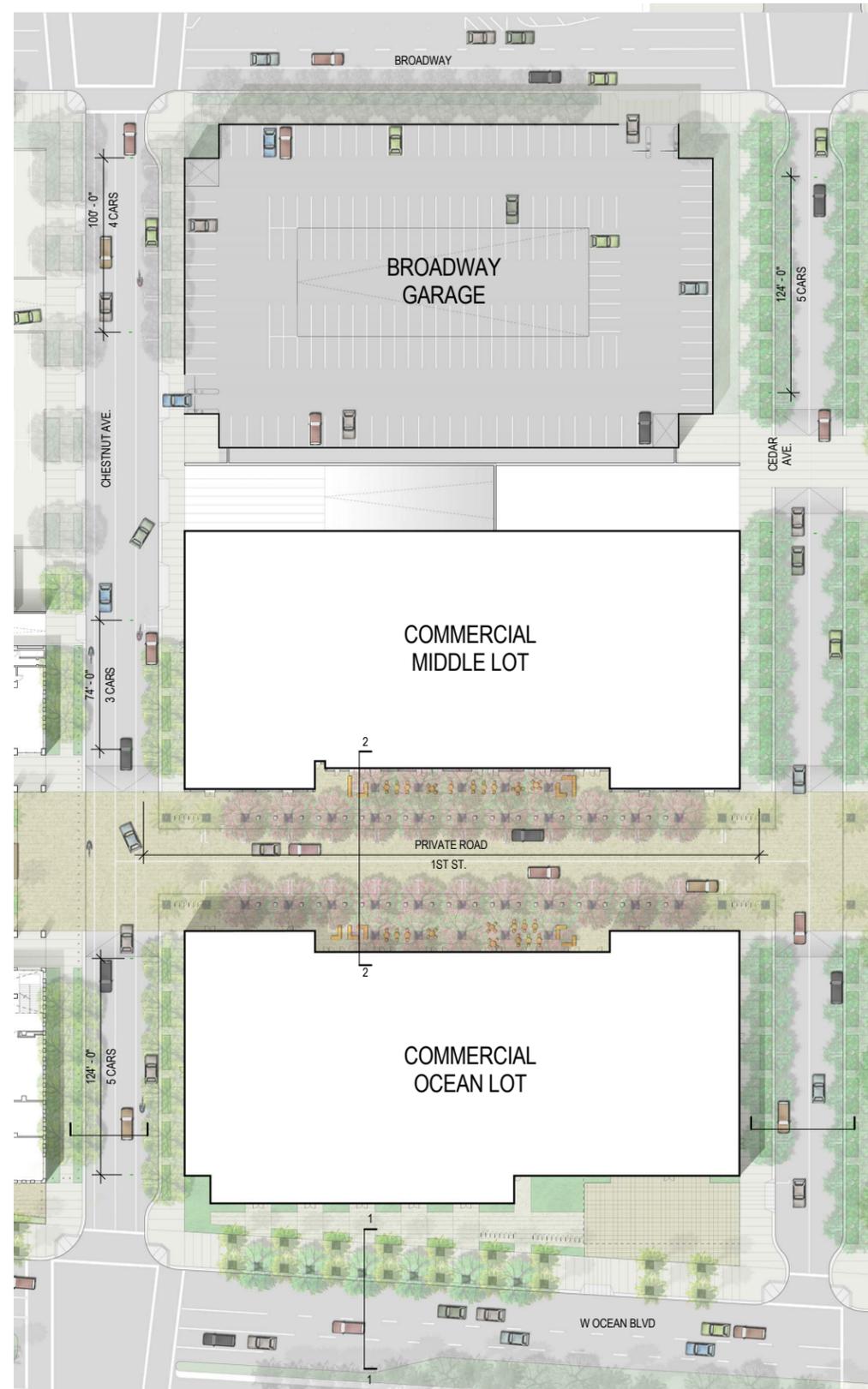
BUILDING USE: HOTEL; RESIDENTIAL; RETAIL AND PARKING
 TOTAL AREA: 425,000 SF
 BUILDING HEIGHTS: 432 FT
 CONSTRUCTION TYPE: TYPE IA HOTEL TOWER AND TYPE IV RESIDENTIAL OVER TYPE IA PODIUM
 NUMBER OF UNITS: 380 UNITS
 PARKING COUNTS: 475 CARS



1 Ocean Blvd. Between Magnolia Ave. & Pacific Ave. (Proposed)



2 1st St. Between Cedar Ave. & Chestnut Ave. (Proposed)



Site Plan: Center Block

d. History and Cultural Loops. The project includes the development of History and Cultural Loops, a walking tour that would include historical, cultural, and educational points of interest throughout the project site. Points of interest would include contributing elements to the City Hall-Library Complex, such as the Carillon Clock Tower and 1915 Lincoln Park statue, as well as the Original Carnegie Library Cornerstone, Marlin Sculpture, time capsules (including the time capsule dedicated in 1976 at the Civic Center), and additional historical and cultural elements. Temporary art exhibits and historical timeline markers would also be present within the walking loops.

