

1. Executive Summary

1.1 INTRODUCTION

This Draft Environmental Impact Report (DEIR) addresses the environmental effects associated with the implementation of the proposed project. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide the public and local and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making. This document focuses on those impacts determined to be potentially significant as discussed in the Initial Study completed for this project (see Appendix A).

This DEIR has been prepared pursuant to the requirements of CEQA, and the City of Long Beach's CEQA procedures. The City of Long Beach, as the lead agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel from other departments and review of all technical subconsultant reports.

Data for this DEIR was obtained from on-site field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (aesthetics, air quality, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation and traffic, and utilities and service systems).

1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are listed below:

1. To disclose to decision makers and the public the significant environmental effects of proposed activities.
2. To identify ways to avoid or reduce environmental damage.
3. To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. To disclose to the public reasons for agency approval of projects with significant environmental effects.
5. To foster interagency coordination in the review of projects.
6. To enhance public participation in the planning process.

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An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and must adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.2.1 EIR Format

This DEIR has been formatted as described below.

Chapter 1. Executive Summary: Summarizes the background and description of the proposed project, the format of this DEIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Chapter 2. Introduction: Describes the purpose of this DEIR, background on the project, the Notice of Preparation, the use of incorporation by reference, and Final DEIR certification.

Chapter 3. Project Description: Provides a detailed description of the project, the objectives of the proposed project, the project area and location, approvals anticipated to be included as part of the project, the necessary environmental clearances for the project, and the intended uses of this DEIR.

Chapter 4. Environmental Setting: Provides a description of the physical environmental conditions in the vicinity of the project as they existed at the time the Notice of Preparation was published, from both a local and regional perspective. The environmental setting provides baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the proposed project.

Chapter 5. Environmental Analysis: Provides, for each environmental parameter analyzed, a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance of the adverse impacts of the project after mitigation is incorporated and the potential cumulative impacts associated with the proposed project and other existing, approved, and proposed development in the area.

Chapter 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the proposed project.

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Chapter 7. Alternatives to the Proposed Project: Describes the impacts of the alternatives to the proposed project, including the No Project/Existing Zoning Alternative, No Project/No Development Alternative, Reduced Intensity/Density Alternative, and Residential Focus Alternative.

Chapter 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this DEIR.

Chapter 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the project.

Chapter 10. Growth-Inducing Impacts of the Project: Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Chapter 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this DEIR for the proposed project.

Chapter 12. Qualifications of Persons Preparing EIR: Lists the people who prepared this DEIR for the proposed project.

Chapter 13. Bibliography: Provides a bibliography of the technical reports and other documentation used in the preparation of this DEIR for the proposed project.

Appendices: The appendices for this DEIR contain the following supporting documents:

- Appendix A: Initial Study/Notice of Preparation
- Appendix B: Notice of Preparation and Scoping Meeting Comments
- Appendix C: Air Quality and GHG Modeling
- Appendix D: Historic Resources Study
- Appendix E: Environmental Database Search
- Appendix F: Infrastructure Technical Report
- Appendix G: Noise Modeling
- Appendix H: Service Provider Responses
- Appendix I: Transportation Impact Analysis
- Appendix J: Water Availability Assessment

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1.2.2 Type and Purpose of This DEIR

This DEIR fulfills the requirements for a Program EIR. Although the legally-required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in Section 15168 of the State CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides the City (as lead agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis.

Agencies generally prepare Program EIRs for programs or a series of related actions that are linked geographically, are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program, or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope and additional environmental documents may not be required (Guidelines Section 15168[c]). When a Program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (Guidelines Section 15168[c][3]). If a subsequent activity would have effects not within the scope of the Program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. In this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines (Section 15168[b]) encourage the use of Program EIRs, citing five advantages:

- Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an individual EIR on an individual action;
- Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid duplicative reconsideration of basic policy considerations;
- Allow the lead agency to consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with basic problems or cumulative impacts; and,
- Allow reduction in paperwork by encouraging the reuse of data (through tiering).

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1.3 PROJECT LOCATION

The City of Long Beach is located in southern Los Angeles County, approximately 20 miles south of downtown Los Angeles and borders Orange County on its eastern edge. The Project Site (generally situated east of Pacific Avenue, west of Atlantic Avenue, north of Anaheim Street, and south of Wardlow Road) is a corridor along Long Beach Boulevard just north of downtown Long Beach and consists of two areas: the Midtown Specific Plan area and an area outside of, but adjacent to the Midtown Specific Plan. The Midtown Specific Plan area spans approximately 369 acres from Anaheim Street to Wardlow Road along Long Beach Boulevard. The area outside the Midtown Specific Plan covers approximately 4 acres around Officer Black Park (west of Pasadena Avenue between 21st Street and 20th Street). Both areas make up the Project Site and together, comprise 373 acres spanning from Anaheim Street to Wardlow Road.

The eastern and western boundaries of the Project Site range from 300 feet at midblock locations to a quarter mile at transit nodes and north of Willow Street. Interstate 405 (I-405) intersects the northern half of the Project Site, and California State Route 1 (SR-1; also known as Pacific Coast Highway) runs perpendicular through the lower half of the Project Site.

1.4 PROJECT SUMMARY

The project consists of two areas along Long Beach Boulevard totaling 373 acres, stretching from Anaheim Street on the south to Wardlow Road on the north: 1) the Midtown Specific Plan area spanning approximately 369 acres from Anaheim Street on the south to Spring Street on the north and 2) an area outside of, but adjacent to the Midtown Specific Plan boundary, which consist of approximately 4 acres around Officer Black Park (west of Pasadena Avenue between 21st Street and 20th Street). Both of these areas make up the overall Project Site and constitute the Proposed Project for purposes of CEQA, but are described separately below. Also for purposes of CEQA, the Proposed Project analyzed in this DEIR consists of adoption of the Midtown Specific Plan and extraction of the two residential blocks around Officer Black Park from PD-29 and retention of the underlying conventional zoning designations already in place for these two residential blocks.

In addition to development that would occur within these areas of the Project Site, the Proposed Project includes the closure of the following roadway segments to vehicular traffic in order to create parklets (small street parks): 25th Street west of Long Beach Boulevard; 25th Street east of Long Beach Boulevard; 23rd Street west of Long Beach Boulevard; 23rd Street east of Long Beach Boulevard; 21st Street west of Long Beach Boulevard; 21st Street east of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; 15th Street west of Long Beach Boulevard; 15th Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard.

A detailed project description is provided in Chapter 3, *Project Description*.

Midtown Specific Plan Area

The Midtown Specific Plan provides a framework for the development and improvement of a 369-acre corridor along Long Beach Boulevard. The Specific Plan acts as a bridge between the Long Beach General

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Plan and development that would occur within the Midtown Specific Plan area. The Midtown Specific Plan area currently contains approximately 1,900 residential units and a little over 2.6 million square feet of commercial and employment uses, as well as medical facilities with over 950 licensed hospital beds and three hotels with approximately 200 hotel rooms. The Midtown Specific Plan would increase the number of permitted residential units to just over 3,600 units—approximately 1,700 more than existing conditions but about 2,200 less than would be allowed under the current PD-29 zoning.

The Midtown Specific Plan would also increase potential commercial and employment building square footage to just over 2.9 million square feet (a net increase of almost 369,000 square feet over existing conditions), concentrating and intensifying development at key transit and employment nodes. The buildout projections also assume a small increase in the number of licensed hospital beds (27 beds) and the addition of a business hotel with up to 81 hotel rooms.

Area Outside the Midtown Specific Plan

As stated above, the Proposed Project includes an area outside of, but adjacent to the Midtown Specific Plan boundary: the area comprises approximately 4 acres around Officer Black Park, west of Pasadena Avenue between 21st Street and 20th Street. Existing land uses within this area consists of 76 dwelling units and 11,346 square feet associated with the existing church; this area also contains Office Black Park.

Under the Proposed Project, the two residential blocks around Officer Black Park would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P) (see Figure 3-5, *Current and Proposed Zoning Designations*). The proposed extraction would not require an amendment to the City's zoning map, as the underlying conventional zoning designations are already in place. With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain.

