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Supplemental Environmental Impact Report

SHORELINE GATEWAY PROJECT



Lead Agency:
City of Long Beach Redevelopment Agency

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FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

REVISED SHORELINE GATEWAY PROJECT

SCH NO. 2005121066

Lead Agency:

CITY OF LONG BEACH REDEVELOPMENT AGENCY

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1.0 Introduction and Purpose



1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE AND SCOPE OF THE EIR

In September 2006, the City of Long Beach certified Final EIR (SCH # 2005121066) for the Shoreline Gateway Project located north of Ocean Boulevard, between Atlantic and Alamitos Avenues. Since certification of the Final EIR, the project applicant has submitted modifications to the plan, which is subject to further review pursuant to the California Environmental Quality Act (CEQA). Based upon the proposed changes presented in Section 3.0, Project Description of this document, the City of Long Beach has determined that a Supplemental Environmental Impact Report (SEIR) is the appropriate environmental documentation and processing for the revised plan.

The City of Long Beach Redevelopment Agency is the Lead Agency under CEQA, and is responsible for preparing the SEIR for the Revised Shoreline Gateway Project. This SEIR has been prepared in conformance with CEQA (California Public Resources Code Section 21000 et seq.), California *CEQA Guidelines* (California Code of Regulations, Title 14, Section 15000 et seq., and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City. The principal *CEQA Guidelines* sections governing content of this document are Section 15120 through 15132 (Content of an EIR), and Section 15163 (Supplemental EIR).

The Lead Agency, per *CEQA Guidelines* Section 15163, may choose to prepare a Supplement to the EIR (a Supplemental EIR) if only minor additions or changes would be necessary to make the previous EIR adequately apply to the proposed project as revised. This EIR has been prepared as a Supplemental EIR in accordance with Sections 15163 of CEQA. Section 15163 states the following:

- (a) The Lead or Responsible Agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:*

 - (1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and*
 - (2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.*
- (b) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.*
- (c) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.*
- (d) A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.*



- (e) *When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.*"

This SEIR contains the information necessary to make the changes in the proposed Shoreline Gateway Project. This focus meets the requirements for supplemental analysis under Section 15163 of the *CEQA Guidelines*, which requires that only changes to the original Final EIR project that may result in significant impacts and that were not evaluated and not previously disclosed to be included in this SEIR. Where the analysis from the Final EIR applies, the Supplemental EIR incorporates by reference the appropriate sections of that document.

In accordance with Section 15063(a) of the *CEQA Guidelines*, the City of Long Beach Redevelopment Agency, as lead agency, determined a SEIR was clearly required for the proposed project, and therefore an Initial Study was not completed. Because the uses of the project would not change as a result of the proposed project, only one environmental issue area, Aesthetics, is anticipated to be of concern and requires further review.

1.2 COMPLIANCE WITH CEQA

PUBLIC REVIEW OF DRAFT SUPPLEMENTAL EIR

The Draft SEIR is subject to a 45-day review period by responsible and trustee agencies, the public and any interested parties. In accordance with the provisions of Sections 15085(a) and 15087(a)(1) of the *CEQA Guidelines*, as amended, the City of Long Beach Redevelopment Agency, serving as the Lead Agency shall (1) publish a Notice of Availability (NOA) to the public of a Draft Supplemental EIR in a newspaper of general circulation; and (2) prepare and transmit a Notice of Completion (NOC) to the California State Clearinghouse. (Proof of publication is available at the offices of the Lead Agency.)

Any public agency or members of the public desiring to comment on the Draft SEIR must submit their comments in writing to the lead agency at the address indicated on the document's NOC prior to the end of the public review period. The Lead Agency will evaluate and prepare responses to all relevant written comments received from both citizens and public agencies during the public review period.

FINAL SUPPLEMENTAL EIR

The Final SEIR will consist of the Draft SEIR, revisions to the Draft SEIR (if any) and responses to all written comments addressing concerns raised in the comments of responsible agencies, the public and any other reviewing parties. After the Final SEIR is completed, and at least ten days prior to the certification hearing, a copy of the response to comments made by public agencies on the Draft SEIR will be provided to the commenting agencies.



1.3 FORMAT OF THE EIR

The Draft SEIR is organized into Sections, as follows:

- Section 1.0, Introduction and Purpose, provides CEQA compliance information.
- Section 2.0, Executive Summary, provides a brief project description and summary of the environmental impacts and mitigation measures.
- Section 3.0, Project Description, provides a detailed project description indicating project location, background and history; project characteristics, phasing and objectives; as well as associated discretionary actions required.
- Section 4.0, Basis for Cumulative Analysis, describes the approach and methodology for the cumulative analysis.
- Section 5.0, Environmental Analysis, contains a detailed environmental analysis of the existing conditions, project impacts, recommended mitigation measures and unavoidable adverse impacts for environmental topic areas.
- Section 6.0, Long-Term Implications of the Proposed Project, discusses significant environmental changes that would be involved in the proposed action, should it be implemented and growth-inducing impacts of the proposed project.
- Section 7.0, Inventory of Mitigation Measures, lists mitigation measures proposed to minimize the significant impacts.
- Section 8.0, Inventory of Significance After Mitigation, describes those impacts that remain significant following mitigation.
- Section 9.0, Effects Found Not to Be Significant, provides an explanation of potential impacts that have been determined not to be significant.
- Section 10.0, Organizations and Persons Consulted, identifies all Federal, State or local agencies, other organizations and individuals consulted.
- Section 11.0, Bibliography, identifies reference sources for the SEIR.

1.4 RESPONSIBLE AND TRUSTEE AGENCIES

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals or permits from other public agencies in order to be implemented. Such other agencies are referred to as Responsible Agencies and Trustee Agencies. Pursuant to Sections 15381 and 15386 of the *CEQA Guidelines*, as amended, Responsible Agencies and Trustee Agencies are respectively defined as follows:



"Responsible Agency" means a public agency, which proposes to carry out or approve a project, for which [a] Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term "responsible agency" includes all public agencies other than the Lead Agency, which have discretionary approval power over the project. (Section 15381)

"Trustee Agency" means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee Agencies include.... (Section 15386, part)

Responsible and Trustee Agencies and other entities that may use this SEIR in their decision-making process or for informational purposes include, but may not be limited to, the following:

- City of Long Beach;
- California Air Resources Board;
- California Department of Transportation;
- California Department of Toxic Substances Control;
- California Regional Water Quality Control Board;
- Long Beach Unified School District;
- Metropolitan Transportation Authority;
- Southern California Association of Governments;
- State Water Resources Control Board; and
- South Coast Air Quality Management District.

1.5 INCORPORATION BY REFERENCE

Pertinent documents relating to this SEIR have been cited in accordance with Section 15150 of the *CEQA Guidelines*, which encourages incorporation by reference as a means of reducing redundancy and length of environmental reports. The following documents, which are available for public review at the City of Long Beach, are hereby incorporated by reference into this EIR. A brief synopsis of the scope and content of these documents is provided below.

Shoreline Gateway Project Final Environmental Impact Report, September 2006. The *Shoreline Gateway Project EIR* analyzed the environmental effects of a mixed-use development involving a 22-story residential tower (Gateway Tower), a 15- to 19-story stepped slab building (Terrace Tower) and a 10-story building (Courtyard Tower) with 358 residential units including live/work spaces, townhomes, one to three bedroom apartment units, penthouse units and associated amenities and 13,561 square feet of retail/gallery space.

The EIR evaluated potential environmental impacts with respect to the following issue areas:

- Land Use and Relevant Planning;
- Aesthetics/Light and Glare;
- Traffic and Circulation;



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- Air Quality;
- Noise;
- Hazards and Hazardous Materials;
- Cultural Resources; and
- Public Services and Utilities.

Significant and unavoidable impacts were identified for Aesthetics/Light and Glare (shade and shadow impacts), Traffic and Circulation (forecast year 2015 with project impacts, Los Angeles County CMP facilities impacts and cumulative impacts), Air Quality (short-term construction impacts [NOx emissions]), Noise (short-term construction noise impacts and long-term mobile noise impacts) and Cultural Resources (historic structure [40 Atlantic Avenue]). In accordance with CEQA Guidelines Section 15091 and Section 15093, the City of Long Beach adopted findings and prepared a Statement of Overriding Considerations.

City of Long Beach General Plan (General Plan). The purpose of the *General Plan* is to provide a general, comprehensive and long-range guide for community decision-making. The *General Plan* consists of seven mandatory elements and two optional elements (Air Quality and Scenic Highways) adopted on various dates. The elements of the *General Plan* are:

- Land Use;
- Transportation;
- Noise;
- Air Quality;
- Housing;
- Scenic Routes;
- Open Space and Recreation;
- Conservation; and
- Seismic Safety.

City of Long Beach General Plan Maps and Descriptions of Land Use Districts. This document summarizes the City's Land Use Districts and provides graphic illustrations of District locations within the City.

City of Long Beach Municipal Code (Municipal Code). The *Municipal Code* consists of all the regulatory and penal ordinances and administrative ordinances of the City of Long Beach. It is the method the City uses to implement control of land uses, in accordance with General Plan goals and policies. The City of Long Beach Zoning Regulations, Title 21 of the *Municipal Code*, identifies land uses permitted and prohibited according to the zoning category of particular parcels.

Downtown Planned Development District (PD-30). The purpose of the PD-30 District is to guide development of the downtown area. The PD-30 District is further divided into eight districts. Land uses permitted and prohibited within the districts and development standards are identified. Additionally, PD-30 provides general development regulations and review procedures.



Strategic Guide for Development for the Central Study Area (Strategic Guide), July 2005. The *Strategic Guide* is intended to define land use planning concepts to facilitate the transformation of the Central Study Area and provides a framework of strategies to be used by the City of Long Beach Redevelopment Agency when making decisions regarding redevelopment opportunities in the central portion of Long Beach. The *Strategic Guide* is organized into the following sections:

- *Executive Summary* summarizes the major analysis findings, strategies and recommendations;
- Section I, *Introduction*, describes the community involvement process and identifies the Vision and Community Design Strategy statements;
- Section II, *Context*, provides the exiting physical and economic conditions of the area;
- Section III, *Area-wide Strategies*, provide the framework for land use, urban design, open space and streetscapes for the neighborhoods and arterial corridors in the Study Area. Existing plans, programs and studies are also discussed; and
- Section IV, *Neighborhood Centers*, provides recommendations for representative Neighborhood Centers and Transit Oriented Districts to create new focal points for neighborhood services and residential revitalization.

Although the *Strategic Guide* is applicable to the project site, the area-wide strategies identified in the *Strategic Guide* focus on the smaller residential neighborhoods and commercial uses that predominantly comprise the Central Study Area. Because these strategies are area-wide, they do not specifically reference the project site or address the project site's unique location in relation to downtown Long Beach. The project site is located on the fringe of the Central Study Area and is part of the Ocean Boulevard corridor, which is more commonly associated with downtown Long Beach. The project site's relationship to the downtown is further emphasized by its zoning district (Downtown Core District), which is intended for a mix of uses, including office, retail, entertainment and high density residential.

Strategy for Development Greater Downtown Long Beach (Strategy), May 2000. The *Strategy* defines a vision for the Greater Downtown area by establishing priorities for the timing of development and creating coherent urban design guidelines for downtown. The *Strategy* divides the Greater Downtown into several areas and discusses existing conditions, redevelopment strategies and objectives for those specific areas. Design review procedures from conceptual review to construction check are summarized and design guidelines for the Greater Downtown area are discussed.

Downtown Long Beach Strategic Action Plan (Strategic Action Plan), July 2000. The *Strategic Action Plan* builds upon the foundation of ideas presented in the Downtown Development Strategy, but establishes a more focused, ready-to-implement vision. The *Strategic Action Plan* is organized into the following sections:



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- Section I provides an introduction to the *Strategic Action Plan*;
- Section II provides a background on downtown Long Beach and the planning process to date;
- Section III outlines the assets and challenges identified by the Task Force and community workshop participants;
- Section IV provides an overview of current planning projects and activities;
- Section V outlines the Downtown Development Concept, which provides a structure for organizing activities, relationships, patterns and connections in the downtown;
- Section VI details the specific Action Plan items developed through the planning effort; and
- Section VIII addresses the recommended steps toward effective implementation of the priority actions and the overall *Strategic Action Plan*.

East Village Arts District Guide for Development, (Guide for Development), October 1996. The *Guide for Development* identifies comprehensive strategies for the creation of a viable arts district that serves as a distinct activity center and neighborhood in the City of Long Beach. The East Village Arts District is defined as the area bounded by Long Beach Boulevard, Ocean Boulevard, Alamitos Avenue and 7th Street. The *Guide for Development* seeks to shape an area that serves as the primary center of Long Beach's art community, is integrated with a vital and diverse residential neighborhood, provides a transition with adjacent convention and coastal uses and captures visitors to those uses. The *Guide for Development* is comprised of the following sections:

- Overview of Existing Conditions – Summary of the existing regulatory requirements, land uses, housing, population characteristics, architecture, streetscape, public art, transportation, parking and market conditions of the East Village.
- Summary of Key Planning and Design Issues – Summary of the key constraints and opportunities affecting the East Village as identified through technical analyses and public input.
- Vision For The East Village – Presentation of the vision for the future of the East Village.
- Overview of East Village Concepts – Overview of the strategies for the revitalization of the East Village and achievement of an arts district.
- East Village Strategies – Discussion of the specific near, mid, and long term physical, regulatory, programmatic, organization, and financial strategies.

2.0 Executive Summary



2.0 EXECUTIVE SUMMARY

2.1 PROJECT SUMMARY

CERTIFICATION OF THE SHORELINE GATEWAY PROJECT EIR (SCH No. 2005121066)

On September 18, 2006, the City of Long Beach Redevelopment Agency certified the Shoreline Gateway Project (SCH No. 2005121066). Certification of the EIR by the Redevelopment Agency also included adoption of the Mitigation Monitoring and Reporting Program.

Prior to completion of the EIR, an Initial Study was conducted to determine the significant effects of the project. In the course of this evaluation, certain impacts of the project were found to be less than significant due to the inability of the project of this scope to create such impacts or the absence of project characteristics producing effects of this type. The topics determined to have less than significant impacts included:

- Agricultural Resources;
- Biological Resources;
- Geology and Soils; and
- Mineral Resources.

The EIR evaluated potential environmental impacts with respect to the following issue areas:

- Land Use and Relevant Planning;
- Aesthetics/Light and Glare;
- Traffic and Circulation;
- Air Quality;
- Noise;
- Hazards and Hazardous Materials;
- Cultural Resources; and
- Public Services and Utilities.

A total of 44 mitigation measures were applied to the project. With implementation of mitigation measures, potentially significant impacts were reduced to a less than significant level with the exception of Aesthetics/Light and Glare (shade and shadow impacts), Traffic and Circulation (forecast year 2015 with project impacts, Los Angeles County CMP facilities impacts and cumulative impacts), Air Quality (short-term construction impacts [NO_x emissions]), Noise (short-term construction noise impacts and long-term mobile noise impacts) and Cultural Resources (historic structure [40 Atlantic Avenue]). In accordance with CEQA Guidelines Section 15091 and Section 15093, the City of Long Beach adopted findings and prepared a Statement of Overriding Considerations.



Overview of the September 2006 Shoreline Gateway Project

The September 2006 Shoreline Gateway project description proposed a mixed-use development involving a 22-story residential tower (Gateway Tower) at the northwest corner of Ocean Boulevard and Alamitos Avenue, a 15- to 19-story stepped slab building (Terrace Tower) west of the existing Lime Avenue and Ocean Boulevard intersection and a 10-story building (Courtyard Tower) northeast of the existing Artaban building. The buildings would be situated over a two-story podium of residential, retail and live/work units, resulting in a maximum height of 24, 21 and 12 stories, respectively, from grade.

Development of the September 2006 project description would result in 358 residential units including live/work spaces, townhomes, one to three bedroom apartment units, penthouse units and associated amenities. The project involved locating live/work units adjacent to Ocean Boulevard and townhouse units adjacent to the Bronce Way alley and Medio Street. Additionally, the September 2006 project description proposed 13,561 square feet of retail/gallery space, which would front the proposed residential tower and stepped slab building on Ocean Boulevard.

Building Heights and Materials. With the two-story podium, the height of the 24-story tower would be approximately 284 feet (not including an optional beacon). The maximum height of the 21-story stepped slab building would be approximately 233 feet and the 12-story building would be approximately 124 feet. The September 2006 project description proposed the use of terra cotta cladding, stone, translucent and clear glass materials of warm hues, compatible with development in the surrounding area.

Site Access and Relocation of Roadways. Vehicular access, as described in the September 2006 project description, would occur from Ocean Boulevard, Atlantic Avenue and at the western terminus of Medio Street. Bronce Way alley would be relocated from its current location northward to the edge of the project site. It would then serve as a one-way street providing direct access to the proposed townhouse units. Additionally, Lime Avenue, between Medio Street and Ocean Boulevard, would be vacated to allow for an elliptical-shaped paseo between the proposed residential tower and stepped slab building on Ocean Boulevard.

Parking. Parking for approximately 820 vehicles would be provided in three subterranean parking levels and in a concealed parking structure located at-grade and one level above-grade. The parking structure would be concealed from the public by the proposed live/work and townhouse units and the proposed retail uses. Additionally, a residential garden would be located directly above the structure, surrounded by the existing Artaban building on the west and proposed residential uses on the north, east and south.

Landscape. The September 2006 project description proposed landscaping within the residential garden, public paseo and along the project frontages. The planting concept plan proposes the use of palms and shade trees within the public paseo and leisure spaces and flowering trees along Bronce Way, Medio Street and Lime



Avenue. Under plantings, shrubs and bushes would be used within community spaces.

REVISED 2007 SHORELINE GATEWAY PROJECT

The Revised 2007 Shoreline Gateway Project (revised project) remains consistent with the September 2006 project description described above, with the exception of the Gateway Tower. The revised project proposes a 35-story residential tower at the northwest corner of Ocean Boulevard and Alamitos Avenue. With the three to four level podium, the height of the proposed 35-story tower would be approximately 417 feet. The revised project proposes the use of stone and metal and composite rainscreen cladding at the base of the Gateway Tower and painted smooth finish concrete with aluminum curtainwall and window wall systems with clear and tinted glass on the upper levels. The upper levels would also have accent materials such as metal panels, glass raining and metal shading devices. The Terrace Tower and Courtyard Tower would remain unchanged from the September 2006 project description.

As with the September 2006 project description, development of the revised project would result in 358 residential units including live/work spaces, townhomes, one to three bedroom apartment units, penthouse units and associated amenities and 13,561 square feet of retail/gallery space. Site access, parking and landscaping for the 2007 revised project would be consistent with the September 2006 project description. Although a public plaza area would continue to be provided between the Gateway and Terrace Towers, the shape of the plaza area would no longer be elliptical.

2.2 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY

The following is a brief summary of the impacts, mitigation measures, and unavoidable significant impacts identified and analyzed in Section 5.0 of this SEIR.