2.4.3 Site Preparation and Construction

Construction is anticipated to begin in June 2016 and last approximately seven years, ending by approximately July 2022. On the Civic Block, grading would require approximately 180,000 cubic yards (cy) of export if the Old Courthouse is completely removed down to the basement level. On the Center Block, grading would require approximately 250,000 cy of cut and 51,000 cy of fill with a net export of approximately 200,000 cy. On the Lincoln Park and New Library Block, grading would require approximately 57,000 cy of imported fill. Approximately 11,200 cy of fill is needed for improvements to Chestnut Street. Grading on the Third and Pacific Block would be balanced and no import or export would be necessary. The project would export a total of 380,000 cy and import a total of 68,200 cy. Soil import and export is summarized in Table 2-3.

**Table 2-3
Soil Import and Export Summary**

Project Component	Import (cy)	Export (cy)
Civic Block	0	180,000
Center Block	0	200,000
Lincoln Park and New Library Block	57,000	0
Chestnut Street Improvements	11,200	
Third and Pacific Block	0	0
Total	68,200	380,000

The Demolition Plan prepared for the Long Beach Courthouse Demolition Project Draft EIR states that demolition of the former courthouse building would take approximately nine months to complete. This schedule includes an allowance of three months for removal of hazardous building materials. The demolition phase can be handled two different ways. The first is conventional demolition, which would be expected to take five to seven months to complete. The other option is implosion, which would be expected to take four to six months. The final phase consists of grading/site preparation, which is expected to take between one and two months to complete. The existing surface parking lot adjacent to the former Courthouse would be utilized for demolition staging. The existing driveway off of Magnolia Avenue would be utilized for ingress and egress of demolition vehicles and equipment. One to two northbound lanes on Magnolia Avenue north of Ocean Boulevard may require closure during demolition operations, which would result in temporary modifications to the intersection of Magnolia Avenue and Ocean Boulevard. The temporary modifications on Magnolia Avenue at Ocean Boulevard, subject to approval of the City of Long Beach Traffic Engineer and preparation of a traffic control plan, may include the following:



- *Restriping of the southbound approach on Magnolia Avenue to provide a shared through/left-turn lane and an exclusive right-turn lane*
- *Restriping of the northbound approach on Magnolia Avenue to provide an exclusive left-turn lane and a shared through/right-turn lane*
- *Modification to traffic signal phasing from protected-permissive phasing in the southbound direction to permissive phasing on Magnolia Avenue*

2.5 PROJECT OBJECTIVES

The objectives of the proposed project are as follows:

- *Replace seismically deficient City Hall and Main Library in an expeditious manner.*
- *Reduce public safety hazards by eliminating the risk of fire, structural collapse, personal injury to trespassers, vandalism and crime, by demolishing the structurally unsound, abandoned, and deteriorated former Long Beach Courthouse building.*
- *Meet the long term goal of the Harbor Department to bring its headquarters downtown.*
- *Redevelop the Civic Center mega-block into a vibrant mix of public and private space, including a grand Civic Plaza, which asserts the value and importance of the public realm, and which functions as the City's center for governance, civic engagement and cultural and educational exchange.*
- *Consider opportunities to redevelop Old Courthouse site with public uses as part of the Civic Center mega-block redevelopment.*
- *Improve connections between the new Civic Center and greater Downtown through the reestablishment of the small block grid of the historic downtown street fabric and encouragement of a more pedestrian friendly environment.*
- *Redevelop the Main Library within Lincoln Park and ensure that future library space needs will be considered in the context of the changing role of the modern city library, and revolutionary change in media and technology that will influence the library of the future.*
- *Revitalize Lincoln Park into a destination park with amenities appropriate for visitors, residents and Downtown workers.*
- *Cap the City's ongoing maintenance costs, increase energy efficiency, and consolidate offsite City leases, when feasible.*
- *Consider private development elements and/or disposition of surplus property for private development, such as new housing, office, hotel and retail. If housing is proposed, 10 percent of all housing units must be affordable to moderate income persons.*
- *Design buildings to interface with the streets and draw pedestrians into the civic spaces. Proposed solutions must address the vision, guiding principles and design guidelines of the Downtown Plan 2012 (see Planned Development District Ordinance PD-30).*
- *Connect the Civic Center to surrounding business and residential uses. Be highly accessible to pedestrians and bicycles and include convenient automobile access. All private uses should complement the civic functions.*
- *Activate the perimeter streetscape, access points and all public components. Provide appropriate lighting and wayfinding signage for pedestrians, bicycles and automobiles.*



2.6 REQUIRED APPROVALS

The following City of Long Beach approvals will be required:

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

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



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