Overall Development for Proposed Project (Midtown Specific Plan and Area Outside the Midtown Specific Plan)

The overall Project Site contains just under 2,000 residential units and approximately 2.6 million square feet of commercial and employment uses, along with just over 950 licensed hospital beds and almost 200 hotel rooms. The Proposed Project would increase the number of permitted residential units to a little under 3,700 dwelling units—roughly 1,700 more than existing conditions. The Proposed Project also increases potential commercial and employment building square footage to approximately 3 million square feet (a net increase of approximately 369,000 square feet over existing conditions), concentrating and intensifying development at key transit, employment, and freeway nodes. The buildout projections also assume a small increase in the number of licensed hospital beds (27 beds) and the addition of a business hotel with up to 81 hotel rooms. The commercial and employment square footage would be substantially less under the Proposed Project compared to what would be allowed under the current PD-29 and conventional zoning, as would the number of dwelling units.

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1.5 SUMMARY OF PROJECT ALTERNATIVES

CEQA states that an EIR must address “a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives” (14 California Code of Regulations 15126.6[a]). The alternatives were based, in part, on their potential ability to reduce or eliminate the following impacts determined to be significant and unavoidable for the Midtown Specific Plan:

Air Quality

- **Impact 5.2-1:** The Proposed Project would generate short-term emissions that exceed the South Coast Air Quality Management District’s regional construction significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin. Mitigation Measures AQ-1 through AQ-3 would reduce criteria air pollutants generated from project-related construction activities. However, buildout of the Proposed Project would occur over a period of approximately 18 years or longer. Construction time frames and equipment for individual site-specific projects are not available at this time. There is a potential for multiple developments to be constructed at any one time, resulting in significant construction-related emissions. Therefore, despite adherence to Mitigation Measures AQ-1 through AQ-3, Impact 5.2-1 would remain **significant and unavoidable**.
- **Impact 5.2-2:** The Proposed Project would generate long-term emissions that exceed the South Coast Air Quality Management District’s regional operational significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin. Incorporation of Mitigation Measures AQ-4 through AQ-6 would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measures AQ-5 and AQ-6 would encourage and accommodate use of alternative-fueled vehicles and nonmotorized transportation. However, despite adherence to Mitigation Measures AQ-4 through AQ-6, Impact 5.2-2 would remain **significant and unavoidable** due to the magnitude of land use development associated with the Proposed Project.
- **Impact 5.2-3:** Construction activities related to the buildout of the Proposed Project could expose sensitive receptors to substantial pollutant concentrations NO_x, CO, PM₁₀, and PM_{2.5}. Mitigation Measures AQ-1, AQ-2, and AQ-3 applied for Impact 5.2-1 would reduce the project’s regional construction emissions and therefore also reduce the project’s localized construction-related criteria air pollutant emissions to the extent feasible. However, because existing sensitive receptors may be close to project-related construction activities, construction emissions generated by individual development projects have the potential to exceed the South Coast Air Quality Management District’s localized significance thresholds. Therefore, Impact 5.2-3 would remain **significant and unavoidable**.
- **Impact 5.2-6:** The Proposed Project is a regionally significant project that would contribute to an increase in frequency or severity of air quality violations in the South Coast Air Basin and would conflict with the assumptions of the applicable Air Quality Management Plan (AQMP). Mitigation measures

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applied for Impact 5.2-1 and Impact 5.2-2 would reduce the Proposed Project's regional construction-related and operational phase criteria air pollutant emissions to the extent feasible. However, given the potential increase in growth and associated increase in criteria air pollutant emissions, the Proposed Project would continue to be potentially inconsistent with the assumptions in the AQMP. Therefore, Impact 5.2-6 would remain **significant and unavoidable**.

Greenhouse Gas Emissions

- **Impact 5.5-1:** Buildout of the Proposed Project would result in a substantial increase in GHG emissions compared to existing conditions and would not meet the South Coast Air Quality Management District's Year 2035 Target efficiency metric of 2.4 metric tons of CO_{2e} per year per service population or the long-term GHG reduction goal under Executive Order S-3-05. Mitigation Measures AQ-4 through AQ-6 would encourage and accommodate use of alternative-fueled vehicles and nonmotorized transportation and ensure that GHG emissions from the buildout of the Proposed Project would be minimized. However, additional statewide measures would be necessary to reduce GHG emissions under the Proposed Project to meet the long-term GHG reduction goals under Executive Order S-3-05, which identified a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050, and Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent below 1990 levels by 2030. The new Executive Order B-30-15 requires the California Air Resources Board to prepare another update to the Scoping Plan to address the 2030 target for the state. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-3-05 or the new Executive Order B-30-15. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Since no additional statewide measures are currently available, Impact 5.5-1 would remain **significant and unavoidable**.

Noise

- **Impact 5.9-1:** Noise from construction activities associated with future development projects that would be accommodated by the Proposed Project could result in substantial impacts to sensitive receptors. Mitigation Measures N-1 and N-2 would reduce potential noise impacts during construction to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses and potential longevity of construction activities, Impact 5.9-1 (construction noise) would remain **significant and unavoidable**.

As described in Chapter 7, *Alternatives*, four project alternatives were identified during the scoping process and analyzed for relative impacts to the Proposed Project:

- No Project/No Development Alternative
- No Project/Existing Zoning Alternative
- Reduced Intensity/Density Alternative
- Residential Focus Alternative

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Please refer to Chapter 7 for a complete discussion of how the alternatives were selected and the relative impacts associated with each alternative. The following presents a summary of each of the alternatives analyzed in this DEIR.

1.5.1 No Project/No Development Alternative

This alternative assumes the Proposed Project would not be implemented, which includes adoption of the Midtown Specific Plan. It also assumes that no new development would occur and the Project Site would be considered completely built out. Therefore, all existing land uses would remain with no additional development in the future. The No Project/No Development Alternative would not allow any additional growth, therefore reducing potential development for dwelling units and commercial/employment uses by a substantial amount. This alternative would also reduce the number of residents and jobs by 4,195 people and 2,787 jobs, respectively, compared to the Proposed Project.

Ability to Reduce Impacts

The No Project/No Development Alternative would reduce impacts to air quality (operation), cultural resources, GHG, hazards and hazardous materials, hydrology and water quality, noise (operation), population and housing, public services, recreation, transportation and traffic, and utilities and service systems. Additionally, significant and unavoidable impacts associated with construction- and operational related air quality and construction-related noise would be eliminated under this alternative. However, impacts related to aesthetics would be increased under this alternative, and the significant and unavoidable GHG impact associated with the Proposed Project would not be eliminated.

Ability to Achieve Project Objectives

Implementation of the No Project/No Development Alternative would ultimately stop any new development from occurring within the Project Site beyond what is already on the ground. Therefore, none of the project objectives would be achieved under this alternative. There would be no improvements to enhance mobility and implement complete streets principles (Guiding Principle No. 1); streets and connections between the medical area, parks, and neighborhoods would not be enhanced with safety and wellness features (Guiding Principle No. 2); and infrastructure and amenities would remain as is (Guiding Principle No. 4). Further, since no development would occur, a sustainable future decreasing reliance on automobiles, reducing the urban heat-island effect, and promoting a balance of jobs and housing would not be achieved (Guiding Principle No. 3). Lastly, the ideas and plans within the Midtown Specific Plan that were generated by the City and community (i.e., residents, businesses, property owners, and interest groups) would not be implemented (Guiding Principle No. 5).

1.5.2 No Project/Existing Zoning Alternative

The No Project/Existing Zoning Alternative assumes that the Midtown Specific Plan would not be adopted and the current zoning designation of the overall Project Site (Planned Development District 29 [PD-29]) would remain. Pursuant to CEQA Guidelines Section 15126.6(e)(3)(A), where a project is the revision of an existing regulatory plan, the “no project” alternative assumes continuation of the existing plan, policy or

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operation into the future. Therefore, this alternative assumes that new development and redevelopment would continue to occur in the Project Site consistent with the provisions of the adopted PD-29 zoning designation of the Project Site. The existing zoning designation of the Project Site would allow for substantially more dwelling units and commercial and employment building square footage that would occur under the Proposed Project. Overall development for the entire Project Site under current zoning would allow for a total of 5,922 dwelling units and 5,045,077 commercial and employment building square footage, which would generate approximately 17,161 people and 20,471 jobs.

Ability to Reduce Impacts

Under this alternative, no impacts would be reduced compared to the Proposed Project. In fact, impacts related to aesthetics, air quality (construction and operations), geology and soils, GHG emissions, hydrology and water quality, land use and planning, noise (construction and operations), population and housing, public services, recreation, transportation and traffic and utilities and service systems would be greater. Impacts related to cultural resources and hazards and hazardous materials would be similar. Additionally, significant and unavoidable impacts associated with construction- and operational related air quality, construction-related noise, and GHG emissions would not be eliminated under this alternative.