<u>EIR SECTION</u>	<u>IMPACTS</u>			<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
5.1	AESTHETICS/LIGHT AND GLARE	Short-Term Impacts	Construction Aesthetic	AES-1	From the Shoreline Gateway 2006 FEIR: Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be indicated on Final Development Plans and Grading Plans.
		<i>Development of the revised project would result in grading and construction activities that would temporarily alter the visual character of the project site and surrounding area and introduce new sources of light and glare.</i>		AES-2	From the Shoreline Gateway 2006 FEIR: All construction-related lighting shall include shielding in
					The Shoreline Gateway Project FEIR identified shade and shadow impacts as significant and unavoidable. The City adopted findings in accordance with Section 15091 of the CEQA Guidelines and prepared a Statement of Overriding Considerations in accordance with Section 15093 of the CEQA Guidelines. The revised project would result in greater shade and shadow impacts from the Gateway



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<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
		<p>order to direct lighting down and away from adjacent residential areas and consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted to the City for review concurrent with Grading Permit application.</p>	<p>Tower beyond those anticipated in the Shoreline Gateway Project FEIR. Thus, shade and shadow impacts would remain significant and unavoidable with the revised project.</p>
	Long-Term Aesthetic Impacts		
	<p><i>Development of the revised project would not substantially degrade the existing visual character or quality of the site and its surroundings.</i></p>	<p>No mitigation measures are necessary since the project would not degrade the visual character of the project site and surrounding area.</p>	
	Long-Term Light and Glare		
	<p><i>Development of the revised project would introduce new sources of light and glare into the project area.</i></p>	<p>AES-3 From the Shoreline Gateway 2006 FEIR: Prior to the issuance of any building permits, the applicant shall submit lighting plans and specifications for all exterior lighting fixtures and light standards to the Redevelopment Agency and the Planning and Building Department for review and approval. The plans shall include a photometric design study demonstrating that all outdoor light fixtures to be installed are designed or located in a manner as to contain the direct rays from the lights on-site and to minimize spillover of light onto surrounding properties or roadways. All parking structure lighting shall be shielded and directed away from residential uses. Such lighting shall be primarily located and directed so as to provide adequate security.</p> <p>AES-4 From the Shoreline Gateway 2006 FEIR: Prior to the issuance of any building permits, the applicant shall submit plans and specifications for all building materials to the Redevelopment Agency and the Planning and Building Department for review and approval. All structures facing any public street or neighboring property shall use minimally reflective glass and all other materials used on the exterior of buildings and structures shall be selected with attention to minimizing reflective glare. The use of glass</p>	



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<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
		with over 25 percent reflectivity shall be prohibited in the exterior of all buildings on the project site.	
	AES-5	From the Shoreline Gateway 2006 FEIR: Prior to the issuance of any building permits, the applicant shall demonstrate to the Planning and Building Department that all night lighting installed on private property within the project site shall be shielded, directed away from residential uses and confined to the project site. Rooftop lighting shall be limited to security lighting or aviation warning lights in accordance with Airport/Federal Aviation Administration (FAA) requirements. Additionally, all lighting shall comply with all applicable Airport Land Use Plan (ALUP) Safety Policies and FAA regulations.	
Shade and Shadow	<i>Development of the revised project would introduce shade and shadow effects onto adjacent buildings within the project area.</i>	No mitigation measures have been identified that could feasibly reduce the significant shade and shadow impacts referenced to a less than significant level.	
Cumulative Impacts	<i>Development associated with the revised project and related cumulative projects would result in significant cumulative aesthetic, light or glare impacts.</i>	Refer to Mitigation Measures AES-1, AES-2, AES-3, AES-4 and AES-5.	

2.3 SUMMARY OF PROJECT ALTERNATIVES

In accordance with CEQA Guidelines Section 15126.6, Section 7.0 of the September 2006 FEIR identified a range of reasonable alternatives to the project, which could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. The evaluation considered the comparative merits of each alternative. The analysis focused on alternatives capable of avoiding significant environmental effects or reducing them to less than significant levels, even if these alternatives would impede, to some degree, the attainment of the project objectives. No additional alternatives are considered for the SEIR.



The alternatives analyzed in the September 2006 FEIR include:

- No Project/No Development Alternative;
- Reduced Project Alternative; and
- Hotel/Office Alternative.

"NO PROJECT/NO DEVELOPMENT" ALTERNATIVE

The No Project/No Development Alternative assumes that the proposed project would not be implemented and the project site would remain in its current condition. With this Alternative, the proposed 24-, 21- and 12-story structures with 358 residential units and 13,561 square feet of retail/gallery space would not be developed. Bronce Way alley would not be relocated and Lime Avenue, between Medio Street and Ocean Boulevard, would not be vacated. The existing residential, retail, restaurant and office uses would remain on-site.

"REDUCED PROJECT" ALTERNATIVE

The Reduced Project Alternative involves a mixed-use development on five parcels (approximately 1.53 acres) generally bounded by Bronce Way Alley and Medio Street on the north, Alamitos Avenue on the east, Ocean Boulevard on the south and Broadway Court on the west. Currently the site is developed with 63 multiple-family residential units and a surface parking lot (former Video Choice). Implementation of the Reduced Project Alternative would result in the removal of these uses. The Reduced Project Alternative would not involve the parcels currently developed with the Long Beach Café and the 40 Atlantic Avenue office building. Therefore, these uses would remain on-site.

The Reduced Project Alternative would involve a mixed-use development consisting of a 19-story residential tower at the northwest corner of Ocean Boulevard and Alamitos Avenue and a 14-story residential tower on Ocean Boulevard south of Bronce Way Alley, between the existing Long Beach Café and Lime Avenue. The buildings would be situated over a 3- and 6-story podium, respectively, of residential, retail, gallery and live/work units, resulting in a maximum height of 22- and 20-stories, respectively, from grade. The maximum heights of the buildings would be 250 and 220 feet, respectively.

Development of this Alternative would result in 305 residential units including live/work spaces, townhomes, one to three bedroom apartment units, and penthouse units and associated amenities. This Alternative involves live/work spaces adjacent to Bronce Way Alley, Lime Avenue and Medio Street. Approximately 12,000 square feet of retail/gallery space would front the residential towers adjacent to Ocean Boulevard, with residential units located above.

Vehicular access to the site would occur from Bronce Way alley and Medio Street. Implementation of this Alternative would result in the vacation of Broadway Court. Additionally, Lime Avenue, between Medio Street and Ocean Boulevard, would be vacated to allow for a landscaped courtyard between the proposed residential towers.



Parking for approximately 723 vehicles would be provided in three subterranean parking levels and in a concealed parking structure located at-grade and three levels above-grade. The parking structure would be concealed from the public by the residential, live/work and retail/gallery uses.

"HOTEL/OFFICE" ALTERNATIVE

The Hotel/Office Alternative proposes development of the 2.2-acre site with hotel and office uses within two towers. An 18-story hotel tower would be situated at the northwest corner of Ocean Boulevard and Alamitos Avenue. An 11-story office tower would be situated north of Ocean Boulevard, west of Lime Avenue, east of the Artaban building and south of Bronce Way alley. The proposed hotel tower would be situated over a three-story podium and the proposed office tower would be situated over a four-story podium, resulting in a maximum height of 21- and 15-stories, respectively, from grade. The maximum heights of the buildings would be 245 and 200 feet, respectively.

Development of this Alternative would result in a 300-room hotel with 20,000 square feet of banquet facilities and a 200,000 square foot office tower. Approximately 10,000 square feet of retail uses would be situated adjacent to the office tower and within the hotel building.

Vehicle access to the site would occur from Atlantic Avenue, Ocean Boulevard and at the western terminus of Medio Street. This Alternative would involve relocating the existing Bronce Way alley, northward to the edge of the project site. Additionally, Lime Avenue, between Medio Street and Ocean Boulevard, would be vacated to allow for a landscaped courtyard between the proposed hotel and office towers.

Parking for 960 vehicles would be provided in three subterranean parking levels beneath the entire site area and in a concealed parking structure located within the podium of the office building at grade and three levels above-grade.

"ENVIRONMENTALLY SUPERIOR" ALTERNATIVE

The determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment. The September 2006 FEIR determined that the No Project/No Development Alternative (Existing Conditions) would be the Environmentally Superior Alternative to the project.

CEQA Guidelines Section 15126.6 indicates that, if the "No Project" Alternative is the "Environmentally Superior" Alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Among the other Alternatives assessed in the September 2006 FEIR, it was determined that the Reduced Project Alternative would result in reduced development and reduced environmental impacts, and would fulfill the majority of the project objectives. Therefore, the September 2006 FEIR determined that the Reduced Project



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Alternative would be environmentally superior. Thus, the Reduced Project Alternative would be the environmentally superior alternative for the revised project.

ALTERNATIVES CONSIDERED BUT REJECTED FOR FURTHER ANALYSIS

An Alternative to the September 2006 project, which was considered but rejected, involved development of the September 2006 project on an alternative site within the downtown. It was concluded that no other sites were available within the downtown that would accommodate the proposed project. In part, the Shoreline Gateway Project is proposed to assist with the Long Beach Redevelopment Agency's ongoing effort to achieve the goals and objectives established by the *Downtown Long Beach Strategic Action Plan*, *Strategy for Development Greater Downtown Long Beach* and the *East Village Arts District Guide for Development*, which seek to intensify development along Ocean Boulevard, including the project site. The strategic plans identify the project site as a gateway to downtown and the East Village Arts District, providing opportunities to establish uses in proximity to existing employment, transit and other retail opportunities, which would encourage activity in the downtown area into the evenings. The project proposes to intensify development of the site with high-rise residential and retail/gallery uses, providing a gateway tower to the East Village Arts District and downtown. Proposed gallery space would extend art related uses within the East Village Arts District to Ocean Boulevard. Development of an alternative site outside of downtown is not currently under consideration as the sites would not meet the goals and objectives of the Redevelopment Agency, and therefore, would not meet the goals and objectives of the project.

3.0 Project Description



3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION AND SETTING

PROJECT LOCATION

The Shoreline Gateway Project is located in the City of Long Beach, California. The City of Long Beach is located on the south coast of Los Angeles County, which is approximately 22 miles south of downtown Los Angeles; refer to Exhibit 3-1, Regional Vicinity. The location of the project site serves as an entrance to the East Village Arts District and the eastern edge of the downtown. The Shoreline Gateway Project is comprised of nine parcels (approximately 2.23 acres) generally located north of Ocean Boulevard, between Atlantic and Alamitos Avenues; refer to Exhibit 3-2, Project Vicinity.

PROJECT SETTING (EXISTING CONDITIONS)

The project site is currently developed with multiple-family residential, restaurant, office and parking uses; refer to Exhibit 3-3, Project Aerial Photograph. The September 2006 Final EIR had identified the Video Choice building at the northwest corner of Ocean Boulevard and Alamitos Avenue. The Video Choice structure was demolished in October 2006 and the corner parcel has been improved with landscaping and a public parking lot with 39 spaces. Uses west of the parking lot, between Lime Avenue and Broadway Court, include a three-story 30-unit apartment building, a two to three-story 33-unit apartment building and two surface parking lots. West of Broadway Court and east of the existing Artaban building (which is not part of the proposed project) is a 3,852 square foot single story restaurant (Long Beach Café) and surface parking. Uses north of Bronce Way, between Atlantic Avenue and Broadway Court, include a 7,500 square foot single story office building with surface parking located between Broadway Court and Lime Avenue. Overall, the original project site is developed with 11,352 square feet of restaurant and office uses, 63 residential units, and surface parking.

Surrounding land uses to the north include a hotel (Roadway Inn) and two- and three-story multi-family residential uses, Alamitos Avenue, retail (Shell gas station and mini-mart); multi-family residential uses to the east; Ocean Boulevard and multi-family residential uses (Villa Riviera, International Tower, Long Beach Towers) to the southeast/south; and multi-family residential uses (Artaban building), Atlantic Avenue, and retail and office (California National Bank building) uses to the west.



● - Project Site



Not to Scale



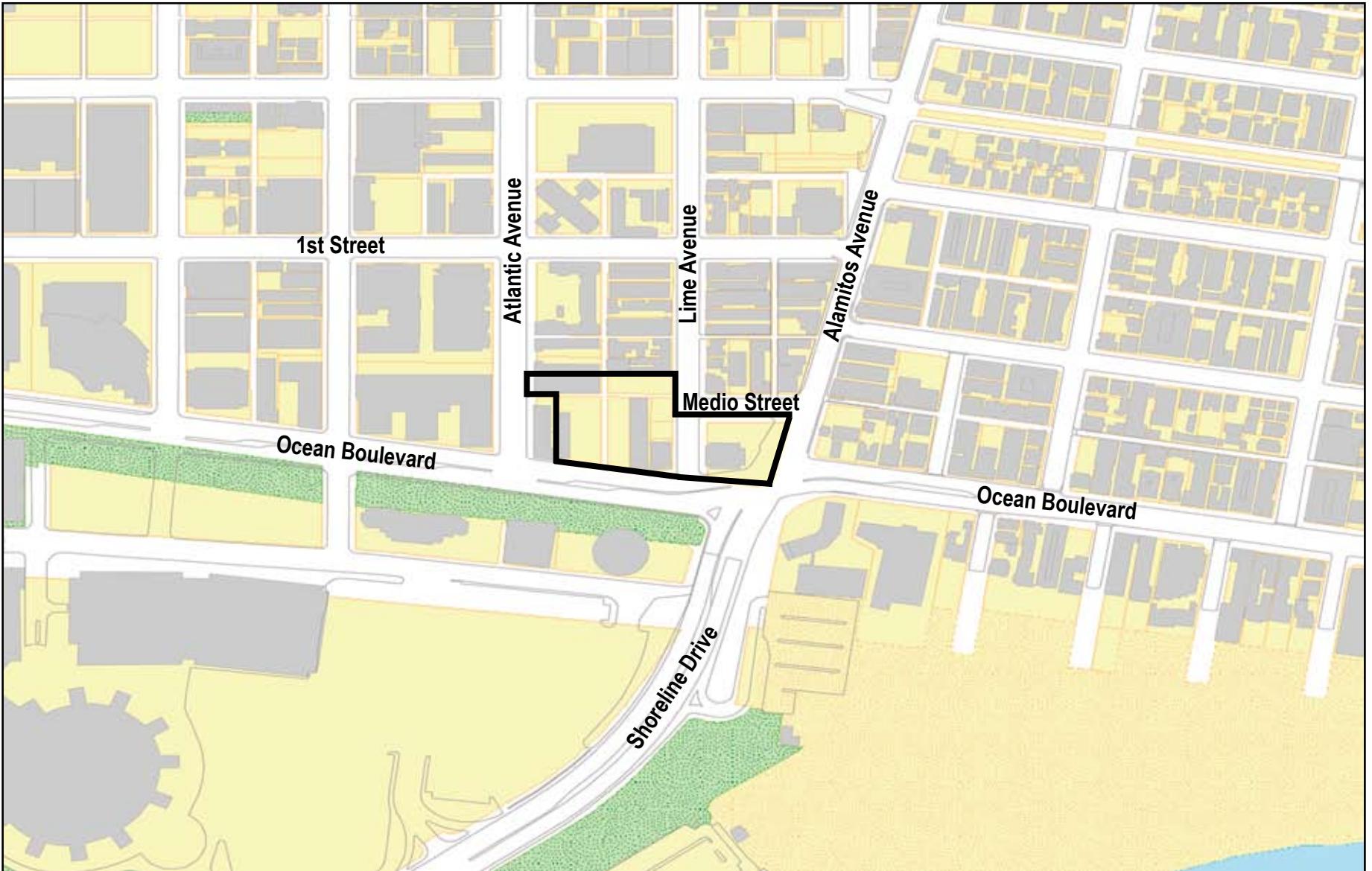
PLANNING ■ DESIGN ■ CONSTRUCTION

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SHORELINE GATEWAY PROJECT
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

Regional Vicinity

Exhibit 3-1



Source: City of Long Beach.

— Project Site



Not to Scale



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Source: Anderson Pacific LLC.

— Project Site



Not to Scale



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Exhibit 3-3

SHORELINE GATEWAY PROJECT
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
Project Aerial Photograph



3.2 BACKGROUND AND HISTORY

CERTIFICATION OF THE SHORELINE GATEWAY PROJECT EIR (SCH No. 2005121066)

On September 18, 2006, the City of Long Beach Redevelopment Agency certified the Shoreline Gateway Project (SCH No. 2005121066). Certification of the EIR by the Redevelopment Agency also included adoption of the Mitigation Monitoring and Reporting Program.

Prior to completion of the EIR, an Initial Study was conducted to determine the significant effects of the project. In the course of this evaluation, certain impacts of the project were found to be less than significant due to the inability of the project of this scope to create such impacts or the absence of project characteristics producing effects of this type. The topics determined to have less than significant impacts included:

- Agricultural Resources;
- Biological Resources;
- Geology and Soils; and
- Mineral Resources.

The EIR evaluated potential environmental impacts with respect to the following issue areas:

- Land Use and Relevant Planning;
- Aesthetics/Light and Glare;
- Traffic and Circulation;
- Air Quality;
- Noise;
- Hazards and Hazardous Materials;
- Cultural Resources; and
- Public Services and Utilities.

A total of 44 mitigation measures were applied to the project. With implementation of mitigation measures, potentially significant impacts were reduced to a less than significant level with the exception of Aesthetics/Light and Glare (shade and shadow impacts), Traffic and Circulation (forecast year 2015 with project impacts, Los Angeles County CMP facilities impacts and cumulative impacts), Air Quality (short-term construction impacts [NOx emissions]), Noise (short-term construction noise impacts and long-term mobile noise impacts) and Cultural Resources (historic structure [40 Atlantic Avenue]). In accordance with *CEQA Guidelines* Section 15091 and Section 15093, the City of Long Beach adopted findings and prepared a Statement of Overriding Considerations.

Overview of the September 2006 Shoreline Gateway Project

The September 2006 Shoreline Gateway project description proposed a mixed-use development involving a 22-story residential tower (Gateway Tower) at the northwest



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corner of Ocean Boulevard and Alamitos Avenue, a 15- to 19-story stepped slab building (Terrace Tower) west of the existing Lime Avenue and Ocean Boulevard intersection and a 10-story building (Courtyard Tower) northeast of the existing Artaban building; refer to Exhibit 3-4, 2006 Shoreline Gateway Project Roof Plan. The buildings would be situated over a two-story podium of residential, retail and live/work units, resulting in a maximum height of 24, 21 and 12 stories, respectively, from grade.

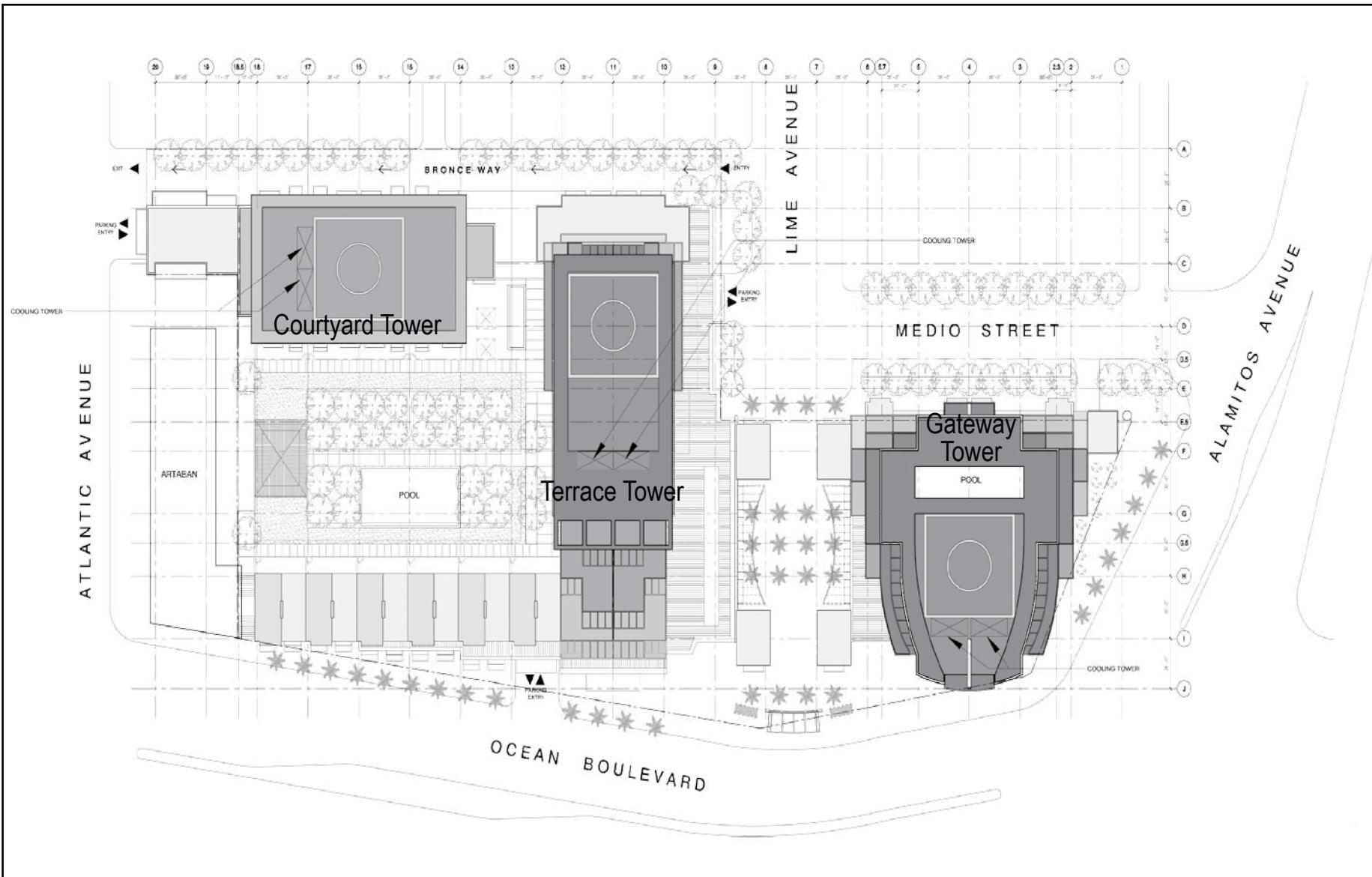
Development of the September 2006 project description would result in 358 residential units including live/work spaces, townhomes, one to three bedroom apartment units, penthouse units and associated amenities. The project involved locating live/work units adjacent to Ocean Boulevard and townhouse units adjacent to the Bronce Way alley and Medio Street. Additionally, the September 2006 project description proposed 13,561 square feet of retail/gallery space, which would front the proposed residential tower and stepped slab building on Ocean Boulevard.

Building Heights and Materials. With the two-story podium, the height of the 24-story tower would be approximately 284 feet (not including an optional beacon). The maximum height of the 21-story stepped slab building would be approximately 233 feet and the 12-story building would be approximately 124 feet. The September 2006 project description proposed the use of terra cotta cladding, stone, translucent and clear glass materials of warm hues, compatible with development in the surrounding area.

Site Access and Relocation of Roadways. Vehicular access, as described in the September 2006 project description, would occur from Ocean Boulevard, Atlantic Avenue and at the western terminus of Medio Street. Bronce Way alley would be relocated from its current location northward to the edge of the project site. It would then serve as a one-way street providing direct access to the proposed townhouse units. Additionally, Lime Avenue, between Medio Street and Ocean Boulevard, would be vacated to allow for an elliptical-shaped paseo between the proposed residential tower and stepped slab building on Ocean Boulevard.

Parking. Parking for approximately 820 vehicles would be provided in three subterranean parking levels and in a concealed parking structure located at-grade and one level above-grade. The parking structure would be concealed from the public by the proposed live/work and townhouse units and the proposed retail uses. Additionally, a residential garden would be located directly above the structure, surrounded by the existing Artaban building on the west and proposed residential uses on the north, east and south.

Landscape. The September 2006 project description proposed landscaping within the residential garden, public paseo and along the project frontages. The planting concept plan proposes the use of palms and shade trees within the public paseo and leisure spaces and flowering trees along Bronce Way, Medio Street and Lime Avenue. Under plantings, shrubs and bushes would be used within community spaces.



Source: Altoon + Porter Architects, December 22, 2005.



Not to Scale



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Exhibit 3-4

SHORELINE GATEWAY PROJECT
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

2006 Shoreline Gateway Project Roof Plan



REVISED 2007 SHORELINE GATEWAY PROJECT

The Revised 2007 Shoreline Gateway Project (revised project) remains consistent with the September 2006 project description described above, with the exception of the Gateway Tower. The revised project proposes a 35-story residential tower at the northwest corner of Ocean Boulevard and Alamitos Avenue. With the three to four level podium, the height of the proposed 35-story tower would be approximately 417 feet. The revised project proposes the use of stone and metal and composite rainscreen cladding at the base of the Gateway Tower and painted smooth finish concrete with aluminum curtainwall and window wall systems with clear and tinted glass on the upper levels. The upper levels would also have accent materials such as metal panels, glass raining and metal shading devices. The Terrace Tower and Courtyard Tower would remain unchanged from the September 2006 project description; refer to Exhibit 3-5, Revised 2007 Shoreline Gateway Project Roof Plan.

As with the September 2006 project description, development of the revised project would result in 358 residential units including live/work spaces, townhomes, one to three bedroom apartment units, penthouse units and associated amenities and 13,561 square feet of retail/gallery space. Site access, parking and landscaping for the 2007 revised project would be consistent with the September 2006 project description. Although a public plaza area would continue to be provided between the Gateway and Terrace Towers, the shape of the plaza area would no longer be elliptical.

PROJECT COMPARISON

Table 3-1, *Project Comparison*, provides a comparison of the September 2006 project description and the revised 2007 project description.

**Table 3-1
Project Comparison**

Project Components	September 2006 Project	2007 Revised Project
Residential Units	358	358
Retail/Gallery	13,561	13,561
Parking Spaces	820	820
Stories/Height (feet)		
Gateway Tower	24/284	35/417
Terrace Tower	21/233	21/233
Courtyard Tower	12/124	12/124



Source: SudiONEleven; June 27, 2007.



Not to Scale



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As indicated in Table 3-1, the 2007 revised project would be unchanged from the 2006 project with the exception of the Gateway Tower, which would be 11 stories and 133 feet taller than the 2006 project. Additionally, the design of the Gateway Tower would be modified to provide a more slender tower with a smaller footprint than the 2006 project. Specifically, the revised project proposes a three to four level podium at the southwest corner of Medio Street and Alamitos Avenue, with the 35-story residential tower to the west. The residential tower would be setback an additional 16'-6" to 28'-5" from the eastern property line, compared to the 2006 project.

The September 2006 project description proposed the use of terra cotta cladding, stone, translucent and clear glass materials of warm hues. The 2007 revised project proposes the use of stone and metal and composite rainscreen cladding at the base of the Gateway Tower and painted smooth finish concrete with aluminum curtainwall and window wall systems with clear and tinted glass on the upper levels. The upper levels would also have accent materials such as metal panels, glass raining and metal shading devices.

3.3 PROJECT GOALS AND OBJECTIVES

The goals and objectives of the 2007 revised project remain unchanged from the September 2006 Shoreline Gateway Project. The revised project seeks to achieve project specific goals as well as contribute to achieving the goals and objectives established by the Redevelopment Agency and associated redevelopment planning documents, including the *Strategy for Development Greater Downtown Long Beach*, the *Downtown Long Beach Strategic Action Plan*, and the *East Village Arts District Guide for Development*.

The following goals and objectives were identified for the September 2006 Shoreline Gateway Project and are applicable to the 2007 revised project:

- Provide an iconic gateway tower to the East Village Arts District and downtown.
- Provide a friendly and walkable downtown area for pedestrians with landscaped open space, pedestrian friendly lanes, retail frontage and an interior plaza.
- Provide a forecourt plaza and formal civic space for outdoor dining and gathering opportunities in the downtown area.
- Integrate with neighboring residential uses by providing residential transition heights as a transitional edge between the tower structure and neighboring residential community.
- Provide a diversity of residential unit types for downtown living, including live/work spaces, townhomes, apartment units and penthouse units.



- Respect neighbor's views by providing a landscaped courtyard adjacent to the existing historic Artaban Building and view corridors between towers.
- Provide semi-private living spaces and community facilities for potential downtown residents.
- Provide high density residential within the downtown area to accomplish, among other things, a reduction in traffic and air quality impacts caused by commuters.

3.4 PHASING

Phasing for the 2007 revised project would be similar to the September 2006 project description. It is anticipated that the 2007 revised project would be completed in one phase with an estimated demolition time of two months, shoring/excavation time of four months and an estimated construction time of approximately 24 to 28 months.

3.5 AGREEMENTS, PERMITS AND APPROVALS

The City of Long Beach Redevelopment Agency is the Lead Agency for the project and has discretionary authority over the project proposal which includes the following:

- Environmental Review. A certified Supplemental Environmental Impact Report (EIR) required by CEQA, as described in Section 1.0, Introduction and Purpose.
- Design Review. The Redevelopment Agency will lead the design review process for the proposed project. Pursuant to the Redevelopment Agency's Design Review Guidelines, the Agency may participate in the Site Plan Review process if a project is subject to an Agency agreement or if it is a large project located in a Critical Redevelopment Area. This project would be subject to an Owner Participation Agreement (OPA) with the Redevelopment Agency. The OPA would specify the scope and type of proposed development, the design of the project, the nature and extent of any Agency assistance, including financial assistance, and any covenants imposed on the continued use of the project site.

The Redevelopment Agency's Design Review process focuses on aesthetic appearance of a project's exterior design. This is done through a five-stage design review process, from first concepts to final construction. The five stages are as follows:

- Stage I: Conceptual Review. Architectural design review by Agency staff of a project's conceptual design.
- Stage II: Preliminary Review. Architectural design review by Agency staff of completed schematic design materials.



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- Stage III: Final Review. Architectural design review by Agency staff and approval by the Redevelopment Agency Board of the final design.
- Stage IV: Design Check. Conducted by Agency staff and the Planning and Building Department staff to verify compliance with approved design, submittal of complete construction documents for approval and issuance of building permits.
- Stage V: Construction Check. Verification of compliance with Design Check by Agency staff, including site inspections, prior to issuance of the Certificate of Final Completion and Occupancy.

After completion of the Stage II Preliminary Review by Agency staff, the project applicant would file for Site Plan Review with the Planning and Building Department. For large developments such as the proposed project, the Site Plan Review Committee would assess the Site Plan Review application and prepare its recommendations to the Planning Commission. After the Redevelopment Agency Board conducts the Stage III review, a public hearing would be scheduled for the Planning Commission to consider approval of the Site Plan Review application. While the Redevelopment Agency Board would certify the Revised Shoreline Gateway Supplemental Environmental Impact Report, the Planning Commission would be charged with the authority to approve the Site Plan Review application and requested entitlements such as Standards Variances for relief from the applicable development standards of the Downtown Planned Development District (PD-30). The Planning Commission may make recommendations to the Redevelopment Agency regarding the aesthetic design of the project.

- Owner Participation Agreement (OPA). The Redevelopment Agency would enter into an OPA with the project developer. The OPA would specify the scope and type of the development, the design of the project, the nature and extent of any Agency assistance, covenants imposed on the continued use of the property, and any financial provisions.

The Planning Commission has the following discretionary authority over the project:

- Site Plan Review. The Planning Commission has Site Plan Review approval authority of project design at a duly noticed public hearing after completion of the Redevelopment Agency architectural design review. The Planning Commission has the authority to recommend design revisions and return the project design back to the Redevelopment Agency with its recommendations.

In accordance with Zoning Code Section 21.25.503, the Site Plan Review Committee shall consider all applications for Site Plan Review approval. For larger developments such as the proposed project, the Site Plan Review Committee typically refers the project to the Planning Commission for Site Plan Review approval using the procedures established for Planning Commission public hearings.



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- Subdivision Map. A subdivision map for condominium purposes must be approved by the Planning Commission.
- Standards Variances. Any project deviation from applicable development standards would require Planning Commission approval. Development standards could include setbacks, parking and landscaping. As identified in the certified EIR for the Shoreline Gateway Project Certified EIR, the project, as proposed, would require approval of a Standards Variance for on-site parking).

The Department of Planning and Building has the authority to take the following non-discretionary, ministerial actions for this project:

- Demolition, Grading and Building Permits. Demolition, grading and building permits for demolition, grading and building within the project site would be subject to the review and approval by the City.

4.0 Basis of Cumulative Analysis



4.0 BASIS OF CUMULATIVE ANALYSIS

Section 15355 of the *CEQA Guidelines*, as amended, provides the following definition of cumulative impacts:

"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."

Pursuant to Section 15130(a) of the *CEQA Guidelines*, cumulative impacts of a project shall be discussed when they are "cumulatively considerable", as defined in Section 15065(a)(3) of the Guidelines. Section 5.0 of this SEIR assesses cumulative impacts for each applicable environmental issue, and does so to a degree that reflects each impact's severity and likelihood of occurrence.

As indicated above, a cumulative impact involves two or more individual effects. Per *CEQA Guidelines* Section 15130(b), the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness, and should include the following elements in its discussion of significant cumulative impacts:

1. *Either:*
 - a. *A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or*
 - b. *A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.*
2. *A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and*
3. *A reasonable analysis of the cumulative impacts of the relevant projects, including examination of reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.*

Table 4-1, *Cumulative Projects List*, identifies related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. It should be noted that the cumulative projects list for the 2007 revised project remains unchanged from the cumulative projects list identified in the September 2006 Final EIR. Information integral to the identification process was obtained from the City of Long Beach. The resulting related projects are only those determined to be at least indirectly capable of interacting with the proposed project. The following discussion



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provides a summarized description of the projects considered in the cumulative impact analysis.

Table 4-1
Cumulative Projects List

Location/Case No.	Description	Status
201 The Promenade (Case No. 9806-08)	162 hotel rooms, approximately 4,000 sq. ft. retail and approximately 7,000 sq. ft. restaurant	Entitlements final
517 E. 1 st Street (Case No. 0008-08)	69 hotel rooms (Best Western)	Under construction
224-248 E. Broadway (Case No. 0101-01)	48 condo units, approximately 14,000 sq. ft. retail and approximately 3,000 sq. ft. restaurant (Broadway Lofts)	Preliminary
835 Locust Avenue (Case No. 0110-05)	82 condo units (Temple Lofts)	Under construction
201 E. Broadway (Case No. 0204-12)	11 condo units (Insurance Exchange conversion)	Under construction
100 E. Ocean Boulevard (Case No. 0210-04)	155 apartment units	Entitlements final
350 E. Ocean Boulevard (Case No. 0012-20)	556 apartment units (Ocean Villas)	Constructed/Unoccupied
200 E. Broadway (Case No. 0212-11 and Case No. 0505-20)	62 apartment units and approximately 9,000 sq. ft. retail	Preliminary
640 Long Beach Boulevard (Case No. 0212-12)	Approximately 12,000 sq. ft. retail	Under construction
400 W. Ocean (Case No. 0303-35)	246 apartment units (Camden Phase II)	Under construction
150 W. Ocean Boulevard (Case No. 0410-20)	216 apartment units (Camden Phase III)	Preliminary
110 W. Ocean Boulevard (Case No. 0302-13)	45 apartment units (Ocean Center)	Preliminary
395 E. 4 th Street and 575 Elm Avenue (Case No. 0005-03)	72 apartment units	Under Construction
210 Promenade (Case No. 0410-21)	96 apartment units and approximately 14,000 sq. ft. retail	Preliminary
133 The Promenade (Case No. 0303-35)	83 apartment units and approximately 22,000 sq. ft. retail	Entitlements final
433 Pine Avenue (Case No. 0307-15)	30 apartment units (Conversion of Newberry's building)	Preliminary
600 W. Broadway (Case No. 0309-11)	1329 condo units and approximately 10,000 sq. ft. retail (Broadway and Maine Condos)	Preliminary
745 W. 3 rd Street (Case No. 0312-09)	64 apartment units (affordable units)	Under construction
427 W. 6 th Street (Case No. 0404-02)	10 apartment units	Preliminary
125 Linden Avenue (Case No. 0406-30)	30 condo units and approximately 2,000 sq. ft. retail	Entitlements final
250 Pacific Avenue (Case No. 0407-03)	142 condo units (Conversion)	Entitlements final



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**Table 4-1 [continued]
Cumulative Projects List**

Location/Case No.	Description	Status
210 W. 3 rd Street (Case No. 0410-21)	94 apartment units and approximately 3,000 sq. ft. retail and approximately 123,000 sq. ft. office (Cedar Court)	Preliminary
643 W. Broadway (Case No. 0411-07)	345 apartment units and approximately 15,000 sq. ft. retail (West Gateway)	Entitlements final
505 W. Broadway (Case No. 0410-29)	164 condo units (West Gateway)	Entitlements final
421 W. Broadway (Case No. 0411-18)	190 condo units (West Gateway)	Entitlements final
285 Bay Street (Case No. 0411-10)	140 hotel rooms (in the Pike)	Preliminary
350 Long Beach Boulevard (Case No. 0503-01)	82 condo units and approximately 7,000 sq. ft. retail	Preliminary
Shoreline Drive and Pine Avenue	Approximately 96,000 sq. ft. retail and 14,000 sq. ft. restaurant (in the Pike)	Constructed/Unoccupied
604 Pine Avenue (Case No. 0510-03)	482 condo units and approximately 9,000 sq. ft. retail (Press Telegram)	Preliminary
432 West Ocean Boulevard (Case No. 0504-16)	80 condo units and 140 hotel rooms	Preliminary
Pacific Avenue between 3 rd and 4 th Streets	171 condo units and 19,600 sq. ft. retail	Preliminary
Long Beach Boulevard between 1 st Street and Broadway	446 condo units and 11,500 sq. ft. retail	Preliminary
Block bounded by 3 rd Street, Elm Avenue, Broadway and Long Beach Boulevard	179 condo, 17,500 sq. ft. retail and 21,000 sq. ft. Art Exchange	Preliminary
1 st Street and Elm Avenue	54 condo units	Preliminary
100 Long Beach Boulevard	72 condo units	Preliminary
600 East Broadway and 631-633 East 1 st Street	62,000 sq. ft. retail	Preliminary
Block bounded by 5 th Street, Pacific Avenue, 4 th Street and Cedar	141 condo units and 23,400 sq. ft. retail	Preliminary
Pacific Avenue between 4 th and 5 th Streets	118 apartment units	Preliminary

sq. ft. = square feet.

5.0 Environmental Analysis



5.0 ENVIRONMENTAL ANALYSIS

The primary environmental issue area addressed in this Draft SEIR is Aesthetics/Light and Glare. The following subsection of the SEIR contains a detailed environmental analysis of the existing conditions, project impacts (including direct and indirect, short-term and long-term and cumulative impacts), recommended mitigation measures and unavoidable significant impacts, as they pertain to Aesthetics/Light and Glare.

The analysis is organized into five sections, as follows:

- “Environmental Setting” describes the physical conditions that exist at the present time and that may influence or affect the issue under investigation.

- “Significance Threshold Criteria” provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in Appendix G of the *CEQA Guidelines* (California Code of Regulations, Sections 15000 – 15387).

Primary sources used in identifying the criteria include the *CEQA Guidelines*; local, state, federal, or other standards applicable to an impact category; and officially established significance thresholds. “...An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting.” (*CEQA Guidelines* Section 15064[b]). Principally, “...a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance” constitutes a significant impact (*CEQA Guidelines* Section 15382).

- “Impacts” describes potential environmental changes to the existing physical conditions, which may occur if the proposed project is implemented.
 - Project impacts are the potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented.
 - Evidence, based on factual and scientific data, is presented to show the cause and effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant; all of the potential direct and reasonably foreseeable indirect effects are considered.

The “level of significance after mitigation” identifies the impacts that will remain after the application of mitigation measures, and whether the remaining impacts are or are not considered significant. When these



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impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as “unavoidable significant impacts.”

- “Cumulative Impacts” describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed project together with all other reasonably foreseeable, planned and approved future projects producing related or cumulative impacts.
- “Mitigation Measures” are project-specific measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.
- “Level of Significance After Mitigation” discusses whether the project and the project’s contribution to cumulative impacts can be reduced to levels that are considered less than significant.
- “Significant Unavoidable Impacts” describes impacts that would be significant, and cannot be feasibly mitigated to less than significant, so would therefore be unavoidable. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable.” (*CEQA Guidelines Section 15093[a]*).