Ability to Achieve Project Objectives

The No Project/Existing Zoning Alternative may achieve some of the Proposed Project's guiding principles; however, those that it may achieve, it would not achieve them to the degree of the Proposed Project. This alternative would not enhance mobility and complete streets (Guiding Principle No. 1); improve safety and wellness through the use of well-designed streets and connections (Guiding Principle No. 2); create a sustainable future through decreased automobile reliance and urban heat-island effect (Guiding Principle No. 3); support new infrastructure and amenities to create an enjoyable place to live and work (Guiding Principle No. 4); or strengthen coordination efforts and ties with the communities' residents, businesses, and property owners (Guiding Principle No. 5). Future development under this alternative would occur in accordance with existing zoning designation of the Project Site and would not include the many benefits that would be provided under the Proposed Project, including complete streets and improved health and wellness.

1.5.3 Reduced Intensity/Density Alternative

Under the Reduced Intensity/Density Alternative, development in the Project Site would occur at much lower intensities and would focus residential growth in the Transit Node Districts. A comparison of overall buildout summaries of the Proposed Project and the Reduced Intensity/Density Alternative is provided in Development under this alternative compared to the Proposed Project would be reduced by 900 dwelling units and 650,000 square feet of commercial/employment uses; population and employment numbers would also decrease under this alternative. More specifically, buildout of the Medical District would be reduced by 300 units; Corridor District 2 would be reduced by 300 units and 100,000 square feet of commercial/employment uses; Transit Node District 5 would be reduced by 300 units and 350,000 square feet of commercial/employment uses; and Transit Node Districts 6 and 7 would each be reduced by 100,000 square feet of commercial/employment uses. The area outside the Midtown Specific Plan Area would have the same buildout potential as the Proposed Project.

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Ability to Reduce Impacts

This alternative would reduce impacts related to aesthetics, air quality (construction and operation), geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise (construction and operation), public services, recreation, transportation and traffic, and utilities and service systems. Impacts would be similar for cultural resources and land use and planning and population and housing. However, significant and unavoidable impacts associated with construction- and operational related air quality, construction-related noise, and GHG emissions would not be eliminated under this alternative.

Ability to Achieve Project Objectives

Under the Reduced Intensity/Density Alternative, most of the Proposed Project's guiding principles would be achieved. The guiding principles that would be met include enhanced mobility and complete streets (Guiding Principle No. 1); create a healthy, safe, and connected urban neighborhoods along Long Beach Boulevard (Guiding Principle No. 2); support a sustainable future by decreasing automobile reliance and the urban heat-island effect (Guiding Principle No. 3); and improve infrastructure and amenities (e.g. bike and pedestrian facilities, parklets, landscaping, etc.; Guiding Principle No. 4). However, the reduction in development capacity under this alternative would not be consistent with the ideas and plans presented in the Proposed Project, which were generated through close coordination with existing residents, businesses, property owners, and development communities (Guiding Principle No. 5).

1.5.4 Residential Focus Alternative

Under the Residential Focus Alternative, new development would be predominantly residential and occur in the Corridor and Transit Node Districts of the Midtown Specific Plan area. It is assumed that the majority of new development would be single-use and would not contain a high percentage of mixed-use/nonresidential space. Development under this alternative compared to the Proposed Project would be reduced by 300 dwelling units and 700,000 square feet of commercial/employment uses; population and employment numbers would also decrease under this alternative. More specifically, the Medical District would be reduced by 300 dwelling units; Transit Node District 5 would be reduced by 600,000 square feet of commercial/employment uses; and Transit Node Districts 6 and 7 would each be reduced by 100,000 square feet of commercial/employment uses. All other Midtown Specific Plan districts and the area outside the Midtown Specific Plan area would have the same buildout potential as the proposed project.

Ability to Reduce Impacts

Under this alternative, impacts to aesthetics, air quality (construction and operation), geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise (construction and operation), population and housing, public services, recreation, transportation and traffic, and utilities and service systems would be reduced. Impacts related to cultural resources and land use and planning would be similar. However, significant and unavoidable impacts associated with construction- and operational related air quality, construction-related noise, and GHG emissions would not be eliminated under this alternative.

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Ability to Achieve Project Objectives

The Residential Focus Alternative would be able to achieve a majority of the project objectives. Similar to the Proposed Project, this alternative would meet the Proposed Project's guiding principles related to mobility, complete streets, multimodal opportunities, and safety and health designs along the corridor (Guiding Principle's No. 1 and 2). Supporting infrastructure and amenities would also be provided to attract new development and create an enjoyable place to live, work, and visit (Guiding Principle No. 4). However, by substantially reducing the amount of commercial/employment uses in the Project Site and focusing more on residential development, this alternative may not be able to achieve as economically sustainable of a future as the Proposed Project would since employment and business opportunities would be greatly reduced (Guiding Principle No. 3). In addition, a residential-focused alternative would not be consistent with the ideas and plans generated by the existing community related to development and improvements with Long Beach Memorial and other medical facilities within and surrounding the Medical District (Guiding Principle No. 5).

1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to the following:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.7 AREAS OF CONTROVERSY

The City of Long Beach determined that a DEIR would be required for the Midtown Specific Plan and issued a Notice of Preparation (NOP) and Initial Study in March 2015 (See Appendix A). In addition, prior to the preparation of the DEIR, a scoping meeting was held on March 25, 2015, at the Veteran's Memorial Park Community Room, 101 E. 28th Street, Long Beach, California to determine the concerns of the public and interested parties regarding the Midtown Specific Plan. Table 1-1 summarizes the issues identified by respondents to the NOP and attendees of the scoping meeting. The table also provides references to the sections of this DEIR in which these issues are evaluated. The environmental issues outlined in Table 1-1 are fully addressed in Chapter 5, *Environmental Analysis*, of this DEIR. No other environmental issues or areas of controversy are known to the lead agency.

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Table 1-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
NOP – Agencies and Service Providers			
State Clearinghouse (3/9/15)	Notification	<ul style="list-style-type: none"> Notification for state agencies to transmit comments within 30 days. 	Not Applicable
South Coast Air Quality Management District (3/13/15)	Air Quality	<ul style="list-style-type: none"> Outlined general comments and recommendations regarding the air quality and GHG regulations, software, significance thresholds, and methodologies that should be used for the air quality analysis of the EIR. Stated that the EIR should analyze all aspects of the proposed project (operational and construction) and the potential air quality impacts, as well as the siting of incompatible land uses, such as placing homes near freeways. Stated that the EIR should outline mitigation measures needed to reduce any identified air quality impacts. 	Section 5.2, <i>Air Quality</i>
Metro (4/2/15)	Aesthetics, Noise, Transportation, and Traffic	<ul style="list-style-type: none"> Noted the frequency of the Metro Blue Line light rail service within the project area. Stated that due to the proximity to the Project Site, the Metro Blue Line will create noise, vibration, and visual impacts within the Project Site. Also stated that a Noise Easement Deed will be required to be recorded in favor of Metro. Stated that the City should notify Metro of any changes to the construction/building plans that may impact the use of Metro's right-of-way. Stated that the City should coordinate with Metro regarding plans that are intended to improve linkages to transit, or adjacent Metro right-of-way. Stated that no encroachment is permitted onto the railroad right-of-way unless a temporary right-of-entry agreement is obtained from Metro. Requested that the City identify the accessibility of Metro properties during construction activities of future development. Stated that clearance is required from Metro prior to the City issuing a building permit within 100 feet of a Metro rail construction area. Requested that the City clarify its intent in not analyzing impacts to emergency access in the DEIR due to the removal of access points along Long Beach Boulevard, and the subsequent effect that these access closures would have on the 	Sections 5.1, <i>Aesthetics</i> , 5.8, <i>Noise</i> , and 5.12, <i>Transportation and Traffic</i> , and the Transportation Impact Analysis (see Appendix H)