5.1 AESTHETICS/LIGHT AND GLARE

The purpose of this section is to describe the existing aesthetic environment and analyze potential project impacts of the revised project in comparison to the September 2006 Shoreline Gateway Project. Impacts related to public scenic vistas and views, shade and shadow and light and glare of the September 2006 Shoreline Gateway Project, which were evaluated in the Shoreline Gateway Project Final EIR (FEIR) are presented in this section. Because this SEIR would serve as a supplement to the FEIR, impacts and conditions presented in the FEIR serve as the primary basis of the existing setting analysis. Specifically, the impact analysis will be based on the incremental change in views, light and glare and shade and shadow effects from the impacts disclosed for the September 2006 Shoreline Gateway Project with those anticipated for the revised project.

5.1.1 ENVIRONMENTAL SETTING

VISUAL SETTING/CHARACTER

The topography of Long Beach is generally flat with elevations of less than one hundred feet above mean sea level (msl). However, geologic uplifts occur which interrupt the plain and result in prominent folds and hills.¹ The City of Long Beach provides a variety of visual settings ranging from single-family residential neighborhoods, to the highly urbanized areas represented by the downtown, to open space and recreation areas including the beaches, marinas and active ocean areas. Vistas of the Pacific Ocean, Port of Long Beach and oil islands are visible from several vantage points within the City. Additionally, the City of Signal Hill, which is completely surrounded by the City of Long Beach, provides a visual landmark and backdrop for scenic vistas within Long Beach.

SEPTEMBER 2006 PROJECT SITE CONDITIONS

The following discussion represents the existing visual, light and glare and shade and shadow conditions for the project site and surrounding area identified in Section 5.2 of the September 2006 FEIR.

Views of the Project Site

Views North onto the Project Site

Street level views to the north from the Villa Riviera, International Tower and Long Beach Tower, located south of the project site, are relatively unobstructed. Views include Video Choice to the east, two apartment buildings, Long Beach Café, surface parking and the side and rear of the Artaban building. Street level views to the northwest (from Villa Riviera) consist of the Video Choice building and surface parking, with partial views of the multi-family apartment buildings and Long Beach Café and a portion of the Artaban building.

¹ City of Long Beach General Plan, Conservation Element, p. 13.



Traveling north on Shoreline Drive, south of Ocean Boulevard, views of the project site are mostly obstructed by International Tower. Views in this area are dominated by the International Tower and Villa Riviera. Views of the project site, at the Ocean Boulevard/Shoreline Drive intersection, are relatively unobstructed and include Video Choice, the apartment building adjacent to Lime Avenue, the frontage of the adjacent apartment building and Long Beach Café.

Views East onto the Project Site

The Artaban building obstructs the majority of views from the office/retail uses located west of the project site. The frontage of the office building, located on the northwestern most portion of the project site, is visible from retail uses fronting onto Atlantic Avenue.

Ocean Boulevard, west of Alamitos Avenue is oriented toward the south. At the intersection of Alamitos Avenue/Shoreline Drive, Ocean Boulevard shifts toward the north and continues in an east-west direction. Therefore, traveling east on Ocean Boulevard toward Alamitos Avenue, the line of site is primarily oriented toward the high-rise uses south of Ocean Boulevard and ultimately the Villa Riviera, at the southeast corner of Shoreline Drive and Ocean Boulevard. The orientation of Ocean Boulevard and configuration of the intersection gives a visual impression that Ocean Boulevard terminates at the Villa Riviera. Although portions of the project site are visible along Ocean Boulevard, existing on-site uses do not dominate the viewshed, especially when considering the surrounding uses. Views of the project site, when traveling east on Ocean Boulevard, consist primarily of the apartment buildings and Video Choice.

Views South onto the Project Site

Street level views from the Roadway Inn, located north of the project site, include the office building and the surface parking area. Views to the south from residential uses, located north of the project site, include the Long Beach Café, apartment complexes, Video Choice and surface parking areas.

Alamitos Avenue, approaching Ocean Boulevard, is oriented toward the southwest. At Medio Street, north of the project site, Alamitos Avenue shifts to the west (toward the project site) and merges with Shoreline Drive at Ocean Boulevard. Traveling south on Alamitos Avenue toward Ocean Boulevard, the project site is not visible until the intersection of Medio Street, as Video Choice comes into view. Approaching Medio Street, views are primarily comprised of residential and retail uses adjacent to Alamitos Avenue and transition to the Villa Riviera, International Tower and Long Beach Tower when approaching Ocean Boulevard.

Views West onto the Project Site

Views westward from the Shell gas station to the east and the surrounding multi-family uses include the Video Choice surface parking and apartment complexes. The apartment complexes within the project site obstruct views of the westernmost portion of the site.



Ocean Boulevard, east of Alamitos Avenue, is oriented toward the north. At the merger of Alamitos Avenue and Shoreline Drive, Ocean Boulevard shifts toward the south and continues in an east-west direction. Traveling west on Ocean Boulevard toward Alamitos Avenue, the line of site is primarily oriented toward the eastern portion of the project site (Video Choice) with the upper level of the existing apartment building and Artaban building also visible. The orientation of Ocean Boulevard and configuration of the intersection gives a visual impression that Ocean Boulevard terminates in proximity to the Video Choice portion of the project site. Continuing on Ocean Boulevard, through the intersection, the view orients toward the high-rise uses situated south of Ocean Boulevard.

Light and Glare

The project area experiences lighting typical of urban areas with development existing north, east, south and west of the project site. Primary sources of light and glare in the area include motor vehicle headlights, streetlights, parking lot and exterior security lighting, lighting of open space, interior building lighting and illuminated signs.

Currently, light and glare are being emitted from existing residential, retail, restaurant, office and parking uses located on the site. Existing sources of light include parking lot lighting, building illumination and security lighting. The location of the site, along Ocean Boulevard and Alamitos Avenue, results in car headlights and street lighting light and glare affects on the project site and in the surrounding area.

Shade and Shadow

June 21. On June 21, shadows cast by buildings within the project site are limited to the confines of the site during the afternoon (3:00 PM) with a slight amount of spillover onto the southbound travel lanes along Alamitos Avenue. During the morning (9:00 AM) the sun reflects from the east, and the project shadows would extend west of the project site. Shadow coverage of areas surrounding the project site is minimal during the noon hour, and partially masked by sunset² during the evening hour (6:00 PM).

December 21. On December 21, the shortest day of the year, shadows are widespread within and around the project site during the morning (9:00 AM) and late afternoon (3:00 PM) hours. At these times, the sun is seen near the horizon and areas without shadows are typically those that are immediately adjacent to open space areas and surface parking lots. During noon on December 21, the sun shines above from a southerly direction. During this time, buildings within the project site cast shadows to the north. The Villa Riviera, International Tower, Long Beach Towers and Harbor Place buildings generate the most prominent shadows on the project site. Note that shadows are not apparent at dusk.³

² In terms of this analysis, sunset is defined as the point in time at which the sun disappears below the horizon in the west.

³ For the purposes of this analysis, dusk refers to "civil dusk", which is the time at which the sun is 6° below the horizon in the evening. At this time objects are distinguishable but there is no longer enough light to perform any outdoor activities.



March 21/September 21. Shadows generated by buildings are similar on March 21 and September 21, when the sun shines at a moderate angle at noon. Shadows generated on March 21 in the morning extend to the northwest, compared to morning shadows on September 21, which extend only slightly to the northwest. However, the extent of shadows on these two dates is similar. Morning shadows on these dates generated from buildings within the project site are generally confined to the project site itself. Shadows produced by buildings within the project site are relatively constrained during the noon hour on March 21 and September 21.

CURRENT PROJECT SITE CONDITIONS

The September 2006 FEIR had identified the Video Choice building at the northwest corner of Ocean Boulevard and Alamitos Avenue. The Video Choice structure was demolished in October 2006 and the corner parcel has been improved with landscaping and a public parking lot with 39 spaces. No other changes have occurred within the project site. RBF Consulting conducted a photographic inventory of the project area to document existing views of the project site and the surrounding area. The photographs focus on the change in views since the 2006 FEIR associated with removal of the Video Choice structure. The photographs and their respective locations are identified on Exhibit 5.1-1, Site Photographs.

Views of the Project Site

Views North onto the Project Site

Street level views to the north from the Villa Riviera, International Tower and Long Beach Tower, located south of the project site, are relatively unobstructed. Views include a public parking lot to the east, two apartment buildings, Long Beach Café, surface parking and the side and rear of the Artaban building. Street level views to the northwest (from Villa Riviera) consist of the surface parking lot and associated landscaping at the corner of Ocean Boulevard and Alamitos Avenue, with relatively unobstructed views of the multi-family apartment building adjacent to Lime Avenue and partial views of the adjacent apartment building and Long Beach Café and a portion of the Artaban building.

Traveling north on Shoreline Drive, south of Ocean Boulevard, views of the project site are mostly obstructed by International Tower. Views in this area are dominated by the International Tower and Villa Riviera. Views of the project site, at the Ocean Boulevard/Shoreline Drive intersection, are relatively unobstructed and include the surface parking lot and associated landscaping, the apartment building adjacent to Lime Avenue, the frontage of the adjacent apartment building and Long Beach Café.



View 1: Looking southeast from Medio Street toward Ocean Boulevard.



View 2: Looking south at the project site from Medio Street and Lime Avenue toward Ocean Boulevard.



View 3: Looking west at the project site.



View 4: Looking west at Ocean Boulevard at existing high-rise residential uses south of the project site.



Source: Anderson Pacific LLC.
— Project Site



View 5: Looking north at the project site.



Views East onto the Project Site

The Artaban building obstructs the majority of views from the office/retail uses located west of the project site. The frontage of the office building, located on the northwestern most portion of the project site, is visible from retail uses fronting onto Atlantic Avenue.

Ocean Boulevard, west of Alamitos Avenue is oriented toward the south. At the intersection of Alamitos Avenue/Shoreline Drive, Ocean Boulevard shifts toward the north and continues in an east-west direction. Therefore, traveling east on Ocean Boulevard toward Alamitos Avenue, the line of site is primarily oriented toward the high-rise uses south of Ocean Boulevard and ultimately the Villa Riviera, at the southeast corner of Shoreline Drive and Ocean Boulevard. The orientation of Ocean Boulevard and configuration of the intersection gives a visual impression that Ocean Boulevard terminates at the Villa Riviera. Although portions of the project site are visible along Ocean Boulevard, existing on-site uses do not dominate the viewshed, especially when considering the surrounding uses. Views of the project site, when traveling east on Ocean Boulevard, consist primarily of the apartment buildings and surface parking lot and associated landscaping at the corner of Ocean Boulevard and Alamitos Avenue.

Views South onto the Project Site

Street level views from the Roadway Inn, located north of the project site, include the office building and the surface parking area. Views to the south from residential uses, located north of the project site, include the Long Beach Café, apartment complexes and surface parking areas.

Alamitos Avenue, approaching Ocean Boulevard, is oriented toward the southwest. At Medio Street, north of the project site, Alamitos Avenue shifts to the west (toward the project site) and merges with Shoreline Drive at Ocean Boulevard. Traveling south on Alamitos Avenue toward Ocean Boulevard, the project site is not visible until the intersection of Medio Street, as the surface parking lot and apartment building adjacent to Lime Avenue comes into view. Approaching Medio Street, views are primarily comprised of residential and retail uses adjacent to Alamitos Avenue and transition to the Villa Riviera, International Tower and Long Beach Tower when approaching Ocean Boulevard.

Views West onto the Project Site

Views westward from the Shell gas station to the east and the surrounding multi-family uses include surface parking and the apartment complexes. The apartment complexes within the project site obstruct views of the westernmost portion of the site.

Ocean Boulevard, east of Alamitos Avenue, is oriented toward the north. At the merger of Alamitos Avenue and Shoreline Drive, Ocean Boulevard shifts toward the south and continues in an east-west direction. Traveling west on Ocean Boulevard toward Alamitos Avenue, the line of site is primarily oriented toward the eastern



portion of the project site with the surface parking lot and apartment building visible along with the upper levels of the Artaban building. The orientation of Ocean Boulevard and configuration of the intersection gives a visual impression that Ocean Boulevard terminates in proximity to the surface parking lot at the corner of Alamitos Avenue and Ocean Boulevard. Continuing on Ocean Boulevard, through the intersection, the view orients toward the high-rise uses situated south of Ocean Boulevard.

Light and Glare

Existing light and glare within the project site and surrounding area remains relatively unchanged from the discussion provided in the September 2006 FEIR. With removal of Video Choice, lighting from the interior and exterior of the building and illuminated signs no longer occur within this portion of the project site. However, security lighting for the parking lot does occur.

Shade and Shadow

Existing shade and shadow within the project site and surrounding area remains relatively unchanged from the discussion provided in the September 2006 FEIR. Shadows associated with the former Video Choice building no longer occur.

5.1.2 SIGNIFICANCE THRESHOLD CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form, which includes questions relating to aesthetics and visual resources. The issues presented in the Initial Study Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if one or more of the following occurs:

AESTHETICS/LIGHT AND GLARE

- Have a substantial adverse effect on a scenic vista; refer to Section 9.0, Effects Found Not to be Significant.
- Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway; refer to Section 9.0, Effects Found Not to be Significant.
- Substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.



SHADE AND SHADOW

A project would have a significant impact if it would substantially block sunlight for neighboring buildings. Specifically, a project would have a significant impact if it would:

- Introduce landscape that would now or in the future cast shadow on existing solar heat collectors (in conflict with California Public Resource Code Section 25980-25986);
- Cast a shadow that substantially impairs the functions of a building using passive solar collection, solar collectors for hot water heating, or photovoltaic collectors; and/or
- Require an exception (variance) to the policies and regulations in the General Plan, Planning Code, or Uniform Building Code, and the exception causes a fundamental conflict with policies and regulations in the General Plan, Planning Code, and Uniform Building Code addressing the provision of adequate light related to appropriate uses.

Based on these standards, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.1.3 IMPACTS AND MITIGATION MEASURES

The impact analysis is based on the incremental change in aesthetics from the impacts disclosed for the September 2006 Shoreline Gateway Project with those anticipated for the revised project.

SEPTEMBER 2006 SHORELINE GATEWAY PROJECT

The September 2006 Shoreline Gateway project description proposed a mixed-use development involving a 22-story residential tower (Gateway Tower) at the northwest corner of Ocean Boulevard and Alamitos Avenue, a 15- to 19-story stepped slab building (Terrace Tower) west of the existing Lime Avenue and Ocean Boulevard intersection and a 10-story building (Courtyard Tower) northeast of the existing Artaban building. The buildings would be situated over a two-story podium of residential, retail and live/work units, resulting in a maximum height of 24, 21 and 12 stories, respectively, from grade.

With the two-story podium, the height of the 24-story tower would be approximately 284 feet (not including an optional beacon). The maximum height of the 21-story stepped slab building would be approximately 233 feet and the 12-story building would be approximately 124 feet. The September 2006 project description proposed



the use of terra cotta cladding, stone, translucent and clear glass materials of warm hues, compatible with development in the surrounding area.

Vehicular access, as described in the September 2006 project description, would occur from Ocean Boulevard, Atlantic Avenue and at the western terminus of Medio Street. Bronce Way alley would be relocated from its current location, northward to the edge of the project site, which would serve as a one-way street providing direct access to the proposed townhouse units. Additionally, Lime Avenue, between Medio Street and Ocean Boulevard, would be vacated to allow for an elliptical-shaped paseo between the proposed residential tower and stepped slab building on Ocean Boulevard.

Parking would be provided in three subterranean parking levels and in a concealed parking structure located at-grade and one level above-grade. The parking structure would be concealed from the public by the proposed live/work and townhouse units and the proposed retail uses. Additionally, a residential garden would be located directly above the structure, surrounded by the existing Artaban building on the west and proposed residential uses on the north, east and south.

The September 2006 project description proposed landscaping within the residential garden, public paseo and along the project frontages. The planting concept plan proposes the use of palms and shade trees within the public paseo and leisure spaces and flowering trees along Brponce Way, Medio Street and Lime Avenue. Under plantings, shrubs and bushes would be used within community spaces.

Summary of Aesthetic/Light and Glare Impacts identified in the 2006 Shoreline Gateway Project EIR

The Shoreline Gateway Project FEIR concluded that development of the September 2006 project description would not substantially degrade the existing visual character or quality of the site and its surroundings, resulting in a less than significant impact. Short-term construction impacts were concluded to be less than significant with the implementation of mitigation measures requiring screening of equipment staging areas and shielding of all construction-related lighting. Long-term light and glare impacts were also determined to be less than significant with implementation of mitigation measures requiring lighting plans and specifications to ensure all outdoor lighting including lighting associated with the parking structure would be shielded and directed away from residential uses. Additionally, mitigation measures were required prohibiting the use of glass with over 25 percent reflectivity on the exterior of all buildings.

The Shoreline Gateway Project FEIR identified significant and unavoidable shade and shadow impacts resulting from the development of the September 2006 project description. No mitigation measures were identified that could feasibly reduce the significant shade and shadow impacts referenced to a less than significant level. Shade and shadow impacts were concluded as significant and unavoidable. The City adopted findings in accordance with Section 15091 of the *CEQA Guidelines* and prepared a Statement of Overriding Considerations in accordance with Section 15093 of the *CEQA Guidelines* Statement.



SHORT-TERM CONSTRUCTION AESTHETIC IMPACTS

- DEVELOPMENT OF THE REVISED PROJECT WOULD RESULT IN GRADING AND CONSTRUCTION ACTIVITIES THAT WOULD TEMPORARILY ALTER THE VISUAL CHARACTER OF THE PROJECT SITE AND THE SURROUNDING AREA AND INTRODUCE NEW SOURCES OF LIGHT AND GLARE.

Impact Analysis: The Shoreline Gateway Project FEIR analyzed short-term aesthetic impacts resulting from construction activities. It was determined that with implementation of mitigation measures, short-term construction aesthetic impacts would be reduced to a less than significant level. Implementation of the revised project would not create additional short-term construction aesthetic impacts beyond those identified in the Shoreline Gateway Project FEIR. Demolition operations, graded surfaces, construction materials, equipment and truck traffic would be visible. Additionally, soil would be stockpiled and equipment for grading activities would be staged at various locations within the area, as identified in the Shoreline Gateway Project FEIR. The equipment, staging areas and duration of construction would remain unchanged from the September 2006 project description. As such, impacts beyond those anticipated in the previous environmental documentation would not occur. Implementation of mitigation measures AES-1 and AES-2, identified in the Shoreline Gateway Project FEIR, which include the use of screening to buffer views of construction equipment and material and requiring that all construction-related lighting be shielded to direct light down and away from adjacent residential areas, would reduce impacts to a less than significant level.

Mitigation Measures:

- AES-1 From the Shoreline Gateway 2006 FEIR: Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be indicated on Final Development Plans and Grading Plans.
- AES-2 From the Shoreline Gateway 2006 FEIR: All construction-related lighting shall include shielding in order to direct lighting down and away from adjacent residential areas and consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted to the City for review concurrent with Grading Permit application.

Level of Significance After Mitigation: Less Than Significant Impact.

LONG-TERM AESTHETIC IMPACTS

- DEVELOPMENT OF THE REVISED PROJECT WOULD NOT SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS.



Impact Analysis: The Shoreline Gateway Project FEIR analyzed the impact of the September 2006 project description on views from uses surrounding the project site and within the greater downtown area. It was determined that development of the September 2006 project description would alter views of and across the project site. The extent of view alteration would vary depending upon the proximity of the viewer to the project site. Views of the project site from the greater downtown area would be altered with implementation of the September 2006 project description, as buildings within the project site would be visible. However, existing views would not be degraded, as development of high-rise uses would be consistent with the high-rise development that currently exists within the downtown area. Additionally, it was determined that the September 2006 project would in essence complete the high-rise skyline within the downtown area, consistent with existing development on Ocean Boulevard. Development of the skyline with prominent structures would be consistent with the strategies identified for the project site and downtown Long Beach. Thus, the September 2006 project would not substantially degrade views within the greater downtown area, resulting in a less than significant impact.

View alterations experienced by uses within the blocks generally surrounding the project site were determined to be more substantial due to their proximity to the project site. Street level views southward from uses located within the blocks north of the project site, which currently include views of prominent residential buildings (i.e., Artaban, Villa Riviera, International Tower and Long Beach Towers) and the skyline, would be partially obstructed by the September 2006 project. In essence, views of towers south of Ocean Boulevard would be replaced or combined with views of towers within the project site. It should be noted that existing views of the ocean within the area are limited and would not be obstructed by the project. Therefore, existing views southward would not be substantially degraded. Street level views northward from uses located south of Ocean Boulevard would be enhanced with the development of new structures including a public paseo and landscaping. Although views of residential and commercial uses north of the project site would be obstructed, this is not considered a significant impact. Street level views eastward from uses located within the blocks west of the project site would not be significantly altered or degraded, as existing uses partially obstruct the project site. Portions of the residential towers would be visible, consistent with high-rise uses in the area. Street level views westward from uses located within the blocks east of the project site would be substantially altered, as high-rise uses would be developed where low-rise uses currently exist. However, development of the project site would be consistent with high rise uses in the surrounding area and would not substantially degrade views, as existing westward views include high-rise uses within downtown. Thus, impacts were concluded to be less than significant.

Impact Comparison

The revised 2007 project would be consistent with the September 2006 project description, with the exception of the Gateway Tower. The revised project proposes a 35-story Gateway Tower at the northwest corner of Ocean Boulevard and Alamitos Avenue. With the three to four level podium, the height of the Gateway Tower would be approximately 417 feet, which is 133 feet taller than the September 2006 project



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description. The Terrace Tower and Courtyard Tower would remain unchanged from the September 2006 project description.

The Gateway Tower would continue to be the most prominent feature, serving as an iconic gateway for the arrival to downtown Long Beach from Shoreline Drive and from the east on Ocean Boulevard. The revised project proposes the use of stone and metal and composite rainscreen cladding at the base of the Gateway Tower and painted smooth finish concrete with aluminum curtainwall and window wall systems with clear and tinted glass on the upper levels. The upper levels would also have accent materials such as metal panels, glass raining and metal shading devices. Materials for the Terrace Tower and Courtyard Tower would remain unchanged from the September 2006 project description.

As with the September 2006 project description, development of the revised project would alter views of and across the project site. The extent of view alteration would vary depending upon the proximity of the viewer to the project site. Views of the project site from the greater downtown area would not be significantly altered with the revised project, as the high-rise uses would continue to be visible. Although the Gateway Tower would be taller than the Gateway Tower analyzed in the September 2006 FEIR, the resulting alteration of views would not be considered a significant impact. The height of the revised project would be consistent with the Downtown Planned Development District (PD-30) development standards and with high-rise uses in the area.

With the revised project, the footprint of the Gateway Tower would be reduced, providing an increased setback for the residential tower along Alamitos Avenue. Specifically, the revised project proposes a three to four level podium at the southwest corner of Medio Street and Alamitos Avenue, with the 35-story residential tower to the west. The residential tower would be setback an additional 16'-6" to 28'-5" from the eastern property line, compared to the September 2006 project. Therefore, street level views southward from uses located within the blocks north of the project site would allow for increased views south of Ocean Boulevard. With the reduced height at the southwest corner of Medio Street and Alamitos Avenue, uses north of 1st Street, east and west of Lime Avenue, would have increased views southeast toward Ocean Boulevard and the Villa Rivera. Additionally, the proposed design would provide a more slender tower, allowing for increased views around the Gateway Tower and between the Gateway and Terrace Towers. Street level views northward from uses located south of Ocean Boulevard would be similar to the September 2006 project description. Street level views eastward from uses located within the blocks west of the project site would not be significantly altered or degraded, as existing uses would continue to partially obstruct the project site. Portions of the residential towers would continue to be visible with the revised project. Street level views westward from uses located within the blocks east of the project site would not be substantially altered with the revised project, as high-rise uses would be developed, which is similar to the September 2006 project description. Thus, impacts would be less than significant. Overall, the revised project would not result in view impacts beyond those identified in the previous environmental documentation. Because the revised project would improve street



level views within the surrounding area, view impacts would be reduced. Thus, impacts would remain less than significant.

Mitigation Measures: No mitigation measures are necessary since the project would not degrade the visual character of the project site and surrounding area.

Level of Significance After Mitigation: Not applicable.

LONG-TERM LIGHT AND GLARE

● DEVELOPMENT OF THE REVISED PROJECT WOULD INTRODUCE NEW SOURCES OF LIGHT AND GLARE INTO THE PROJECT AREA.

Impact Analysis: Potential light and glare impacts resulting from the September 2006 project description were analyzed in the Shoreline Gateway Project FEIR. Potential light sources for the September 2006 project include low to moderate levels of interior and exterior lighting for security, parking, signage, architectural highlighting and landscaping, as well as street lighting and residential lighting. It was also noted that during nighttime conditions, the project area experiences a significant amount of sky glow. It was determined that development of the September 2006 project description would introduce new sources of light, including lighting for activity areas involving nighttime uses, parking, lighting around the structures (security lighting and walkways) and lighting for interior of buildings at a greater intensity than currently exists. Additionally, building materials, consisting of clear and transparent glass would result in significant glare impacts, unless mitigated. Mitigation measures were identified in the Shoreline Gateway Project FEIR to reduce impacts to a less than significant level.

Impact Comparison

Implementation of the revised project would not create additional light and glare impacts beyond those identified in the Shoreline Gateway Project FEIR. As with the September 2006 project description, the revised project would introduce new sources of light, including lighting for activity areas involving nighttime uses, parking, lighting around the structures (security lighting and walkways) and lighting for interior of buildings at a greater intensity than currently exists.

Although the use of materials for the Gateway Tower would be different than those analyzed in the FEIR, they would not introduce new sources of light and glare or significantly increase light and glare impacts beyond those anticipated in the previous environmental documentation. Implementation of mitigation measures AES-3, AES-4 and AES-5 from the Shoreline Gateway Project FEIR, which include submittal of lighting plans and specifications to minimize spillover of light onto surrounding properties and roadways; requirements to shield lighting from residential uses; requirements that rooftop lighting be limited to securing lighting or aviation warning lights in accordance with Airport/FAA requirements; and prohibiting the use of glass with over 25 percent reflectivity on the exterior of all buildings on the project, would reduce impacts to a less than significant level. Thus, impacts would remain less than significant.



Mitigation Measures:

- AES-3 From the Shoreline Gateway 2006 FEIR: Prior to the issuance of any building permits, the applicant shall submit lighting plans and specifications for all exterior lighting fixtures and light standards to the Redevelopment Agency and the Planning and Building Department for review and approval. The plans shall include a photometric design study demonstrating that all outdoor light fixtures to be installed are designed or located in a manner as to contain the direct rays from the lights on-site and to minimize spillover of light onto surrounding properties or roadways. All parking structure lighting shall be shielded and directed away from residential uses. Such lighting shall be primarily located and directed so as to provide adequate security.
- AES-4 From the Shoreline Gateway 2006 FEIR: Prior to the issuance of any building permits, the applicant shall submit plans and specifications for all building materials to the Redevelopment Agency and the Planning and Building Department for review and approval. All structures facing any public street or neighboring property shall use minimally reflective glass and all other materials used on the exterior of buildings and structures shall be selected with attention to minimizing reflective glare. The use of glass with over 25 percent reflectivity shall be prohibited in the exterior of all buildings on the project site.
- AES-5 From the Shoreline Gateway 2006 FEIR: Prior to the issuance of any building permits, the applicant shall demonstrate to the Planning and Building Department that all night lighting installed on private property within the project site shall be shielded, directed away from residential uses and confined to the project site. Rooftop lighting shall be limited to security lighting or aviation warning lights in accordance with Airport/Federal Aviation Administration (FAA) requirements. Additionally, all lighting shall comply with all applicable Airport Land Use Plan (ALUP) Safety Policies and FAA regulations.

Level of Significance After Mitigation: Less Than Significant Impact.

SHADE AND SHADOW

- DEVELOPMENT OF THE REVISED PROJECT WOULD INTRODUCE SHADE AND SHADOW EFFECTS ONTO ADJACENT BUILDINGS WITHIN THE PROJECT AREA.

Impact Analysis: A comprehensive shade and shadow analysis was conducted in the Shoreline Gateway Project FEIR to analyze the potential shade and shadow impacts resulting from the September 2006 project description.

During the summer, it was determined that the September 2006 project would create shadows on Lime Avenue, Medio Street and Alamos Avenue, as well as the apartment building at the northeast corner of the Medio Street/Lime Avenue intersection. During the winter, the entire area northwest of the Ocean



Boulevard/Alamitos Boulevard intersection would be cast over by shadows, including the apartment buildings north of Medio Street. During spring and fall, shadows would extend to the hotel uses north of the project site and across Medio Street, Lime Avenue and Atlantic Avenue. Residential uses north of Bronce Way alley and Medio Street and east of Alamitos Avenue would also be impacted by September 2006 project shadows. Impacts were determined to be significant and unavoidable. No mitigation measures were identified that could feasibly reduce the significant shade and shadow impacts referenced to a less than significant level.

Comparison of Impacts

As previously stated, the revised project would be consistent with the 2006 project description with the exception of the Gateway Tower. The revised project proposes a 35-story residential tower (Gateway Tower) at the northwest corner of Ocean Boulevard and Alamitos Avenue. With the three to four level podium, the height of the proposed 35-story tower would be approximately 417 feet.

Similar to the analysis conducted in the September 2006 FEIR, shade and shadow diagrams composed of a series of three dimensional rendered site plans were utilized to illustrate the shadow effects of other buildings on the revised project, as well as the new buildings proposed as part of the revised project. The settings of the program were chosen to simulate the most accurate sunlight condition. The orientation of the model was set to represent the orientation of the project site. Dates selected for each season were: summer/winter solstices and the spring/autumn equinoxes. For each of those days the selected time periods were 9:00 AM, 12:00 PM, 3:00 PM and 6:00 PM.

Since the Terrace and Courtyard Towers would remain unchanged with the revised project, shade and shadow impacts from these towers would be unchanged from the September 2006 project. Thus, the following discussion focuses on the shade and shadow impacts of the Gateway Tower with the revised project.

June 21. During the morning on June 21, shadows cast by the Gateway Tower is generally limited to the confines of the site; refer to Exhibit 5.1-2a, Revised Project Summer Shadow Patterns. Shadow coverage of areas surrounding the project site is minimal during the noon hour, and most prominent during the afternoon and evening hours (3:00 PM and 6:00 PM, respectively). The revised project would continue to create shadows on Alamitos Avenue. With the revised project, shadows cast by the Gateway Tower would extend to off-site uses beyond the Shell gas station at the corner of Ocean Boulevard and Alamitos Avenue, to apartment/condominium buildings (819/821 and 825/827 Ocean Boulevard) on Ocean Boulevard, east of Alamitos Avenue, not previously identified as being impacted by shadows in the September 2006 FEIR.

December 21. On December 21, shadows are widespread within and around the project site during the morning (9:00 AM) and late afternoon (3:00 PM) hours; refer to Exhibit 5.1-2b, Revised Project Winter Shadow Patterns. Morning shadows would be present primarily to the northwest of the project site. During noon, the sun shines above from a southerly direction, casting shadows in a northerly fashion. The



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Gateway Tower would continue to cast shadows over the apartment buildings north of Medio Street. However, with the revised project, a larger area of the apartment/condominium building at the corner of Lime Avenue and 1st Street (82 Lime Avenue) would be in shadow, and shadows would extend onto 1st Street, and potentially to the uses to the north, not previously identified as being impacted by shadows in the September 2006 FEIR. In the early afternoon (i.e., 3:00 PM) the entire area northwest of the Ocean Boulevard/Alamitos Boulevard intersection is cast over by shadows. During this period, the project would continue to impact the apartment buildings north of Medio Street and east of Alamitos. Note that shadows are not readily apparent at dusk.

March 21/September 21. Shadows generated by buildings are similar on March 21 and September 21, when the sun shines at a moderate angle at noon. Morning shadows generated during these periods tend to extend to the northwest, while afternoon shadows extend to the northeast. Morning shadows on these dates generated from the Gateway Tower continue to extend to the hotel uses north of the project site and across Medio Street and Lime Avenue; refer to Exhibits 5.1-2c, Revised Project Vernal Shadow Patterns and 5.1-2d, Revised Project Autumnal Shadow Patterns. However, with the revised project, a smaller area of Medio Street and Lim Avenue would be in shadow. During noon, shadows are cast in a northerly direction, extending to residential uses north of Medio Street. With the revised project, a larger area of the residential buildings north of Medio Street would be in shadow. Additionally, condominiums (48 Lime Avenue) not previously identified as impacted by shadows in the September 2006 FEIR, would be impacted by the revised project. In the early afternoon (i.e., 3:00 PM) the area northeast of Alamitos Avenue would continue to be cast over by shadows. During this period, the revised project would impact the apartment buildings north of Medio Street and east of Alamitos Avenue (Ambasador Apartments) not previously identified as being impacted by shadows in the September 2006 FEIR. Additionally, shadows associated with the revised project would extend to Alboni Place. Note that shadows are not readily apparent at dusk.

Potential shade and shadow impacts that would be cast by the revised project would represent an increase in significance in comparison to the shade and shadow impacts of the September 2006 project. During the summer, shadows cast by the Gateway Tower would be extended to residential uses on Ocean Boulevard, east of Alamitos. During the winter, shadows cast by the Gateway Tower would be extended further north of Medio Street and northeast of Alamitos Avenue. During spring and autumn, shadows cast by the Gateway Tower would also be extended further north of Medio Street and northeast of Alamitos Avenue. Thus, with the revised project, shadow impacts would be expanded to include uses not previously identified in the September 2006 FEIR. The revised project would result in significant and unavoidable shade and shadow impacts.

Overall, the revised project would result in greater shade and shadow impacts, as shade and shadow from the Gateway Tower would be extended to a larger area, which includes residential uses that were not impacted by the September 2006 project. Although the magnitude of the shade and shadow impacts would be greater with the revised project, shade and shadow impacts were identified as significant and



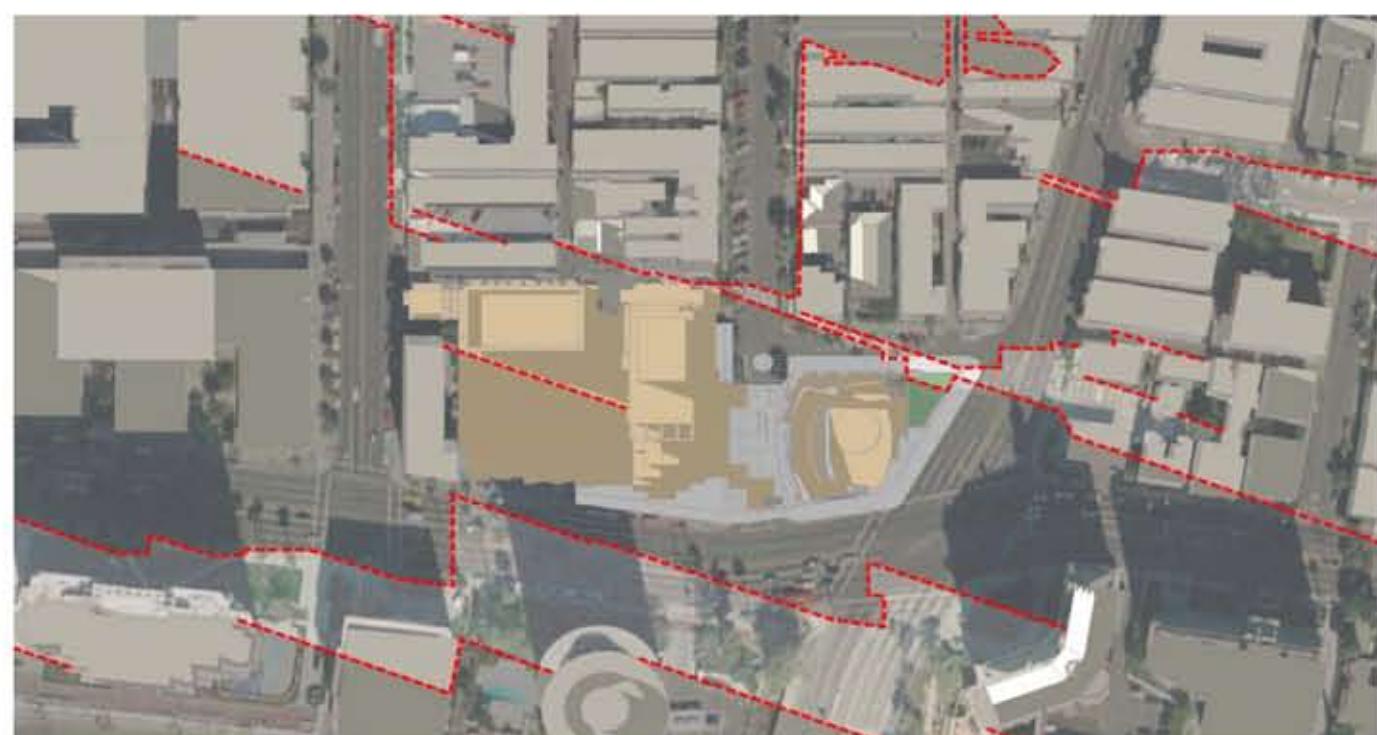
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unavoidable in the Shoreline Gateway Project FEIR. Thus, shade and shadow impacts would remain significant and unavoidable with the revised project.

Mitigation Measures: No mitigation measures have been identified that could feasibly reduce the significant shade and shadow impacts referenced to a less than significant level.

Level of Significance After Mitigation: Significant and Unavoidable Impact.

5.1.4 CUMULATIVE IMPACTS

- DEVELOPMENT ASSOCIATED WITH THE REVISED PROJECT AND RELATED CUMULATIVE PROJECTS WOULD NOT RESULT IN SIGNIFICANT CUMULATIVE AESTHETIC, LIGHT OR GLARE IMPACTS.

Impact Analysis: Implementation of the revised project would not introduce new or greater cumulative impacts beyond those identified in the Shoreline Gateway Project FEIR. Sources of light and glare for cumulative projects would be evaluated on a project-by-project basis. Although shade and shadow impacts would be greater, they are not considered a significant cumulative impact. While potential mid- to high-rise structures in the area may cast shadows in their respective locations, this issue is typically localized to each project site. It should also be noted that existing buildings currently generate a majority of the shadows cast on the Shoreline Gateway site.

The aesthetic, light and glare impacts of individual development projects can often be mitigated through careful site design, avoidance of significant visual features, the use of building materials that are consistent with the general character of the area, landscape design and proper lighting techniques to direct light on-site and away from adjacent properties and compliance with the City's *General Plan* and *Municipal Code*. The proposed project, in combination with other related cumulative projects identified in Section 4.0, would contribute to the existing urbanized character of downtown Long Beach by developing vacant and underutilized infill sites within the downtown area. The revised project would be required to comply with all mitigation measures identified in the Shoreline Gateway Project FEIR. With implementation of recommended mitigation measures, impacts would be less than significant.

Mitigation Measures: Refer to Shoreline Gateway 2006 FEIR Mitigation Measures AES-1, AES-2, AES-3, AES-4 and AES-5.

Level of Significance After Mitigation: Less Than Significant Impact.

5.1.5 SIGNIFICANT UNAVOIDABLE IMPACTS

The Shoreline Gateway Project FEIR identified shade and shadow impacts as significant and unavoidable. The City adopted findings in accordance with Section 15091 of the *CEQA Guidelines* and prepared a Statement of Overriding Considerations in accordance with Section 15093 of the *CEQA Guidelines*. The revised project would result in greater shade and shadow impacts from the Gateway



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Tower beyond those anticipated in the Shoreline Gateway Project FEIR. Thus, shade and shadow impacts would remain significant and unavoidable with the revised project.