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Table 1-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
		<p>traffic redistribution along Long Beach Boulevard.</p> <ul style="list-style-type: none"> • Stated that a transportation impact analysis is required in accordance with the State of California Congestion Management Program. 	
Southern California Gas Company (4/6/15)	Natural Gas Service and Facilities	<ul style="list-style-type: none"> • Stated that SoCalGas has no apparent facilities within the scope of the project at this time. 	Section 5.13, <i>Utilities and Service Systems</i>
Caltrans (4/7/15)	Transportation and Traffic	<ul style="list-style-type: none"> • Stated that the transportation impact analysis should include an evaluation of potential impacts to the regional transportation system, including I-405 and I-710 mainlines. • Requested evaluation of potential impacts to freeway ramps and ramp intersections consistent with the Highway Capacity Manual methods of highway analysis. • Outlined a number of items that Caltrans generally expects to be included in a traffic impact study. • Noted that the City is encouraged to consider vehicle-demand-reducing strategies, such as incentives for commuters to use transit, park-and-ride-lots, and shuttle busses. • Stated that the project should include additional incentives for future residents to use transit such as subsidized transit passes for a limited period, enhancements to the walking paths to make them safe and attractive, and rideshare opportunities. • Recommended that the City establish a transportation fund for a funding plan to implement improvements that may be too costly for one specific development. • Stated that Caltrans does not consider the Los Angeles County's Congestion Management Program criteria alone to be adequate for the analysis of transportation impacts pursuant to a CEQA review, as the CMP alone does not adequately address cumulative transportation impacts and does not analyze for safety, weaving, problems, or delay. Also stated that per the 2010 CMP, Caltrans should be consulted for the analysis of state highway facilities. 	Section 5.12, <i>Transportation and Traffic</i> , and the Transportation Impact Analysis (see Appendix H)

1. Executive Summary

Table 1-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
Southern California Edison (4/7/15)	Electrical Service and Facilities	<ul style="list-style-type: none"> • Stated that SCE is the electric service provider for the City of Long Beach and maintains electrical transmission and distribution facilities, as well as substations and supporting appurtenances in the City. • Stated that SCE has not evaluated the electric service requirements for the proposed project and that based on the scope of the project, it may require upgrades to SCE's electric system and infrastructure. • Stated that the City should contact SCE's Local Planning Department to initiate the service evaluation, which will begin the process for identification of on- and off-site electrical facilities required to service the proposed project. • Stated that the proposed project should not encroach or impose constraints on SCE's ability to access, maintain, and operate its current and future facilities. • Stated that SCE must comply with General Order (GO) 951, which establishes rules and regulations for the overhead line design, construction, and maintenance. • Stated that any proposed uses within SCE's rights-of-way and fee-owned properties, such as bike lanes and landscaping buffers, will be reviewed on a case-by-case basis by SCE. • Stated that if the relocation or construction of new transmission lines results in significant environmental impacts, they should be identified and discussed in the DEIR. Also stated that if significant impacts resulting from SCE's facilities are not adequately addressed in the DEIR, SCE may be required to pursue a separate, mandatory CEQA review through the California Public Utilities Commission, which could delay approval of the SCE transmission line portion of the project for two years or longer. 	Section 5.13, <i>Utilities and Service Systems</i>
County Sanitation Districts of Los Angeles County (4/7/15)		<ul style="list-style-type: none"> • Stated that the Sanitation Districts own, operate, and maintain only the large trunk sewers that form the backbone of the regional wastewater conveyance system and that local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. • Stated that presently no deficiencies exist in the Sanitation Districts facilities that serve the project area boundaries. 	Section 5.13, <i>Utilities and Service Systems</i>

1. Executive Summary

Table 1-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
		<ul style="list-style-type: none"> • Stated that the Sanitation Districts should review individual developments within the City of Long Beach in order to determine whether or not sufficient trunk sewer capacity exists to serve each project and if the Sanitation Districts facilities will be affected by the project. • Stated that the wastewater generated by the proposed project area is treated at the Joint Water Pollution Control Plant located in the City of Carson. • Outlined the expected increase in average wastewater flow from the proposed project. • Stated that the Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Sanitation Districts sewerage system for increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. • Stated that in order for the Sanitation Districts to conform to the requirements of the Federal Clean Air Act, the design capacities of the Sanitation Districts wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG) and that all expansions of Sanitation Districts facilities must be sized and service phased in a manner that is consistent with the SCAG regional growth forecast for Los Angeles County. The available capacity of the Sanitation Districts treatment facilities are limited to levels associated with the approved growth identified by SCAG. • Stated that the comment letter does not constitute a guarantee of wastewater service, but is to advise the City that the Sanitation Districts intend to provide wastewater service up to the levels that are legally permitted and to inform of the currently existing capacity and any proposed expansion of the Sanitation Districts facilities. 	

1. Executive Summary

Table 1-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
Southern California Association of Governments (4/7/15)		<ul style="list-style-type: none"> Stated that the goals included in the 2012-2305 SCAG Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) may be pertinent to the proposed project and requested a side-by-side analysis of the proposed project's consistency with the 2012 RTP/SCS. Stated that if applicable to the proposed project, the strategies noted in this comment should be noted should be referred to as guidance for considering the project within the context of regional goals and policies. Outlined SCAG's region-wide forecasts for population, housing, and employment. Stated that SCAG staff recommends the SCAG 2012 RTP/SCS Final Program EIR mitigation measures for guidance, as appropriate. 	Section 5.7, <i>Land Use and Planning</i>
Scoping Meeting			
Comment Type	Comment Summary		Issue Addressed In:
Oral – Housing	Inquired whether more housing would be permitted under the Midtown Specific Plan.		Chapter 3, <i>Project Description</i> , and Section 5.9, <i>Population and Housing</i>
Oral – Traffic and Safety	Raised traffic and safety concerns about the intersection of Long Beach Boulevard and Pacific Coast Highway as a result of implementing the Midtown Specific Plan		Chapter 3, <i>Project Description</i> , and Section 5.12, <i>Transportation and Traffic</i>
Oral – Parking	Raised general concerns regarding parking issues, and commented on the potential of providing park-and-ride facilities		Not Applicable
Oral – Bicycle Safety	Raised concerns about bicycle safety and possibly adding restrictions/improvements for bicyclists (e.g., signage, bicycle-activated signal)		Chapter 3, <i>Project Description</i> , and Section 5.12, <i>Transportation and Traffic</i>
Oral – Bus Stop and Pedestrian Safety	Raised concerns bus stop and pedestrian safety improvements due to heavy traffic on Long Beach Boulevard, specifically between Spring Street and Wardlow Road		Chapter 3, <i>Project Description</i> , and Section 5.12, <i>Transportation and Traffic</i>
Oral – Lighting	Raised concerns regarding lighting along corridor, side streets, and parklets		Section 5.1, <i>Aesthetics</i>
Oral – Historic Resources	Raised concerns regarding potential impacts on historic buildings, such as those associated with adaptive reuse of building.		Section 3.5, Cultural Resources, of the Initial Study (see Appendix A)
Oral – Public Transit	Inquired if improvements will be made to Metro blue line, such as the provision of other "lighter" options to the light rail (e.g., bus rapid transit fixed guide way, red cars, trolley).		Section 5.12, <i>Transportation and Traffic</i>

1. Executive Summary

Table 1-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
Written – Traffic and Safety		Stated that the introduction of new traffic along Long Beach Boulevards, specifically between Spring Street and Wardlow Road, would impact existing safety conditions (e.g., paths too narrow, fast moving traffic, traffic issues at I-405/Long Beach Boulevard intersection, heavy foot and bicycle traffic with no safety margins available). Requested that the City look into introducing bicycle lanes and other improvements north and south along Long Beach Boulevard between Spring Street and Wardlow Road to ensure the safety of pedestrians and bicyclists.	Section 5.12, <i>Transportation and Traffic</i>
Written - Safety		Stated that safety is the foundation to make the Midtown Specific Plan successful, including safety on the Metro rail itself. Stated overall satisfaction with project as proposed, including the introduction of tree canopies along Long Beach Boulevard.	Section 5.12, <i>Transportation and Traffic</i>
Written - Fiscal		Outlined concerns regarding predatory lenders.	Fiscal issues are not under the purview of CEQA; the comment is not addressed in this DEIR
Written – Traffic and Parking		Outlined two concerns: 1) wanted to know traffic along Long Beach Boulevard will be calmed to such an extent that it will adverse calming strategies on Pacific Avenue, 2) noted that car ownership is an asset to the transit-oriented housing close to Pacific Coast Highway and many residents have multiple cars, which creates impacts in this area.	Section 5.12, <i>Transportation and Traffic</i>

1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-2 summarizes the conclusions of the environmental analysis contained in this DEIR. Impacts are identified as significant or less than significant and for all significant impacts mitigation measures are identified. The level of significance after imposition of the mitigation measures is also presented.

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
<i>Impact 5.1-1:</i> Future development that would be accommodated by the Proposed Project would alter but not substantially degrade the visual character of the Project Site and its surroundings.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<i>Impact 5.1-2:</i> Future development that would be accommodated by the Proposed Project would generate additional light and glare within the Project Site and its surroundings, which could adversely affect day or nighttime views in the area.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.2 AIR QUALITY			
<i>Impact 5.2-1:</i> Construction activities associated with implementation of the Proposed Project would generate short-term emissions that exceed the South Coast Air Quality Management District's regional construction thresholds.	Potentially Significant	<p>AQ-1 Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to use equipment that meets the United States Environmental Protection Agency (EPA)-Certified emissions standards. All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board's regulations.</p> <p>Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 4 or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Long Beach Building Official or their designee. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five</p>	Significant and Unavoidable

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>minutes or less in compliance with California Air Resources Board's Rule 2449.</p> <p>AQ-2 Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to prepare a dust control plan and implement the following measures during ground-disturbing activities in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District (SCAQMD) Rule 403 to further reduce PM₁₀ and PM_{2.5} emissions. The City of Long Beach Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections.</p> <ul style="list-style-type: none"> • Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering. • During all construction activities, the construction contractor shall sweep streets with SCAQMD Rule 1186-compliant, PM₁₀-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. • During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other cover that achieves the same amount of protection. • During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. • During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour. <p>AQ-3 Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to use coatings and solvents with a volatile organic compound (VOC) content lower than required under South Coast Air Quality Management District Rule 1113 (i.e., super compliant</p>	

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>paints). The construction contractor shall also use precoated/natural-colored building materials, where feasible. Use of low-VOC paints and spray method shall be included as a note on architectural building plans and verified by the City of Long Beach Building Official or their designee during construction.</p>	
<p>Impact 5.2-2: Long-term criteria air pollutant emissions associated with the Proposed Project would exceed the South Coast Air Quality Management District's regional operational significance thresholds.</p>	<p>Potentially Significant</p>	<p>Stationary Source AQ-4 Prior to issuance of a building permit for new development projects within the Midtown Specific Plan area, the property owner/developer shall show on the building plans that all major appliances (dishwashers, refrigerators, clothes washers, and dryers) to be provided/installed are Energy Star appliances. Installation of Energy Star appliances shall be verified by the City of Long Beach Building and Safety Bureau prior to issuance of a certificate of occupancy.</p> <p>Transportation and Motor Vehicles AQ-5 Prior to issuance of building permits for residential development projects within the Midtown Specific Plan area, the property owner/developer shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Long Beach Building and Safety Bureau prior to issuance of a certificate of occupancy.</p> <ul style="list-style-type: none"> • For multifamily dwellings, electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the CALGreen Code. • Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code. <p>AQ-6 Prior to issuance of building permits for non-residential development projects within the Midtown Specific Plan area, the property owner/developer shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Long Beach Building and Safety</p>	<p>Significant and Unavoidable</p>

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Bureau prior to issuance of a certificate of occupancy. <ul style="list-style-type: none"> • For buildings with more than ten tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the CALGreen Code. • Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code. • Facilities shall be installed to support future electric vehicle charging at each non-residential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code. 	
<i>Impact 5.2-3:</i> Construction activities related to buildout of the Proposed Project could expose sensitive receptors to substantial pollutant concentrations.	Potentially Significant	Mitigation Measures AQ-1 through AQ-3 would also be applicable in reducing localized construction-related criteria air pollutant emissions to the extent feasible.	Significant and Unavoidable
<i>Impact 5.2-4:</i> Onsite operation-related emissions associated with the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<i>Impact 5.2-5:</i> The Proposed Project could site sensitive land uses in proximity to major air pollution sources.	Potentially Significant	AQ-7 Prior to issuance of building permits for development projects within the Midtown Specific Plan area that include sensitive uses (e.g., residential, day care centers), within the distances identified by the California Air Resources Board's (CARB) <i>Air Quality and Land Use Handbook</i> , the property owner/developer shall submit a health risk assessment (HRA) to the City of Long Beach Planning Bureau. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District (SCAQMD). If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05) or the appropriate noncancer hazard index exceeds 1.0, the following is required prior to issuance of building permits:	Less Than Significant

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • The HRA shall identify the level of high-efficiency Minimum Efficiency Reporting Value (MERV) filter required to reduce indoor air concentrations of pollutants to achieve the cancer and/or noncancer threshold. • Installation of high efficiency MERV filters in the intake of residential ventilation systems consistent with the recommendations of the HRA, shall be shown on plans. Heating, air conditioning, and ventilation (HVAC) systems shall be installed with a fan unit designed to force air through the MERV filter. • To ensure long-term maintenance and replacement of the MERV filters in the individual units, the property owner/developer shall record a covenant on the property that requires ongoing implementation of the actions below. The form of the covenant shall be approved by the Long Beach City Attorney's Office prior to recordation. • The property owner/developer shall provide notification to all future tenants or owners of the potential health risk for affected units and the increased risk of exposure to diesel particulates when windows are open. • For rental units, the property owner/developer shall maintain and replace MERV filters in accordance with the manufacture's recommendations. • For ownership units, the Homeowner's Association shall incorporate requirements for long-term maintenance in the Covenant Conditions and Restrictions and inform homeowners of their responsibility to maintain the MERV filter in accordance with the manufacturer's recommendations. 	
<p>Impact 5.2-6: The Proposed Project is a regionally significant project that would contribute to an increase in frequency or severity of air quality violations in the South Coast Air Basin and would conflict with the assumptions of the applicable Air Quality Management Plan.</p>	<p>Potentially Significant</p>	<p>Mitigation Measures AQ-1 through AQ-6 would also be applicable to reducing regional construction-related and operational phase criteria air pollutant emissions to the extent feasible.</p>	<p>Significant and Unavoidable</p>

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.3 CULTURAL RESOURCES			
<p><i>Impact 5.3-1:</i> Implementation of the Proposed Project could result in an impact on known and/or unknown historical resources.</p>	<p>Potentially Significant</p>	<p>CUL-1 Future development or redevelopment projects on any of the properties listed in Table 5.3-2 (List of Properties in the Midtown Specific Plan Area Recommended for Future Evaluation) of the Midtown Specific Plan EIR (SCH No. 2015031034) shall require that an intensive-level historical evaluation of the property be conducted by the property owner or project applicant/developer; the evaluation shall be conducted in accordance with all applicable federal, state and local guidelines for evaluating historical resources. If based on the evaluation of the property it is determined that the proposed development or redevelopment project will have a substantial adverse effect on a historical resource (i.e. it would reduce its integrity to the point that it would no longer be eligible for inclusion in the California Register of Historical Resources or in the list of Long Beach Landmarks), then the provisions of Mitigation Measure CUL-2 shall be implemented by the property owner or project applicant/developer to eliminate or reduce the project's impact on historical resources.</p> <p>CUL-2 If based on the intensive-level historical evaluation of a property listed in Table 5.3-2 (List of Properties in the Midtown Specific Plan Area Recommended for Future Evaluation) of the Midtown Specific Plan EIR, as required under Mitigation Measure CUL-1, it is determined that the proposed development or redevelopment project will have a substantial adverse effect on a historical resource, the City of Long Beach shall require the property owner or project applicant/developer to implement the following measures:</p> <p>A. Rehabilitation According to the Secretary of the Interior's Standards</p> <ol style="list-style-type: none"> 1. If the proposed project includes renovation, alteration, or an addition to an historical resource (not including total demolition), then the property owner or project applicant/developer shall first seek to design all 	<p>Less Than Significant</p>

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>proposed renovation, alterations or additions to the historical resource in a manner that is consistent with the Secretary of the Interior's Standards for Rehabilitation (Standards) found at: http://www.nps.gov/tps/standards/rehabilitation/rehab/stand.htm.</p> <p>a. Plans for rehabilitation shall be created under the supervision of a professional meeting the Department of Interior's Professional Qualifications Standards in Architectural History or Historic Architecture and be designed by a licensed architect with demonstrated historic preservation experience.</p> <p>b. Plans shall be reviewed in the schematic design phase prior to any construction work, as well as in the 60 and 90 percent construction documents phases for compliance with the Standards by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience with the Standards compliance reviews.</p> <p>c. The qualified historic preservation professional reviewing the plans shall create a technical memo at each phase and submit the memo to the City of Long Beach Development Services Department for concurrence.</p> <p>d. At the discretion of the City, a detailed character-defining features analysis and/or historical resource treatment plan may need to be prepared for select historical resources by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards if the nature of the project or the significance of the property warrants such detailed analysis.</p>	

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>e. A qualified historic preservation professional shall monitor construction activities at key milestones to ensure the work to be conducted complies with the Standards. The milestones shall be agreed upon in advance by the City and property owner or project applicant/developer.</p> <p>f. City staff and the qualified historic preservation professional shall review the finished rehabilitation/renovation in person upon completion.</p> <p>g. In the event that any historical resource(s) are leased to third-party tenants and tenant improvements will be made, all of the terms of this stipulation shall be disclosed in the lease agreements, agreed upon in writing, and mutually enforced by the property owner or project applicant/developer and the City. The tenants shall not be permitted to conduct work that does not comply with the Standards.</p> <p>B. Retention/On-Site Relocation- For Proposed Demolition</p> <ol style="list-style-type: none"> 1. If the proposed project includes total demolition of a historical resource, the property owner or project applicant/developer shall first consider an alternative that retains the historical resource and incorporates it into the overall project development as an adaptive re-use of the building, as determined feasible. 2. If the project site permits, the historical resource should be relocated to another location on the site and the resource should be re-incorporate into the overall project, as determined feasible. 	