6.0 Long-Term Implications of the Proposed Project



6.0 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

The purpose of this section is to describe the irreversible environmental changes that could occur with the proposed project and to address the potential direct and indirect growth inducing impacts of the proposed project.

Section 6.0 of the September 2006 FEIR analyzed the potential growth inducing impacts with implementation of the 2006 project. Impacts were determined to be less than significant. The revised project would not involve changes to the proposed use or number of residential units and non-residential square footage that was analyzed in the September 2006 FEIR. Therefore, implementation of the revised project would not result in growth inducing impacts beyond those identified in the previous environmental documentation. Therefore, impacts would be less than significant.

The September 2006 FEIR had identified the Video Choice building at the northwest corner of Ocean Boulevard and Alamitos Avenue. The Video Choice structure was demolished in October 2006 and the corner parcel has been improved with landscaping and a public parking lot with 39 spaces. No other changes have occurred within the project site. The following discussion has been updated to reflect current population, housing and employment data, where available, for the County, City and project area.

6.1 THE RELATIONSHIP BETWEEN SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

If the revised project is approved and constructed, a variety of short-term and long-term impacts would occur on a local level. During project grading and construction, portions of surrounding uses may be temporarily impacted by dust and noise. Short-term soil erosion may also occur during grading. There may also be an increase in vehicle pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and may be avoided or lessened to a large degree through mitigation cited in the FEIR and through compliance with the *City of Long Beach Municipal Code*.

Ultimate development of the project site would create long-term environmental consequences associated with a transition in land use. Development of the revised project and the subsequent long-term effects may impact the physical, aesthetic and human environments. Long-term physical consequences of development include increased traffic volumes, increased noise from project-related mobile (traffic) and stationary (mechanical and landscaping) sources, incremental increased demands for public services and utilities, and increased energy and natural resource



consumption. Long-term visual impacts would occur with the alteration of views within the area. Incremental degradation of local and regional air quality would also occur as a result of mobile source emissions generated from project-related traffic and stationary source emissions generated from the consumption of natural gas and electricity.

6.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

As with the 2006 project, approval of the revised project would cause irreversible environmental changes, resulting in the following:

- Soil erosion due to grading and construction activities (refer to Section 5.4, Air Quality of the FEIR);
- Alteration of the human environment as a consequence of the development process and the project's commitment to residential, retail, art gallery, civic, and parking uses, which intensifies land uses in the project area;
- Utilization of various new raw materials (such as lumber, sand and gravel) for construction;
- Consumption of energy to develop and maintain the revised project, which may be considered a permanent investment; and
- Incremental increases in vehicular activity in the surrounding circulation system, resulting in associated increases in air pollutant emissions and noise levels.

6.3 GROWTH-INDUCING IMPACTS

Section 15126 of the *CEQA Guidelines* requires that an EIR discuss the project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The *CEQA Guidelines* also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This section analyzes such potential growth-inducing impacts, based on criteria suggested in the *CEQA Guidelines*.

In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the following criteria:

- Removal of an impediment to growth (e.g., establishment of an essential public service and provision of new access to an area);



- Fostering economic expansion or growth (e.g., changes in revenue base and employment expansion);
- Fostering of population growth (e.g., construction of additional housing), either directly or indirectly;
- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning, and general plan amendment approval); or
- Development of or encroachment on an isolated or adjacent area of open space (being distinct from an in-fill project).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing. The potential growth-inducing impacts of the revised project are evaluated below against these criteria.

Note that the *CEQA Guidelines* require an EIR to “discuss the ways” a project could be growth inducing and to “discuss the characteristics of some projects that may encourage...activities that could significantly affect the environment.” However, the *CEQA Guidelines* do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages (refer to *CEQA Guidelines* Section 15145).

POPULATION, HOUSING AND EMPLOYMENT

Population

County of Los Angeles. The County encompasses approximately 4,084 square miles.¹ It is bordered by Ventura County to the northwest, Kern County to the north, the Pacific Ocean to the south, Orange County to the southeast, and Riverside County to the east. Los Angeles County also includes the islands of San Clemente and Santa Catalina.

The County of Los Angeles' 2000 population was an estimated 9,519,338 persons, representing a 7.4 percent increase over its 1990 population of 8,863,164 persons; refer to Table 6-1, Population, Housing and Employment Estimates.² As of January 2007, the County's population was an estimated 10,331,939 persons.³ The County has the largest population of any county in the State with approximately 27.4 percent of California's residents living in the County. The County's population is projected to increase to 10,718,007 persons by 2010 and 11,501,884 persons by 2020.⁴

¹ Los Angeles County website www.lacounty.info, September 21, 2005.

² U.S. Census, 1990 and 2000.

³ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2007, with 2000 Benchmark*. Sacramento, California, May 2007.

⁴ Southern California Association of Governments, *2004 Regional Transportation Plan Growth Forecasts*, June 2004.



Table 6-1
Population, Housing and Employment Estimates

Year	County of Los Angeles	City of Long Beach	Census Tract 5761 ¹
Population			
1990	8,863,164	429,433	NA
2000	9,519,338	461,552	2,669
Change	+ 7.40%	+ 7.48%	NA
2007	10,331,939	492,912	NA
Housing			
1990	3,163,343	170,388	NA
2000	3,279,909	171,632	2,088
Change	+ 3.68%	+ 0.73%	NA
2007	3,382,356	174,547	NA
Employment²			
1990	4,538,364	211,638	NA
2000	4,307,762	209,167	1,586
Change	- 5.08%	-1.17%	NA
2007	NA	NA	NA
Notes:			
¹ Census tract boundaries changed between Census 1990 and Census 2000. Therefore, no comparisons of the 2000 data shown can be made.			
² Civilian labor force.			

City of Long Beach. The City's 2000 population was an estimated 461,552 persons, representing a 7.5 percent increase over the 1990 population of 429,433 persons. As of January 1, 2007, the City's population was an estimated 492,912 persons, making it the second most populated City within Los Angeles County. Population growth is expected to continue in the City, with SCAG estimating that its population will reach 503,450 persons by 2010, 518,627 persons by 2015, and 533,590 persons by 2020.⁵ This projection would represent a population growth of approximately 8.3 percent between 2007 and 2020.

Census Tracts. The project site is located within the limits of the City of Long Beach. However, the U.S. Census reports data for a wide variety of geographic types, ranging from the entire country down to states, counties, county subdivisions, cities, census tracts, etc. Accordingly, the geographic unit that has been utilized to describe the characteristics of the project area is the census tract (CT). More specifically, the project site is located within CT 5761.⁶ It is noted that the California Department of Finance reports data for counties and cities, but not for census tracts. Therefore, the Census 2000 data is the most recent data available for the CT 5761. According to the Census 2000, the population in CT 5761 was an estimated 2,669

⁵ Southern California Association of Governments, *2004 Regional Transportation Plan Growth Forecasts*, June 2004.

⁶ U.S. Census 2000.



persons, which represented approximately 0.006 percent of the City's overall population of 461,552 persons.

Project Area. A total of 63 housing units exist within the project site. Assuming an average of 2.909 persons per household (California Department of Finance, 2007), the project site's current population is an estimated 183 persons.

Housing

County of Los Angeles. According to the Census 2000, the housing stock in Los Angeles County was an estimated 3,279,909 housing units. This represents an increase of approximately 3.7 percent over the estimated 3,163,343 housing units reported in the Census 1990. As of January 2007, the County's housing stock was an estimated 3,382,356 housing units, and its vacancy rate was 4.22 percent.⁷ The number of persons per household in the County was 3.134 (January 2007).

City of Long Beach. According to the Census 2000, the total housing stock in the City of Long Beach was an estimated 171,632 housing units. This represents a less than one percent increase over the estimated 170,388 housing units reported in the Census 1990. In January 2007, the City's housing stock was an estimated 174,547 housing units, and its vacancy rate was 4.98 percent.⁸ The number of persons per household in the City was 2.909 (January 2007). According to SCAG projections, the number of housing units in the City is expected to increase to 171,723 units by 2010, 178,252 units by 2015 and 184,906 units by 2020. This represents an approximate 5.9 percent increase in housing between 2007 and 2020.

Census Tracts. In 2000, the total housing stock in CT 5761 was an estimated 2,088 housing units, or 0.012 percent of the City's total housing stock of 171,632 units. The vacancy rate in CT 5761, according to Census 2000, was 14 percent, and the average number of persons per household was 1.48 persons (Census 2000).

Project Area. A total of 63 housing units exist within the project site. Housing within the project area is comprised of multiple-family residential units.

Employment

County of Los Angeles. In 2000, the civilian labor force in the County of Los Angeles totaled approximately 4,307,762 persons. An estimated 8.2 percent of the County's civilian labor force (354,347 persons) was unemployed at the time of the Census. Most of the County's labor force (approximately 34.3 percent) was employed in management, professional and related occupations; the next highest concentration of the labor force (approximately 27.6 percent) was in sales and office occupations.⁹

⁷ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2007, with 2000 Benchmark*. Sacramento, California, May 2007.

⁸ *Ibid.*

⁹ U.S. Census 2000.



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City of Long Beach. In 2000, the City of Long Beach's civilian labor force consisted of approximately 209,167 persons. At the time of the Census, an estimated 9.4 percent of the City's civilian labor force (19,680 persons) was unemployed. Similar to the County of Los Angeles, most of the City's labor force (34.3 percent) was employed in management, professional, and related occupations; a substantial portion was in sales and office occupations (27.2 percent).

Census Tracts. According to the Census 2000, the three largest employment sectors in CT 5761 were management, professional and related occupations, service occupations and sales and office occupations. In 2000, the civilian labor force in CT 5761 consisted of approximately 1,586 persons (0.008 percent of the City's total civilian labor force of 209,167 persons). At the time of the Census 2000, an estimated 5.9 percent (141 persons) of the civilian labor force in CT 5761 was unemployed. Comparatively, the unemployment rate in CT 5761 was less than the City's overall unemployment rate of 9.4 percent. The majority of the residents in CT 5761 were employed in management, professional and related occupations (Census 2000).

Project Area. As outlined in Table 6-2, Estimated Existing Employment, an estimated 11,352 square feet of employment-generating land uses are located within the project site, including commercial/retail and office uses. The estimated employment associated with these existing uses is approximately 15 jobs; refer to Table 6-2.

Table 6-2
Estimated Existing Employment

Land Use	Square Feet	Employment Rate ¹	Estimated Employment
EXISTING			
Commercial/Retail	3,852	1 / 500 SF	8
Office	7,500	1 / 1,125 SF	7
<i>Total Existing</i>	<i>11,352</i>	--	<i>15</i>
SF = square feet.			
Note:			
¹ Employment rates are typical. Stan Hoffman and Associates (2002).			

PROJECT IMPACTS

A project could induce population growth in an area either directly or indirectly. More specifically, the development of new homes or businesses could induce population growth directly, whereas the extension of roads or other infrastructure could induce population growth indirectly.

The project site is located in a highly urbanized area. Implementation of the revised project, as proposed, would result in the development of residential and retail/gallery uses; refer to Section 3.0, Project Description. More specifically, the revised project would result in a net change in land uses of 295 additional housing units,



approximately 81 additional square feet of retail/gallery uses and approximately 7,500 fewer square feet of office uses.

Based on the factors discussed below, implementation of the revised project would not result in significant growth-inducing impacts:

- As discussed in Section 5.8, Public Services and Utilities, of the FEIR implementation of the 2006 project would not require the expansion of existing water and wastewater facilities to meet increased demands associated with the project. New facilities would be required due to the proposed relocation and vacation of existing alleys and roadways, wherein facilities currently exist. Public services and utilities would be extended from existing facilities that are currently located adjacent to the site without the need for expansion of capacity or establishment of new sources of service. The increase in demand would not reduce or impair any existing or future levels of utility services, either locally or regionally, as costs for increases in utilities and services would be met through cooperative agreements between the applicants and servicing agencies. Uses proposed with the revised project would be the same as analyzed with the 2006 project. Therefore, the revised project would not be considered growth inducing, inasmuch as it would not remove an impediment to growth.
- As described in Section 3.0, Project Description, implementation of the revised project would result in a net increase of approximately 81 square feet of retail/gallery uses and a net decrease of approximately 7,500 square feet of office uses. Overall, employment-generating land uses would result in a net decrease of employment positions within the project area. Therefore, as with the 2006 project, the revised project would not foster significant economic expansion or growth within the area.
- A project could foster population growth in an area either directly (through the development of new homes) or indirectly (through the development of employment-generating land uses). The revised project would develop both new homes and employment-generating land uses. Based on an estimate of 2.909 persons per household (State of California Department of Finance), the net increase of 295 housing units resulting from project implementation could potentially generate a population increase of approximately 858 persons.

The retail component of the revised project would offer primarily service-type employment, such as sales and service. Service employment is generally not growth inducing, but rather it responds to population growth that has already occurred. Consequently, any residential growth beyond the net increase of 295 units from project construction that may occur as a result of employment-generating land uses are expected to be minimal.

Potential growth inducing impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. Project-related population growth has been anticipated in both local and regional plans.



As stated in the September 2006 FEIR, the project is located within the Central Long Beach Redevelopment Project Area. The primary objective of the Central Redevelopment Plan is to re-direct and concentrate commercial facilities in significant centers and along major arterial corridors, while accommodating residential needs and preserving and rehabilitating existing neighborhoods. Therefore, the development proposed by the revised project would be in furtherance of the goals identified in the Redevelopment Plan.

The City's *General Plan* Land Use Element provides population forecasts for year 2000, which represents the "target date" of the current *General Plan*. Based upon 2005 population data, the City's population has exceeded the population forecasts provided in the *General Plan*. Since the City is currently in the process of updating their *General Plan*, population projections are used from SCAG to analyze the potential growth inducing impacts of the proposed project. The potential population growth associated with the revised project (858 persons) would represent approximately 0.002 percent of the City's 2010-projected population of 503,450 persons (SCAG). As the potential population growth associated with the revised project would be consistent with SCAG's projected 2010 population, implementation of the revised project would not induce substantial population growth in the City.

- The revised project would not be growth-inducing with respect to development or encroachment into an isolated or adjacent area of open space. The revised project is considered an urban infill development because the site is surrounded by urban development such as residential, retail/ commercial and office uses.

Overall, implementation of the revised project would not be considered growth inducing, inasmuch as it would not foster significant economic expansion and growth opportunities. The revised project would not remove an existing impediment to growth and would not develop or encroach into an isolated or adjacent area of open space. The revised project would not foster significant unanticipated population growth in the project area, as identified by SCAG and the Redevelopment Plan. Development within the project area would not require substantial development of unplanned and unforeseen support uses and services.

In addition to inducing growth, a project may create a significant environmental impact if it would displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere and/or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Implementation of the revised project would result in the removal of approximately 63 housing units. Based on an estimate of 2.909 persons per household (State of California Department of Finance), the removal of 63 housing units would displace approximately 183 persons. In addition, project implementation would require removal of 20,981 square feet of retail/restaurant and office uses. As with the 2006 project, the displacement of persons, housing and businesses resulting from implementation of the revised project is considered a significant impact unless mitigated.



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California Government Code Section 7260(b) (the “California Relocation Law”) establishes “a uniform policy for the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a public entity.” A primary purpose of the California Relocation Law is to ensure that these persons do not suffer disproportionate injuries as a result of programs and projects designed for the benefit of the public as a whole and to minimize the hardship of displacement on these persons. In compliance with the California Relocation Law, the City of Long Beach Redevelopment Agency adopted Redevelopment Plans for its Redevelopment Project Areas. As stated, the project is located within the Central Redevelopment Project Area.

Generally, the goal of the Redevelopment Plan is to provide new and rehabilitated residential, commercial, industrial, recreational, institutional and public uses, in addition to providing infrastructure-upgrading programs. Implementation of redevelopment projects allows for property acquisition and management, participation of owners and tenants, relocation of displaced project occupants, demolition or removal of existing buildings and improvements, construction of public improvements, renovation of existing structures and disposition and redevelopment of land.

The Long Beach Redevelopment Agency is required to establish a plan or method of relocating any persons or businesses that would be required to relocate from property acquired by or on behalf of the Agency in connection with implementation of the Redevelopment Plan. The City of Long Beach has adopted its own *Relocation Assistance Guidelines* consistent with the State’s *Relocation Assistance and Real Property Acquisition Guidelines* (Chapter 6 of Division 1 of Title 25 of the California Code of Regulations), as the method of relocation for each Redevelopment Project Area.

In order to implement, interpret and make specific the provisions of the California Relocation Law relating to relocation assistance and property acquisitions, the U.S. Department of Housing and Community Development Programs adopted the *Relocation Assistance and Real Property Acquisition Guidelines (Guidelines)*. The purpose of the *Guidelines* is to assist public entities in the development of regulations and procedures for implementing the California Relocation Law. California Code of Regulations §6010, *Prior Determinations*, notes the following with respect to the displacement of persons or businesses¹⁰ and property acquisition:

- (a) *Displacement. No public entity may proceed with any phase of a project or other activity, which will result in the displacement of any person, business or farm until it makes the following determinations:*
 - (1) *Fair and reasonable relocation payments will be provided to eligible persons as required by Article 3 of the Guidelines.*

¹⁰ According to California Government Code Section 7260(d), “business” also includes any lawful activity, except a farm operation, conducted primarily by a nonprofit organization.



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- (2) A relocation assistance program offering the services described in Article 2 of the Guidelines will be established.
 - (3) Eligible persons will be adequately informed of the assistance, benefits, policies, practices and procedures, including grievance procedures, provided for in these Guidelines.
 - (4) Based upon recent survey and analysis of both the housing needs of persons who will be displaced and available replacement housing and considering competing demands for that housing, comparable replacement dwellings will be available, or provided, if necessary, within a reasonable period of time prior to displacement sufficient in number, size and cost for the eligible persons who require them.
 - (5) Adequate provisions have been made to provide orderly, timely, and efficient relocation of eligible persons to comparable replacement housing available without regard to race, color, religion, sex, marital status, or national origin with minimum hardship to those affected.
 - (6) A relocation plan meeting the requirements of Section 6038 has been prepared.
- (b) Acquisition. No public entity may proceed with any phase of a project or any other activity, which will result in the acquisition of real property until it determines that with respect to such acquisition and to the greatest extent practicable,
- (1) Adequate provisions have been made to be guided by the provisions of Article 6 of the Guidelines; and
 - (2) Eligible persons will be informed of the pertinent benefits, policies and requirements of the Guidelines.

The Long Beach Redevelopment Agency would be responsible for the preparation and administration of specific relocation assistance programs for all persons and businesses displaced by the project under the requirements of the California Relocation Law and implementing guidelines referenced above. These responsibilities of the Long Beach Redevelopment Agency include the preparation of a Relocation Plan pursuant to California Relocation Law Guidelines Section §6038 (the Relocation Plan). Following compliance with the California Relocation Law, project impacts associated with the displacement of housing, persons and businesses would be reduced to a less than significant level.

Construction of replacement housing elsewhere in the City would not be required as a result of project implementation. The employment generating land uses proposed by the project could create a potential demand for additional housing units. However, the project would offer primarily service-type employment, which is generally not growth inducing. Additionally, sufficient housing exists within the City to accommodate the additional demand, based on the City's existing housing supply



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and vacancy rate. As previously noted, the City's existing housing supply and vacancy rate as of January 2007 was 174,547 housing units and 4.98 percent vacancy, respectively. A vacancy rate of 4.0 percent is typically considered ideal to provide an adequate return for property owners and to provide for adequate "turnover" and mobility within the market. Assuming that future project employees would occupy the existing housing, project implementation would decrease the City's housing vacancy rate. In consideration of the City's existing housing supply and vacancy rate, the potential housing demand created by the revised project could be absorbed without significantly impacting housing availability. A less than significant impact would occur in this regard.

7.0 Alternatives to the Proposed Project



7.0 ALTERNATIVES TO THE PROPOSED PROJECT

In accordance with *CEQA Guidelines* Section 15126.6, Section 7.0 of the September 2006 FEIR identified a range of reasonable alternatives to the project, which could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. The evaluation considered the comparative merits of each alternative. The analysis focused on alternatives capable of avoiding significant environmental effects or reducing them to less than significant levels, even if these alternatives would impede, to some degree, the attainment of the project objectives. No additional alternatives are considered for the SEIR.

The alternatives analyzed in the September 2006 FEIR include:

- No Project/No Development Alternative;
- Reduced Project Alternative; and
- Hotel/Office Alternative.

7.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative assumes that the proposed project would not be implemented and the project site would remain in its current condition. With this Alternative, the proposed 24-, 21- and 12-story structures with 358 residential units and 13,561 square feet of retail/gallery space would not be developed. Bronce Way alley would not be relocated and Lime Avenue, between Medio Street and Ocean Boulevard, would not be vacated. The existing residential, retail, restaurant and office uses would remain on-site.

7.2 REDUCED PROJECT ALTERNATIVE

The Reduced Project Alternative involves a mixed-use development on five parcels (approximately 1.53 acres) generally bounded by Bronce Way Alley and Medio Street on the north, Alamitos Avenue on the east, Ocean Boulevard on the south and Broadway Court on the west. Currently the site is developed with 63 multiple-family residential units and a surface parking lot (former Video Choice). Implementation of the Reduced Project Alternative would result in the removal of these uses. The Reduced Project Alternative would not involve the parcels currently developed with the Long Beach Café and the 40 Atlantic Avenue office building. Therefore, these uses would remain on-site.

The Reduced Project Alternative would involve a mixed-use development consisting of a 19-story residential tower at the northwest corner of Ocean Boulevard and Alamitos Avenue and a 14-story residential tower on Ocean Boulevard south of Bronce Way Alley, between the existing Long Beach Café and Lime Avenue. The buildings would be situated over a 3- and 6-story podium, respectively, of residential,



retail, gallery and live/work units, resulting in a maximum height of 22- and 20-stories, respectively, from grade. The maximum heights of the buildings would be 250 and 220 feet, respectively.

Development of this Alternative would result in 305 residential units including live/work spaces, townhomes, one to three bedroom apartment units, and penthouse units and associated amenities. This Alternative involves live/work spaces adjacent to Bronce Way Alley, Lime Avenue and Medio Street. Approximately 12,000 square feet of retail/gallery space would front the residential towers adjacent to Ocean Boulevard, with residential units located above.

Vehicular access to the site would occur from Bronce Way alley and Medio Street. Implementation of this Alternative would result in the vacation of Broadway Court. Additionally, Lime Avenue, between Medio Street and Ocean Boulevard, would be vacated to allow for a landscaped courtyard between the proposed residential towers.

Parking for approximately 723 vehicles would be provided in three subterranean parking levels and in a concealed parking structure located at-grade and three levels above-grade. The parking structure would be concealed from the public by the residential, live/work and retail/gallery uses.

7.3 HOTEL/OFFICE ALTERNATIVE

The Hotel/Office Alternative proposes development of the 2.2-acre site with hotel and office uses within two towers. An 18-story hotel tower would be situated at the northwest corner of Ocean Boulevard and Alamitos Avenue. An 11-story office tower would be situated north of Ocean Boulevard, west of Lime Avenue, east of the Artaban building and south of Bronce Way alley. The proposed hotel tower would be situated over a three-story podium and the proposed office tower would be situated over a four-story podium, resulting in a maximum height of 21- and 15-stories, respectively, from grade. The maximum heights of the buildings would be 245 and 200 feet, respectively.

Development of this Alternative would result in a 300-room hotel with 20,000 square feet of banquet facilities and a 200,000 square foot office tower. Approximately 10,000 square feet of retail uses would be situated adjacent to the office tower and within the hotel building.

Vehicle access to the site would occur from Atlantic Avenue, Ocean Boulevard and at the western terminus of Medio Street. This Alternative would involve relocating the existing Bronce Way alley, northward to the edge of the project site. Additionally, Lime Avenue, between Medio Street and Ocean Boulevard, would be vacated to allow for a landscaped courtyard between the proposed hotel and office towers.

Parking for 960 vehicles would be provided in three subterranean parking levels beneath the entire site area and in a concealed parking structure located within the podium of the office building at grade and three levels above-grade.



7.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment. The September 2006 FEIR determined that the No Project/No Development Alternative (Existing Conditions) would be the Environmentally Superior Alternative to the project.

CEQA Guidelines Section 15126.6 indicates that, if the “No Project” Alternative is the “Environmentally Superior” Alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Among the other Alternatives assessed in the September 2006 FEIR, it was determined that the Reduced Project Alternative would result in reduced development and reduced environmental impacts, and would fulfill the majority of the project objectives. Therefore, the September 2006 FEIR determined that the Reduced Project Alternative would be environmentally superior. Thus, the Reduced Project Alternative would be the environmentally superior alternative for the revised project.

7.5 ALTERNATIVES CONSIDERED BUT REJECTED FOR FURTHER ANALYSIS

An Alternative to the September 2006 project, which was considered but rejected, involved development of the September 2006 project on an alternative site within the downtown. It was concluded that no other sites were available within the downtown that would accommodate the proposed project. In part, the Shoreline Gateway Project is proposed to assist with the Long Beach Redevelopment Agency’s ongoing effort to achieve the goals and objectives established by the *Downtown Long Beach Strategic Action Plan*, *Strategy for Development Greater Downtown Long Beach* and the *East Village Arts District Guide for Development*, which seek to intensify development along Ocean Boulevard, including the project site. The strategic plans identify the project site as a gateway to downtown and the East Village Arts District, providing opportunities to establish uses in proximity to existing employment, transit and other retail opportunities, which would encourage activity in the downtown area into the evenings. The project proposes to intensify development of the site with high-rise residential and retail/gallery uses, providing a gateway tower to the East Village Arts District and downtown. Proposed gallery space would extend art related uses within the East Village Arts District to Ocean Boulevard. Development of an alternative site outside of downtown is not currently under consideration as the sites would not meet the goals and objectives of the Redevelopment Agency, and therefore, would not meet the goals and objectives of the project.

8.0 Inventory of Mitigation Measures



8.0 INVENTORY OF MITIGATION MEASURES

The following mitigation measures for Aesthetics/Light and Glare were identified in the September 2006 FEIR and would be applicable to the revised project.

AESTHETICS/LIGHT AND GLARE

Short-Term Construction Aesthetic Impacts

- AES-1 From the Shoreline Gateway 2006 FEIR: Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be indicated on Final Development Plans and Grading Plans.
- AES-2 From the Shoreline Gateway 2006 FEIR: All construction-related lighting shall include shielding in order to direct lighting down and away from adjacent residential areas and consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted to the City for review concurrent with Grading Permit application.

Long-Term Aesthetic Impacts

No mitigation measures are necessary since the project would not degrade the visual character of the project site and surrounding area.

Long-Term Light and Glare

- AES-3 From the Shoreline Gateway 2006 FEIR: Prior to the issuance of any building permits, the applicant shall submit lighting plans and specifications for all exterior lighting fixtures and light standards to the Redevelopment Agency and the Planning and Building Department for review and approval. The plans shall include a photometric design study demonstrating that all outdoor light fixtures to be installed are designed or located in a manner as to contain the direct rays from the lights on-site and to minimize spillover of light onto surrounding properties or roadways. All parking structure lighting shall be shielded and directed away from residential uses. Such lighting shall be primarily located and directed so as to provide adequate security.
- AES-4 From the Shoreline Gateway 2006 FEIR: Prior to the issuance of any building permits, the applicant shall submit plans and specifications for all building materials to the Redevelopment Agency and the Planning and Building Department for review and approval. All structures facing any public street or neighboring property shall use minimally reflective glass and all other materials used on the exterior of buildings and structures shall be selected with attention to minimizing reflective glare. The use of



glass with over 25 percent reflectivity shall be prohibited in the exterior of all buildings on the project site.

- AES-5 From the Shoreline Gateway 2006 FEIR: Prior to the issuance of any building permits, the applicant shall demonstrate to the Planning and Building Department that all night lighting installed on private property within the project site shall be shielded, directed away from residential uses and confined to the project site. Rooftop lighting shall be limited to security lighting or aviation warning lights in accordance with Airport/Federal Aviation Administration (FAA) requirements. Additionally, all lighting shall comply with all applicable Airport Land Use Plan (ALUP) Safety Policies and FAA regulations.

Shade and Shadow

No mitigation measures have been identified that could feasibly reduce the significant shade and shadow impacts referenced to a less than significant level.

Cumulative Impacts

Refer to Shoreline Gateway 2006 FEIR Mitigation Measures AES-1, AES-2, AES-3, AES-4 and AES-5.

9.0 Level of Significance After Mitigation



9.0 LEVEL OF SIGNIFICANCE AFTER MITIGATION

This section supplements Section 9.0 of the FEIR. It identifies the level of significance after mitigation for the revised project associated with aesthetics, light and glare and shade and shadow impacts.

AESTHETICS/LIGHT AND GLARE

Implementation of the revised project would transform the visual character of the site by intensifying the density of the land uses on-site, as well as establishing a Gateway entry into the downtown area. The revised project would be consistent with the historically acceptable forms of high-rise urban development occurring within downtown Long Beach. However, the increase in height of the Gateway Tower would result in enlarged shade/shadow impacts to residential uses located north of Medio Street, east of Alamitos Avenue and northeast of Alamitos Avenue and Ocean Boulevard. Additionally, adjacent and surrounding roadways (i.e., Lime Avenue, Medio Street, Alamitos Avenue, 1st Street and Alboni Place) would also be impacted, thus creating a significant and unavoidable impact.

If the City of Long Beach approves the Shoreline Gateway Project SEIR, the City shall be required to adopt findings in accordance with Section 15091 of the *CEQA Guidelines* and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the *CEQA Guidelines*.

10.0 Effects Found Not To Be Significant



10.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Based on the City's review of the September 2006 Final EIR and the revised project description, certain Aesthetic/Light and Glare impacts of the revised project were found to be less than significant because a project of this scope could not create such impacts or the project has no characteristics producing effects of this type. In accordance with *CEQA Guidelines* Section 15128, the following section provides a brief description of potential impacts found to be less than significant.

AESTHETICS. *Would the proposal:*

- a) *Have a substantial adverse effect on a scenic vista?*

Less Than Significant Impact. Scenic resources along Ocean Boulevard include the ocean, port facilities and oil islands. Views from the project site include the Harbor and Queen Mary. There are no designated scenic vistas located within or adjacent to the project site. Project implementation would be subject to the PD-30 zoning regulations including setbacks, height requirements and building design, resulting in less than significant impacts.

11.0 Organizations and Persons Consulted



11.0 ORGANIZATIONS AND PERSONS CONSULTED

LEAD AGENCY

City of Long Beach Redevelopment Agency
333 West Ocean Boulevard
Long Beach, California 90802

*Ms. Angela Reynolds, Environmental and Community Planning Officer
Mr. Craig Beck, Manager, Redevelopment Bureau
Ms. Jill Griffiths, Senior Planner
Mr. David White, Redevelopment Project Officer
Mr. David Roseman, City Traffic Engineer*

PREPARERS OF THE ENVIRONMENTAL IMPACT REPORT

RBF Consulting
14725 Alton Parkway
Irvine, California 92618-2069

*Mr. Glenn Lajoie, AICP, EIR Project Director
Ms. Starla Hack, Project Manager/Environmental Analyst
Mr. Edward Torres, INCE, Air Quality, Noise and Visual Specialist
Ms. Michelle Dunn, Environmental Analyst
Ms. Linda Bo, Document Preparation/Graphic Artist*

12.0 Bibliography



12.0 BIBLIOGRAPHY

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City of Long Beach Local Coastal Program. February 12, 1980.

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Field Pouli Architects, *Strategy for Development Greater Downtown Long Beach (Strategy)*, May 2000.

Moore Lacofano Goltzman, Inc. *Downtown Long Beach Strategic Action Plan (Strategic Action Plan)*, July 2000.

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State of California Department of Finance, *E-5 City/County Population and Housing Estimates, 2007, Revised 2001-2007 with 2000 DRU Benchmark*, Sacramento, California, May 2007.

Strategic Guide for Development for the Central Study Area (Strategic Guide). July 2005.

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13.0 Mitigation Monitoring Program



13.0 MITIGATION MONITORING PROGRAM

Section 2.0 of this Draft SEIR identifies the mitigation measures that will be implemented to avoid or lessen the impacts associated with the Revised 2007 Shoreline Gateway Project. The California Environment Quality Act (CEQA) was amended in 1989 to add Section 21081.6, which requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in Section 21081.6 of the Public Resources Code,

“ . . . the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment.”

Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR.

The mitigation monitoring table below lists those mitigation measures that may be included as conditions of approval for the project. These measures correspond to those outlined in Section 2.0, Executive Summary, and discussed in Section 5.1. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised which identifies the timing and responsibility for monitoring each measure. The developer will have the responsibility for implementing the measures, and the various City of Long Beach departments will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.



SHORELINE GATEWAY PROJECT
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
MITIGATION MONITORING AND REPORTING CHECKLIST

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance						
					Initials	Date	Remarks				
AESTHETICS/LIGHT AND GLARE											
Short-Term Construction Aesthetic Impacts											
AES-1	From the Shoreline Gateway 2006 FEIR: Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be indicated on Final Development Plans and Grading Plans.	Pre-Construction/Construction	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Final development plan and grading plan review/ Issuance of grading permits						
AES-2	From the Shoreline Gateway 2006 FEIR: All construction-related lighting shall include shielding in order to direct lighting down and away from adjacent residential areas and consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted to the City for review concurrent with Grading Permit application.	Pre-Construction/Construction	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Issuance of grading permits						
Long-Term Light and Glare											
AES-3	From the Shoreline Gateway 2006 FEIR: Prior to the issuance of any building permits, the applicant shall submit lighting plans and specifications for all exterior lighting fixtures and light standards to the Redevelopment Agency and the Planning and Building Department for review and approval. The	Pre-Construction/Construction	City of Long Beach Redevelopment Agency and City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Lighting plan review/ Issuance of building permits						



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Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
AES-4	From the Shoreline Gateway 2006 FEIR: Prior to the issuance of any building permits, the applicant shall submit plans and specifications for all building materials to the Redevelopment Agency and the Planning and Building Department for review and approval. All structures facing any public street or neighboring property shall use minimally reflective glass and all other materials used on the exterior of buildings and structures shall be selected with attention to minimizing reflective glare. The use of glass with over 25 percent reflectivity shall be prohibited in the exterior of all buildings on the project site.	Pre-Construction/ Construction	City of Long Beach Redevelopment Agency and City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Review of building materials and specifications/ Issuance of building permits		
AES-5	From the Shoreline Gateway 2006 FEIR: Prior to the issuance of any building permits, the applicant shall demonstrate to the Planning and Building Department that all night lighting installed on private property within the project site shall be shielded, directed away from residential uses and confined to the project site. Rooftop lighting	Pre-Construction/ Construction	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Site plan review/ Issuance of building permits		



City of Long Beach
Shoreline Gateway Project
Supplemental Environmental Impact Report

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
shall be limited to security lighting or aviation warning lights in accordance with Airport/Federal Aviation Administration (FAA) requirements. Additionally, all lighting shall comply with all applicable Airport Land Use Plan (ALUP) Safety Policies and FAA regulations.							

14.0 Response to Comments



14.0 RESPONSE TO COMMENTS

14.1 CEQA REQUIREMENTS

Before approving a project, the California Environmental Quality Act (CEQA) requires the Lead Agency to prepare and certify a Final Environmental Impact Report (EIR).

In accordance with Sections 15120 through 15132, and Section 15161 of the *CEQA Guidelines*, the City of Long Beach has prepared a Supplemental EIR (SEIR) for the Shoreline Gateway Project (SCH #2005121066). The Response to Comments section, combined with the Draft SEIR, comprise the Final SEIR.

The following is an excerpt from the *CEQA Guidelines*, Section 15132, Contents of Final Environmental Impact Report:

The Final EIR shall consist of:

- (a) *The draft EIR or a version of the draft.*
- (b) *Comments and recommendations received on the draft EIR either verbatim or in summary.*
- (c) *A list of persons, organizations and public agencies commenting on the draft EIR.*
- (d) *The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
- (e) *Any other information added by the Lead Agency.*

This Comments and Responses section includes all of the above-required components and shall be attached to the Final SEIR. As noted above, the Final SEIR will be a revised document that incorporates all of the changes made to the Draft SEIR following the public review period.

14.2 PUBLIC REVIEW PROCESS – SEIR PROCESS

The Draft SEIR was circulated for review and comment to the public, agencies, and organizations. The Draft SEIR was also circulated to State agencies for review through the State Clearinghouse, Office of Planning and Research. The 45-day public review period ran from July 23, 2007 to September 5, 2007. Comments received during the 45-day public review period have been incorporated into this section.

During the public review period, the public and local and State agencies submitted comments on the Draft SEIR. During the public review period, 16 written comment letters on the Draft SEIR were received.



14.3 FINAL SEIR

The Final SEIR allows the public and Lead Agency an opportunity to review revisions to the Draft SEIR, the responses to comments, and other components of the SEIR, such as the Mitigation Monitoring Program, prior to approval of the project. The Final SEIR serves as the environmental document to support a decision on the proposed project.

After completing the Final SEIR, and before approving the project, the Lead Agency must make the following three certifications as required by Section 15090 of the *CEQA Guidelines*:

- *The Final EIR has been completed in compliance with CEQA;*
- *The Final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and*
- *That the final EIR reflects the lead agency's independent judgment and analysis.*

Additionally, pursuant to Section 15093(b) of the *CEQA Guidelines*, when a Lead Agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final SEIR, the agency must submit in writing its reasons for supporting the approved action. This Statement of Overriding Considerations is supported by substantial information in the record, which includes the Final SEIR. Since the proposed project would result in significant, unavoidable impacts, the Lead Agency would be required to adopt a Statement of Overriding Considerations if it approves the proposed project.

These certifications, the Findings of Fact, and the Statement of Overriding Considerations are included in a separate Findings document. Both the Final SEIR and the Findings will be submitted to the Lead Agency for consideration of the proposed project.

14.4 WRITTEN COMMENT LETTERS AND RESPONSES

Written comments on the Draft SEIR were received from the following:

A. Citizens

- A1. Janice Anderson
- A2. Ana Maria McGuan and Martin Eli Weil
- A3. Kristen Autry
- A4. Shaoky Taraman
- A5. Robert J. G. Jackson, Sr.
- A6. Tim Tran
- A7. David Oliver



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- A8. Wayne Parenteau
- A9. Elizabeth J. Stepan and Sandra M. Stepan
- A10. Jeff Rossignol
- A11. Reggie Lagio
- A12. Mollie Rice
- A13. John Vasiliki Apollon Artemis Argeris
- A14. Jackie and Jim Lockington
- A15. Beth Bruske

B. Public Agencies

- B1. Department of Transportation – Division of Aeronautics
- B2. Department of Transportation – District 7
- B3. Native American Heritage Commission
- B4. Department of Toxic Substances Control

All correspondence from those citizens and agencies commenting on the Draft SEIR is reproduced on the following pages. The individual comments on each letter have been consecutively numbered for ease of reference. Following each comment letter are responses to each numbered comment. A response is provided for each comment raising significant environmental issues. It should be noted that some comments provide information that does not directly challenge the Draft SEIR or provide new environmental information. Additionally, some comments may include opinions regarding approval or disapproval of the project, which are not within the purview of the SEIR. The comments are noted and will be forwarded to decision makers for their review and consideration.