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>3. If the City determines that retention/onsite relocation of the historical resource is not feasible through a credible feasibility study, then the City shall elect to allow the property owner or project applicant/developer to move forward with the development/redevelopment project; however, all other requirements outlined in this mitigation measure shall apply.</p> <p>C. Third Party Sale</p> <p>1. If the City determines that retention or onsite relocation of the historical resource is not feasible, then the property owner or project applicant/developer shall offer any historical resources scheduled for demolition to the public for sale and offsite relocation by a third party:</p> <p>a. The historic resource(s) shall be advertised by the property owner or project applicant/developer at a minimum in the following locations: project applicant's/developer's website (if applicable); City of Long Beach website; Los Angeles Times website and print editions; Long Beach Press Telegram.</p> <p>b. The bidding period shall remain open for 60 days after the date of advertisement to allow adequate response time from interested parties.</p> <p>c. Qualified parties shall meet the following minimum qualifications to be considered a realistic buyer: possess adequate financial resources to relocate and rehabilitate the historical resource(s); possess an available location for the historical resource(s); and provide for a new use for the historical resource(s).</p>	

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>d. The City shall approve the qualified buyer. If no such buyer comes forward within the allotted time frame, the City shall elect to issue a demolition permit for the historical resource. However, all other requirements outlined in this mitigation measure shall apply.</p> <p>D. Recordation</p> <p>1. The property owner or project applicant/developer shall create HABS-like Level II documentation prepared in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. Information on the Standards and Guidelines is available at the following links: http://www.nps.gov/history/local-law/arch_stnds_6.htm. http://www.nps.gov/history/hdp/standards/index.htm.</p> <p>a. Photographs with large-format (4 inches by 5 inches or larger), black and white negatives of the property as a whole shall be provided; photocopies with large format negatives of select existing drawings, site plans, or historic views where available. A minimum of 12 views showing context and relationship of historical resources to each other shall be provided; aerial views showing the whole property shall also be provided.</p> <p>b. Written historical descriptive data, index to photographs, and photo key plan shall be provided.</p> <p>c. The above items shall be created by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience in creating HABS Level II documentation.</p>	

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>d. The above items shall be created prior to any demolition or relocation work.</p> <p>e. The above items shall be distributed to the following repositories for use by future researchers and educators. Before submitting any documents, each of the following repositories shall be contacted to ensure that they are willing and able to accept the items: City of Long Beach Public Library; Long Beach Historical Society; Los Angeles Public Library; South Central Coastal Information Center at California State University, Fullerton; and City of Long Beach Development Services Department (building files).</p> <p>E. Salvage and Reuse</p> <p>1. If offsite relocation of the historical resource by a third party is not accomplished, the property owner or project applicant/developer shall create a salvage and reuse plan identifying elements and materials of the resource that can be saved prior to any demolition work.</p> <p>a. The salvage and reuse plan shall be included in bid documents prepared for the site and shall be created by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience in creating salvage and reuse plans.</p> <p>b. Elements and materials that may be salvageable include windows; doors; roof tiles; decorative elements; bricks, foundation materials, and/or paving materials; framing members; furniture; lighting; and flooring materials, such as tiles and hardwood.</p>	

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>2. The property owner or project applicant/developer shall identify individuals, organizations, or businesses interested in receiving the salvaged items; these may include Habitat for Humanity Restore; other affordable housing organizations; or salvage yards. The following steps shall be taken by the property owner or project applicant/developer:</p> <ul style="list-style-type: none"> b. Identification of the individuals, organizations, or businesses interested in receiving the salvaged items shall be completed in consultation with the City. c. Identification of the individuals, organizations, or businesses interested in receiving the salvaged items shall be accomplished by contacting potentially interested parties directly first. d. Items to be salvaged shall be advertised in the following locations for a period of 60 days if none of the contacted parties are able to receive the items: Los Angeles Times and Long Beach Press Telegram. <p>3. The property owner or project applicant/developer shall remove salvageable items in the gentlest, least destructive manner possible. Historic materials and features shall be protected by storing salvaged items in indoor, climate- and weather-controlled conditions until recipients can retrieve them. The removal of salvageable items shall be performed by a licensed contractor with demonstrated experience with implementing salvage and reuse plans.</p>	

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>F. Other Optional Interpretive, Commemorative, or Educational Measures</p> <p>The City may also elect to require additional (optional) mitigation measures crafted in response to a specific historical resource's property type or significance, association with a specific historic person, or overall value to the community, as practical, so long as the measure is commensurate with the significance of the property and the level of impact to that resource. Such measures may include educational or interpretive programming; signage; incorporation of historical features into new developments or public art; contribution to a mitigation fund for future historic preservation efforts; written histories or contexts important to the public's understanding of the lost resource (presuming no other extant resource can interpret such significance); etc. The need for these additional measures shall be determined by the City on a case by case basis and incorporated into the conditions of approval for the project. Some measures may be made available to the public through museum displays, written reports at research repositories or made available through on- or offsite signage or existing online multi-media sites.</p>	
5.4 GEOLOGY AND SOILS			
<p><i>Impact 5.4-1:</i> Future development within certain areas of the Project Site could subject persons and structures to hazards from surface rupture of a known Alquist-Priolo Earthquake Fault Zone.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>
<p><i>Impact 5.4-2:</i> Future development within the Project Site could expose increased numbers of persons and structures to strong ground shaking from active faults in the region.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<i>Impact 5.4-3:</i> Future development within certain areas of the Project Site could subject persons and structures to hazards from liquefaction.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<i>Impact 5.4-4:</i> Future development within the Project Site could subject persons or structures to hazards arising from collapsible soils, expansive soils, or ground subsidence.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.5 GREENHOUSE GAS EMISSIONS			
<i>Impact 5.5-1:</i> Development of the proposed land uses within the Project Site would result in a substantial increase of GHG emissions that would exceed the South Coast Air Quality Management District's proposed efficiency target of 4.8 MTCO _{2e} .	Potentially Significant	Mitigation Measures AQ-4 through AQ-6 from Section 5.2, <i>Air Quality</i> , are also applicable to reducing GHG emissions of the Proposed Project.	Significant and Unavoidable
<i>Impact 5.5-2:</i> The Proposed Project would not conflict with plans adopted for the purpose of reducing GHG emissions.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.6 HAZARDS AND HAZARDOUS MATERIALS			
<i>Impact 5.6.1:</i> The construction and operational phases of future development projects that would be accommodated by the Proposed Project would not create substantial hazards through accidental release of hazardous materials, nor emit hazardous emissions or handle hazardous materials within one-quarter mile of a school site.	Potentially Significant	HAZ-1 Prior to the issuance of demolition permits for any buildings or structures that would be demolished in conjunction with individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant shall conduct the following inspections and assessments for all buildings and structures onsite and shall provide the City of Long Beach Development Services Department with a copy of the report of each investigation or assessment. <ul style="list-style-type: none"> The project applicant shall retain a California Certified Asbestos Consultant (CAC) to perform abatement project planning, monitoring (including air monitoring), oversight, and reporting of all asbestos-containing materials (ACM) encountered. The abatement, containment, 	Less Than Significant

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>and disposal of all ACM shall be conducted in accordance with the South Coast Air Quality Management District's Rule 1403 and California Code of Regulation Title 8, Section 1529 (Asbestos).</p> <ul style="list-style-type: none"> • The project applicant shall retain a licensed or certified lead inspector/assessor to conduct the abatement, containment, and disposal of all lead waste encountered. The contracted lead inspector/assessor shall be certified by the California Department of Public Health (CDPH). All lead abatement shall be performed by a CDPH-certified lead supervisor or a CDPH-certified worker under the direct supervision of a lead supervisor certified by CDPH. The abatement, containment, and disposal of all lead waste encountered shall be conducted in accordance with the US Occupational Safety and Health Administration Rule 29, CFR Part 1926, and California Code of Regulation, Title 8, Section 1532.1 (Lead). • Evidence of the contracted professionals attained by the project applicant shall be provided to the City of Long Beach Development Services Department. Additionally, contractors performing ACM and lead waste removal shall provide evidence of abatement activities to the City of Long Beach Building and Safety Bureau. <p>HAZ-2 Prior to the issuance of grading permits for individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant shall submit a Phase I Environmental Site Assessment (ESA) to identify environmental conditions of the development site and determine whether contamination is present. The Phase I ESA shall be prepared by a Registered Professional Engineer and in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.05, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. If recognized environmental conditions related to soils are identified in the Phase I ESA, the project applicant shall perform soil sampling as a part of a Phase II ESA. If contamination is found at significant levels, the project applicant shall remediate all contaminated soils in</p>	

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		accordance with state and local agency requirements (California Department of Toxic Substances Control, Regional Water Quality Control Board, Long Beach Fire Department, etc.). All contaminated soils and/or material encountered shall be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading. Prior to the issuance of building permits, a report documenting the completion, results, and any follow-up remediation on the recommendations, if any, shall be provided to the City of Long Beach Development Services Department evidencing that all site remediation activities have been completed.	
<i>Impact 5.6-2:</i> Certain sites within the Project Site are included on a list of hazardous materials sites.	Potentially Significant	Mitigation Measure HAZ-2 above is also applicable to this impact.	Less Than Significant
<i>Impact 5.6-3:</i> A large portion of the Project Site is located under imaginary surfaces pursuant to Federal Aviation Administration (FAA) Part 77 Regulations regulating obstructions into navigable airspace surrounding Long Beach Airport.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.7 HYDROLOGY AND WATER QUALITY			
<i>Impact 5.7-1:</i> Development pursuant to the Proposed Project would increase the amount of impervious surfaces on the Project Site and would therefore impact opportunities for groundwater recharge.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<i>Impact 5.7-2:</i> Development pursuant to the Proposed Project would not substantially alter the existing drainage pattern of the Project Site or surrounding area in a manner that would result in a substantial erosion or siltation on- or offsite.	Less Than Significant	No mitigation measures are required.	Less Than Significant

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p><i>Impact 5.7-3:</i> Development pursuant to the Proposed Project would increase the amount of impervious surfaces on the Project Site and would therefore increase surface water flows into drainage systems within the watershed.</p>	<p>Potentially Significant</p>	<p>HYD-1 Prior to the issuance of grading or building permits for any development or redevelopment projects pursuant to the Midtown Specific Plan, the City of Long Beach shall ensure that the following drainage improvements are fully funded for and implemented:</p> <ul style="list-style-type: none"> • Any development or redevelopment project that would impact existing storm drain facilities within the Midtown Specific Plan area (public and private) that is less than 24-inches in size shall fully fund upsizing of such facilities to a minimum 24-inch pipe size or greater dependent upon the location and size of the development or redevelopment project. The increase in pipe size will serve to reduce localized flooding. • Any development or redevelopment project that would impact the two segments of City of Long Beach's storm drains in Willow Street for which improvements were recommended by the 2005 Master Plan of Drainage Update shall fully fund upsizing of those storm drain segments to 36 inches or other final size as prescribed by City of Long Beach Public Works Department. <p>HYD-2 Prior to the issuance of grading or building permits for any development or redevelopment projects pursuant to the Midtown Specific Plan, project applicants/developers of such projects shall prepare a site-specific hydrology and hydraulic study of the onsite and immediate offsite storm drain systems to determine capacity and integrity of the existing systems. The hydrology and hydraulic study shall be submitted to City of Long Beach Public Works Department for review and approval.</p> <p>HYD-3 The project applicant/developer of each development or redevelopment project that would be accommodated by the Midtown Specific Plan shall request the "allowable discharge rate" – which limits peak flow discharges as compared to existing conditions based on regional flood control constraints – from the Los Angeles County Department of Public Works, and shall comply with such discharge rate. Compliance with the "allowable discharge rate" shall be demonstrated in the hydrology and hydraulic study to be completed</p>	<p>Less Than Significant</p>

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>pursuant to Mitigation Measure HYD-2.</p> <p>HYD-4 The project applicant/developer, architect, and construction contractor for each development or redevelopment project that would be accommodated by the Midtown Specific Plan shall incorporate low-impact development (LID) best management practices (BMPs) within the respective project, providing for water quality treatment and runoff reduction and/or detention in accordance with local stormwater permit requirements.</p>	
<p><i>Impact 5.7-4:</i> During the construction phase of development pursuant to the Proposed Project, there is the potential for short-term unquantifiable increases in pollutant concentrations from construction activities of the development projects. Upon the completion of individual development projects that would be accommodated by the Proposed Project, the quality of storm runoff (sediment, nutrients, metals, pesticides, pathogens, and hydrocarbons) may be altered.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.8 LAND USE AND PLANNING			
<p><i>Impact 5.8-1:</i> Project implementation would conflict with an applicable plan adopted for the purpose of avoiding or mitigating and environmental effect.</p>	<p>Potentially Significant</p>	<p>LU-1 If the current General Plan Land Used Element update being undertaken by the City of Long Beach, which includes revisions to the land use designations of the current Land Use Map (including the area covered by the Midtown Specific Plan), is not adopted within 12 months after adoption of the Midtown Specific Plan, the City shall initiate a General Plan Amendment to achieve consistency between the General Plan Land Use Element and the Midtown Specific Plan. Specifically, the General Plan Amendment shall require an update to the current Land Use Map in order to change the current General Plan land use designations of the Midtown Specific Plan area to allow for uses and densities set forth in the Midtown Specific Plan.</p> <p>A future General Plan Amendment may also require revisions to tables and exhibits in the Mobility Element pertaining to roadway classifications and closures associated with the Midtown Specific Plan. The specific roadway closures under the Midtown Specific Plan include 25th Street, 23rd Street, 21st Street, and 15th Street east and west of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard. Roadway amendments will be processed as the time of individual roadway character change projects.</p>	<p>Less Than Significant</p>

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.9 NOISE			
<p>Impact 5.9-1: Construction activities associated with development projects that would be accommodated by the Proposed Project would result in temporary noise increases in the vicinity of the Project Site.</p>	Potentially Significant	<p>N-1 Prior to issuance of demolition, grading and/or building permits for development projects accommodated by the Midtown Specific Plan, a note shall be provided on development plans indicating that ongoing during grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:</p> <ul style="list-style-type: none"> • Construction activity is limited to the daytime hours between 7 AM to 7 PM on Monday through Friday and 9 AM to 6PM on Saturday, as prescribed in the City's Municipal Code. Construction is prohibited on Sundays. • All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers. • Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses. • Stockpiling is located as far as feasible from nearby noise-sensitive receptors. • Construction traffic shall be limited to the haul routes established by the City of Long Beach. 	Significant and Unavoidable
<p>Impact 5.9-2: Construction activities associated with development projects that would be accommodated by the Proposed Project may expose sensitive uses to strong levels of groundborne vibration.</p>	Potentially Significant	<p>N-2 Prior to issuance of a building permit for any development project requiring pile driving or blasting during construction, the project applicant/developer shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. The maximum levels shall not exceed 0.2 inches/second, which is the level that can cause architectural damage for typical residential construction. If maximum levels would exceed these thresholds, alternative uses such static rollers, non-explosive blasting, and drilling piles as opposed to pile driving shall be used.</p> <p>N-3 Prior to the issuance of building permits for development projects accommodated by the Midtown Specific Plan, if proposed vibration-sensitive land uses are located within 200 feet of any railroad line, the property owner/developer shall retain an acoustical engineer to conduct an acoustic analysis that includes a vibration analysis for potential impacts from vibration</p>	Less Than Significant

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>generated by operation of the rail line. Mixed-use buildings shall be designed to eliminate vibration amplifications due to resonances of floors, walls, and ceilings. The detailed acoustical analysis shall be submitted to the City of Long Beach Development Services Department prior to issuance of building permits and shall demonstrate that the vibration levels would be below 65, 72, or 75 VdB, which are the Federal Transit Administration's rail-focused groundborne vibration criteria for Category 1, 2, and 3 land uses, respectively. Category 1 uses are buildings where vibration would interfere with interior operations; Category 2 uses are residences and buildings where people normally sleep; and Category 3 uses are institutional land uses with primarily daytime use.</p> <p>N-4 Prior to issuance of a building permit for projects involving the development of new industrial uses within 200 feet of any existing residential use or Development District 3 of the Midtown Specific Plan, the property owner/developer shall retain an acoustical engineer to conduct an acoustic analysis that includes a vibration analysis for potential impacts from vibration generated by industrial activities. The detailed acoustical analysis shall be submitted to the City of Long Beach Development Services Department and shall demonstrate that the vibration levels to any nearby residential use would be below 78 VdB during the daytime (7 AM to 10 PM) and 72 VdB during the nighttime (10 PM to 7 AM), which are the Federal Transit Administration's daytime and nighttime criteria to regulate general vibration impacts at affected residential uses.</p>	
<i>Impact 5.9-3:</i> Buildout of the Midtown Specific Plan would not cause a substantial noise increase related to traffic on local roadways in the City of Long Beach.	Less Than Significant	No mitigation measures are required.	Less Than Significant

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<i>Impact 5.9-4:</i> Noise-sensitive uses could be exposed to elevated noise levels from transportation sources as a result of buildout of the Proposed Project.	Potentially Significant	N-5 Prior to issuance of a building permit for residential development projects accommodated by the Midtown Specific Plan, the project applicant/developer shall submit a final acoustical report prepared to the satisfaction of the City of Long Beach Development Services Department. The report shall demonstrate that the residential development will be sound-attenuated against present and projected noise levels, including roadway, railway, aircraft, helicopter, and stationary sources (e.g., industrial, commercial, etc.) to meet City interior standards. Specifically, the report shall demonstrate that the proposed residential design will result in compliance with the 45 dBA CNEL interior noise levels, as required by the California Building Code and California Noise Insulation Standards (Title 24 and 25 of the California Code of Regulations). The project applicant/developer shall submit the final acoustical report to the City of Long Beach Development Services Department for review and approval. Upon approval by the City, the project's acoustical design features shall be incorporated into construction of the proposed development project.	Less Than Significant
<i>Impact 5.9-5:</i> Noise-sensitive uses would not be exposed to elevated noise levels from stationary sources as a result of buildout of the Proposed Project.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<i>Impact 5.9-6:</i> The proximity of the Project Site to an airport or airstrip would not result in exposure of future resident and/or workers to airport-related noise.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.10 POPULATION AND HOUSING			
<i>Impact 5.10-1:</i> Buildout of the Proposed Project would result in population, housing, and employment growth in the City of Long Beach.	Less Than Significant	No mitigation measures are required.	Less Than Significant

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.11 PUBLIC SERVICES			
<i>FIRE PROTECTION AND EMERGENCY SERVICES</i>			
<i>Impact 5.11-1:</i> The Proposed Project would introduce new dwelling units, residents, nonresidential uses, and workers into the Long Beach Fire Department's service boundaries, thereby increasing the demand for fire protection and emergency services.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<i>POLICE PROTECTION</i>			
<i>Impact 5.11-2:</i> Implementation of the Proposed Project would introduce new residential and nonresidential structures, residents, and workers into the Long Beach Police Department service boundaries, thereby increasing the requirement for police protection services.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<i>SCHOOL SERVICES</i>			
<i>Impact 5.11-3:</i> The Proposed Project would result in the generation of 640 additional students, which would impact the school enrollment capacities of LBUSD schools that serve the Project Site.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<i>LIBRARY SERVICES</i>			
<i>Impact 5.11-4:</i> The Proposed Project would result in the generation of up to 4,195 additional residents in Project Site, which would lead to an increase in demand for local library services.	Less Than Significant	No mitigation measures are required.	Less Than Significant

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.12 RECREATION			
<i>Impact 5.12-1:</i> Implementation of the Proposed Project would lead to the generation of an additional 4,195 residents within Long Beach, which would in turn lead to an increase in the use of existing City parks and recreational facilities.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<i>Impact 5.12-2:</i> Project implementation would not result in environmental impacts as a result of new and/or expanded parks and recreational facilities that would be needed to serve future project residents.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.13 TRANSPORTATION/TRAFFIC			
<i>Impact 5.13-1:</i> Project-related trip generation would impact levels of service for the existing area roadway system.	Potentially Significant	<p>TRAF-1 As part of the subsequent environmental review for development projects that would be accommodated by the Midtown Specific Plan, a site-specific traffic study shall be prepared by the project applicant/developer to evaluate the project's potential traffic and transportation impacts and to identify specific improvements, as deemed necessary, to provide safe and efficient onsite circulation and access to the Midtown Specific Plan area.</p> <p>TRAF -2 Prior to issuance of occupancy permits for development projects that would be accommodated by the Midtown Specific Plan, project applicants/developers shall make fair-share payments to the City of Long Beach toward construction of the traffic improvements listed below. The following traffic improvements and facilities are necessary to mitigate impacts of the Midtown Specific Plan and shall be included in the fee mechanism(s) to be determined by the City of Long Beach:</p> <p>Existing (2014) With Project Improvements</p> <ul style="list-style-type: none"> • Atlantic Avenue and Spring Street: Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane 	Less Than Significant

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>and an addition of an exclusive right-turn lane. The intersection is currently built out to capacity and would require right-of-way acquisition by the City of Long Beach.</p> <p>Cumulative Year (2035) With Project Improvements</p> <ul style="list-style-type: none"> • Long Beach Boulevard and Spring Street: Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 74-foot cross section of Long Beach Boulevard, this improvement could be completed with restriping of the approach. • Pacific Avenue and Willow Street: Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 74-foot cross section of Long Beach Boulevard, this improvement could be completed with restriping of the approach. • Atlantic Avenue and Willow Street: Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 50-foot cross section of Atlantic Avenue, this improvement could be completed with restriping of the approach. • Atlantic Avenue and Spring Street: Improve the southbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Implementation of this improvement also requires improving the southbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. The intersection is currently built out to capacity and would require right-of-way acquisition by the City of Long Beach. • Atlantic Avenue and 27th Street: Construct a traffic signal at the intersection. 	
<p>Impact 5.13-2: Project-related traffic would not result in significant impacts to congestion management plan facilities in the study area.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<i>Impact 5.13-3:</i> The Proposed Project complies with adopted policies, plans, and programs for alternative transportation.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.14 UTILITIES AND SERVICE SYSTEMS			
<i>Impact 5.14-1:</i> Project-generated wastewater could result in an impact on the City of Long Beach's and County Sanitation Districts of Los Angeles County's wastewater treatment and conveyance systems.	Potentially Significant	<p>USS-1 Prior to the issuance of grading permits for individual development projects that would occur within the Midtown Specific Plan area and in lieu of implementing the sewer line replacement and upsizing improvements outlined in the Infrastructure Technical Report for Hydrology, Sewer, Water, and Water Quality prepared by Fuscoe Engineering (dated July 1, 2015), the project applicant/developer shall submit a site-specific sewer flow monitoring study to provide a more detailed analysis of the true sewer flow depths over time to determine if the potential for surcharge conditions would occur due to project development. The sewer flow monitoring study may indicate that there is sufficient capacity for the sewer lines identified in the Infrastructure Technical Report, as well indicate that they are above the design criteria (>0.75 d/D); and thereby, conclude that the replacement and upsizing improvements are not necessary. The sewer flow monitoring study shall be submitted to the City of Long Beach Development Services Department for review and approval.</p> <p>USS-2 Prior to the issuance of grading permits for individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant/developer shall provide evidence to the City of Long Beach Development Services Department that that the development project has been reviewed by the County Sanitation Districts of Los Angeles County (Sanitation Districts) and that a "Will Serve" letter has been issued by the Sanitation Districts. The "Will Serve" letter process is necessary in order to determine whether or not sufficient trunk sewer capacity exists to serve each development project and if the Sanitation Districts facilities will be affected by the development project.</p>	Less Than Significant

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<i>Impact 5.14-2:</i> Water supply and distribution systems are adequate to meet the requirements of the Proposed Project.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<i>Impact 5.14-3:</i> Existing solid waste facilities could accommodate the solid waste that would be generated by the Proposed Project.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<i>Impact 5.14-4:</i> Existing and/or proposed electricity and natural gas facilities would be able to accommodate utility demands that would be generated by the Proposed Project.	Less Than Significant	No mitigation measures are required.	Less Than Significant

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