Angela Reynolds
07/26/2007 01:02 PM

To: David White/CH/CLB@CLB
cc: Jill Griffiths/CH/CLB@CLB
Subject: Re: SG Meeting Phone Message

COMMENT NO. A1

Thanks David.....

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

Building a Great City, Delivering Exceptional Service
David White

David White
07/25/2007 04:49 PM

To: Angela Reynolds/CH/CLB@CLB, Jill Griffiths/CH/CLB@CLB
cc:
Subject: SG Meeting Phone Message

Here's the message I received. Can you pls. give the guy the link to the draft on your website.

David S. White, Redevelopment Projects Officer
City of Long Beach Redevelopment Agency
333 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
(562) 570-5831
(562) 570-6215 fax
david_white@longbeach.gov

----- Forwarded by David White/CH/CLB on 07/25/2007 04:47 PM -----


Dena Daniel
07/25/2007 08:26 AM

To: David White/CH/CLB@CLB
cc:
Subject: SG Meeting Phone Message

This message was on my line this morning

Janice Anderson
949.831.7679
re: the notice of planned development at end of her street
would like us to email addendum, information and
minutes of meeting, etc to:
EAnderson4@aol.com
inform him of intentions of this meeting

"feel that the meeting notice not adequately informing;
feel that without 2-3 weeks notice provisions for attendance cannot
be made. with adequate notice provisions could have been made
for attendance for the important people that live on the street.
we will adamantly fight the closing of our street because
it has been there for 80 years that the building has been there."

Dena Daniel
Redevelopment Bureau
City of Long Beach - Community Development
333 W. Ocean Blvd., Third Floor
Long Beach, CA 90802
(562) 570-6400 phone
Dena_Daniel@longbeach.gov

A1.1



A1. RESPONSES TO COMMENTS FROM JANICE ANDERSON, DATED JULY 25, 2007.

A1.1 It is assumed that the comment is in response to a notice mailed by the Redevelopment Bureau announcing the July 30, 2007 meeting. In response the commenter was sent an email (attached) with information regarding the Draft Supplemental Environmental Impact Report (SEIR).

Additionally, it should be noted that in accordance with Section 15087 of the CEQA Guidelines, the City of Long Beach provided public notice of the availability of the Draft SEIR at the time the Notice of Completion was sent to the Office of Planning and Research and was made available on the City's website. The notice included a description of the project, starting and ending dates for the review period, the date, time and location of the community meeting and the document's availability. The Draft SEIR document was made available for review and comment for 45 days in accordance with Section 15105 of the CEQA Guidelines.

Starla Hack - Shoreline Gateway project - requested information

From: <Jill_Griffiths@longbeach.gov>
To: <SHACK@rbf.com>
Date: 9/25/2007 2:53 PM
Subject: Shoreline Gateway project - requested information

----- Forwarded by Jill Griffiths/CH/CLB on 09/25/2007 02:50 PM -----

Jill Griffiths

07/30/2007 03:45 PM

To: EAnderson4@aol.com
cc: David White/CH/CLB@CLB
Subject: Shoreline Gateway project - requested information

Dear Mr/Ms Anderson:

I'm following up on your request of last week for information pertaining to the Shoreline Gateway project and the Supplemental Environmental Impact Report. Here is the "Notice of Availability" for the Supplemental EIR:

Here is the link to view the Supplemental EIR on the City's website:

<http://www.longbeach.gov/plan/pb/epd/er.asp>

The link will take you to a page where all recent environmental reports are listed. The Supplemental EIR for Shoreline Gateway is near the top of the list. The first EIR for Shoreline Gateway is included further down the list. That EIR was certified by the Redevelopment Board in September, 2006. The Supplemental EIR is also available for review in paper format at the Main Library, the Alamitos Neighborhood Library and at City Hall on the 5th floor.

Jill Griffiths
Comprehensive Planning
Planning & Building Department
City of Long Beach
P 562-570-6191
F 562-570-6068

COMMENT NO. A2

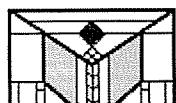
Angela Reynolds
07/30/2007 11:21 AM

To: Jan Ostashay/CH/CLB@CLB
cc: Jill Griffiths/CH/CLB@CLB
Subject: Re: Shoreline Gateway - Some comments 

Thanks Jan.....

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

Building a Great City, Delivering Exceptional Service
Jan Ostashay



Jan Ostashay
07/30/2007 11:03 AM

To: Angela Reynolds/CH/CLB@CLB
cc:
Subject: Shoreline Gateway - Some comments

I am passing this email on to you as a potential comment letter on the Shoreline Gateway project.

Jan Ostashay, Historic Preservation Officer
Office of Historic Preservation
Dept. of Planning & Building
City of Long Beach
333 W. Ocean Blvd., 7th Floor
Long Beach, CA 90802
562.570.6864
562.570.6610 (fax)

----- Forwarded by Jan Ostashay/CH/CLB on 07/30/2007 11:02 AM -----



AnaMariaMcGuan@aol
.com
07/29/2007 08:03 PM

To: AnaMariaMcGuan@aol.com
cc:
Subject: Shoreline Gateway - Some comments

Architect Martin Eli Weil is the architect consultant for the exterior restoration of the Villa Riviera. Here are his comments regarding the proposed development across from the Villa.

Ana Maria

Subj: RE: RDA Invites Residents to Community Meeting Re: Shoreline Gateway Project

Date 7/29/2007 5:42:54 P.M. Pacific Daylight Time

:

From meweil@pacbell.net

:

To: AnaMariaMcGuan@aol.com

Sent from the Internet (Details)

In order to create a gateway at Ocean Drive and Alamitos the project should compliment the existing two buildings.

The new building should do the following to compliment the existing urban design created by Villa Riviera and the round apartment

A2.1

1. Prove a green open area at the corner of Ocean Drive equal in size to the two existing buildings ...not be built up to the corner
- 2, Have a concave foot print to mirror the foot print of the VR
3. The massing and size for the building should be similar to the VR and round apartment.
4. Locate the tall structures at the back of the project

-----Original Message-----

From: AnaMariaMcGuan@aol.com [mailto:AnaMariaMcGuan@aol.com]

Sent: Sunday, July 29, 2007 10:21 AM

To: meweil@pacbell.net

Subject: Fwd: RDA Invites Residents to Community Meeting Re: Shoreline Gateway Project

Any words of wisdom?

AM

Get a sneak peek of the all-new AOL.com.



A2. RESPONSES TO COMMENTS FROM ANA MARIA MCGUAN AND MARTIN ELI WEIL, DATED JULY 29, 2007.

- A2.1 Comment noted. The commenter provides recommendations for the design and placement of the structures and does not raise new environmental information or directly challenge information provided in the Draft Supplemental Environmental Impact Report (SEIR). City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. A3



Kristen Autry
<liquidelbow@mac.com>

07/30/2007 04:20 PM

To: David_White@longbeach.gov, amirzeee@gmail.com, dora@myownprocessor.com, LaMuseCafe@aol.com, lbdennis@hotmail.com, mevans4re@yahoo.com, yopunani@yahoo.com, liquidelbow@mac.com
cc: craig_chalfant@longbeach.gov, citymanager@ci.long-beach.ca.us, Jill_Griffiths@longbeach.gov, District3@longbeach.gov, district4@longbeach.gov, district5@longbeach.gov, district6@longbeach.gov, district7@longbeach.gov, mayor@longbeach.gov, para@csulb.edu, gpardon@research.csudh.edu, fkalestan@csulb.edu, schroede@csulb.edu, info@bluffheights.org, tdaley@lbusd.k12.ca.us, dlrador@lbusd.k12.ca.us, mumsjm@aol.com, rgarcia@lbcc.edu, ckeung@lbcc.edu
Subject: Re: EVAD Shoreline Gateway Notice to Public

Dear David and Friends of Art, Culture and Education,

I am the President of the East Village Arts District, Inc., ("EVAD, Inc.") a non-profit Public Benefit Corporation organized and operated exclusively for charitable and educational purpose. I have been a board member for three years.

You have become a recipient of this email correspondence because I believe you are a distinguished individual who has momentous capabilities of re-directing and re-shaping the future of culture, art, and education in Long Beach.

The words that I wish to share with you are directed at the Redevelopment Agency ("RDA") and its project named Shoreline Gateway ("Shoreline"), located in the East Village Arts District, Downtown Long Beach. The keystone parcel and majority of that bundled site is Public Land. This project was initially introduced as the "Video Choice" Project in 2005, and it sits at the corner of Ocean Blvd. and Shoreline Drive/Alamitos Ave.

This chain of email correspondence begins at the bottom of the page. It is between David White, RDA Projects Officer, and myself under the direction of the EVAD, Inc. Board of Directors. This is public communication and I have never considered its content confidential. Attached are some documents and notes that I have compiled over the last two and one half years of research, observation and discovery of the Public Participation Process in this City's government environment.

The "Video Choice" site was sold to the RDA at the November 14, 2006 Council Meeting for a mere \$1.8 million dollars, an astounding deal compared to its estimated value of approximately \$10 million dollars, according to a top city official. Although it was identified as surplus land on the agenda, this parcel is prime real estate. The land has never been considered for a public use space, educational facility, open space, performance venue, museum annex, land lease, sister campus to the Art Exchange Block, etc...

The RDA and City appear to be pushing this project through with reckless disregard for any public participation in its development process. The developer now boasts building a 35 story residential tower upon the Public Land parcel. This re-design was never published as an alternative proposal to the project in the Shoreline Gateway Environmental Impact Report ("EIR") that was approved by the RDA Commission, September 18, 2006. Public notice to that hearing was not mailed to tenants or property owners.

EVAD, Inc. replied to that EIR: "... EVAD would like to recommend a Shoreline Gateway Scoping Session similar to the Artists Exchange Scoping Session... EVAD can not currently support the AndersonPacific development proposal

A3.1

without further community outreach and dialog." (attachment 01 pdf p.112: EVAD, Inc. Public Comment to EIR). EVAD, Inc. again invited the developer to participate in dialogue with the community last April but was denied the engagement by the RDA (attachment 02).

The RDA claims to be the secretary that schedules presentations by the Developer, and the Developer obediently follows its leader. Excerpted from David's words below: June 6, paragraph 2: "... Because this is an RDA project, public presentations are scheduled by staff - not the developer. Public input is incorporated into the approval process and at predetermined milestones..." If Shoreline Gateway, LLC is a competent Developer, why have they not actively sought community input prior to the RDA scheduled presentations?

After multiple requests to see the Shoreline re-design documents filed with the RDA, EVAD, Inc. received instead an email: "... The copies will be available at the respective meetings. The goal is to have them provided along with the presentation." (attachment 03, paragraph 2). At the respective Central Projects Area Committee Meeting, July 5, 2007, no copies were provided, and EVAD, Inc. board members still have not received a pdf with any description of this "re-design".

I have a strong opinion that the RDA and City have already positioned themselves to support whatever the developer chooses to erect.

Also attached is a six-page EIR Public Comment Response to Shoreline that was not forwarded to RBF Consultants by Planning, nor included in the publication of the Final Shoreline Gateway Project EIR (attachment 01, pdf p.47; attachment 04).

David, I respect you and wish to discover the truth behind the absence of Public Participation in the Shoreline development process. I am having an extremely difficult time accepting who, why, how, and what the source is behind this wall of resistance. I do know many details that might be interpreted as possible acts of conflict of interest and I am therefore arguing, in a most sensitive manner, your previous responses to EVAD, Inc.'s questions.

In your correspondence below, June 15, 2007 item #1: "The subsequent EIR will be noticed to owners and tenants w/in 500' of the project. I defer to my colleagues in Planning to provide you with a copy of the previous notice." and June 06, 2007, paragraph 3: "Re: the EIR, every tenant and property owner within 500' of the project was and will be noticed. That's a legal requirement."

My response: Jill Griffiths reported to me on June 29, 2007, that Planning did not mail any notice to any tenant or property owner announcing the RDA Public Hearing of the Shoreline Gateway EIR, September 18, 2006 ("Notice"). It was the task of Lisa Fall in Redevelopment. Ms. Fall has neither responded to these emails, nor has she responded to the written message that I left with the receptionist at the RDA in City Hall. I have requested a copy of the Notice, confirmation of who received the Notice, and an explanation of how it was determined to limit that Notice, per her words to me nearly a year ago declaring that she had limited it to three criteria per instruction from Angela and Craig. Is limiting Notice to tenants or property owners an intentional obstruction of the Public Process?

You also mention below, June 06, 2007, paragraph 4: "The difference between the Art Exchange Block and Shoreline Gateway is ownership and project areas. The two projects are in different project areas, Downtown and Central respectively. Central has rules adopted within the redevelopment plan that

A3.1

governs rights of preference to property owners" And also June 06, 2007, paragraph 6: "Downtown does not have similar rules governing the selection process. Therefore, they have the ability to go straight to an RFP/RFQ, if they so choose"

My response: Please visit RDA website Downtown Project Area page: "The Downtown Project Area contains 421 acres of land generally extending from the shoreline on the south to Seventh Street on the north and from Alamitos and Elm Avenues on the east to Magnolia and Pacific Avenues on the west." (attachment 05). While I appreciate your explanation of the technical differences between the downtown and central project areas, please explain on what basis the distinction made in your comment was made and applied to Shoreline, when, and by whom. Further, please explain who has the authority to review this distinction, and what criteria will be utilized to reassess this decision. Surely, it was not made arbitrarily, ad hoc, and site specific. That would have a taint of favoritism and exploitation that would be most unfortunate. Was it necessary for the RDA to bundle the Public Land parcel with the private parcels? Is it prudent for the RDA to accept only one private bid without going public with the RFP/RFQ when the project site is in the Downtown area and includes Public Land?

You also mention below, June 15, 2007, item #2: "I'm not clear what your definition of "developer driven," but we view development as a partnership between the Agency, City, developer and residents."

My response: Please ask Councilmember Suja Lowenthal. At the October 17, 2006 Council meeting she clearly made her point to me at the podium that this project not be "developer driven". Also, may I please review the minutes of the "resident partnership" meetings for Shoreline? May I learn about the resident recommendations that were included in the Shoreline project and by whom they were made?

A3.1

You also mention below, June 15, 2007, item #3.: "The version presented on May 21 is only one option. It would be confusing to the community to release it in advance of the presentations."

My response: It is very clear to me that The version (of the Shoreline re-design proposal) presented on May 21 (2007, at the RDA meeting) is not an option that was offered in the EIR alternative proposals. The only part of "confusing" to me is why the Developer had their Landscape Designer report at the Arts Council 1% for the Arts Advisory Board on November 15, 2005 "... Site is near the ocean, yet in an urban setting - might consider using the buildings as a metaphor of a ship". Why isn't there a single mention of that design feature in the final publication of the EIR approved nearly one year later? (attachment 06, p.2 bullet 4). Is it ethical for a developer to present a new project proposal at Phase 2 that was not included as an alternative in the Final EIR?

For my friends interested in knowing why Long Beach has a Redevelopment Agency: "The mission of the Long Beach Redevelopment Agency is to enhance the quality of life by improving blighted areas of Long Beach, revitalizing neighborhoods, promoting economic development, creating jobs, providing affordable housing and encouraging citizen participation."

I wish you a merry evening tonight at the Community Meeting (attachment 07).

Sincerely,

Kristen Autry, President
East Village Arts District, Inc.

On Friday, June 15, 2007, at 01:54PM, <David_White@longbeach.gov> wrote:

>
><<Original Attached>>

- 1) The subsequent EIR will be noticed to owners and tenants w/in 500' of the project. I defer to my colleagues in Planning to provide you with a copy of the previous notice.
- 2) We agree and will conduct a comm. mtg. as we typically do with larger projects. I'm not clear what your definition of "developer driven," but we view development as a partnership between the Agency, City, developer and residents. Neither group "drives" the project. We each play a very critical role and participate when appropriate.
- 3) Due to the uncertainty of property acquisition, the project has various options which will be discussed at the July 5, 2007, CPAC meeting. We will also make subsequent presentations to the Planning Commission and the community as part of the EIR process. The version presented on May 21 is only one option. It would be confusing to the community to release it in advance of the presentations.

Thank you for your continued interest in the project.

David S. White, Redevelopment Projects Officer
City of Long Beach Redevelopment Agency
333 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
(562) 570-5831
(562) 570-6215 fax
david_white@longbeach.gov

Kristen Autry
<liquidelbow@mac.com> To: David_White@longbeach.gov
cc: district8@longbeach.gov, district9@longbeach.gov, liquidelbow@mac.com,
lisa_fall@longbeach.gov, amirzeee@gmail.com, angela_reynolds@longbeach.gov, atolkoff@aol.com,
dave_roseman@longbeach.gov, district1@longbeach.gov, district2@longbeach.gov,
06/15/2007 12:09 PM don.jergler@presstelegram.com, dora@myownprocessor.com, greg_carpenter@longbeach.gov,
Jamilla_Vollmann@longbeach.gov, LaMuseCafe@aol.com, lbdenis@hotmail.com,
mevans4re@yahoo.com, patrick_west@longbeach.gov, yopunani@yahoo.com
Subject: Re: EVAD Shoreline Gateway Notice to Public

Thank you, David.

Would you please scan and send a pdf copy of the Public Hearing EIR Notice that was mailed to the residents within the appropriate parameters of the Shoreline Gateway Project? Lisa Fall (who took over the project from Jae Von Klug) explained to me that the Notice was limited to three criteria and that it was not snail-mailed out to the public. I have cc'd her in this reply. Clarification would be super. We may be confusing different Public Notices. I apologize if my inquiry is unfounded.

Other City Council members have also supported the idea of a Town Hall meeting regarding the Shoreline Gateway Project. They have expressed concern that it not be a "developer driven project". I have added Councilmembers Rae Gabelich and Val Lerch to the cc chain.

Also, if it is possible, please forward a pdf of the presentation and/or re-design from the Shoreline Gateway Developers that was agendized at the May 21 RDA Study Session.

Sincerely,
Kristen Autry, President
East Village Arts District, Inc.

PS: EVAD is in pre-production of its very own Town Hall meeting to be scheduled later this summer in the Village... we'll keep you posted :)

On Wednesday, June 06, 2007, at 11:05AM, <David_White@longbeach.gov> wrote:
The project has not grown in unit count, just disbursement of units. Due to land assembly constraints, the site plan has changed which has caused for a reexamination of the EIR. We will integrate the presentations/public input into the EIR process.

Because this is an RDA project, public presentations are scheduled by staff - not the developer. Public input is incorporated into the approval process and at predetermined milestones. To date, there has been no formal action taken on the project.

Re: the EIR, every tenant and property owner within 500' of the project was and will be noticed. That's a legal requirement.

The difference between the Art Exchange Block and Shoreline Gateway is ownership and project areas. The two projects are in different project areas, Downtown and Central respectively. Central has rules adopted within the redevelopment plan that governs rights of preference to property owners.

Since the developer is also a property owner, he must demonstrate an inability to complete the project before we can formally eliminate him and entertain proposals from outside developers. To date, he has proven to be extremely capable.

Downtown does not have similar rules governing the selection process. Therefore, they have the ability to go straight to an RFP/RFQ, if they so choose.

Hope this addresses each of your concerns.

David S. White, Redevelopment Projects Officer
City of Long Beach Redevelopment Agency
333 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
(562) 570-5831
(562) 570-6215 fax
david_white@longbeach.gov

Kristen Autry liquidelbow@mac.com
06/04/2007 09:24 PM
To: David_White@longbeach.gov
Jamilla_Vollmann@longbeach.gov, atolkoff@aol.com, dave_roseman@longbeach.gov,
district2@longbeach.gov, district1@longbeach.gov,
greg_carpenter@longbeach.gov, patrick_west@longbeach.gov,
don.jergler@presstelegram.com, angela_reynolds@longbeach.gov,
amirzeee@gmail.com, dora@myownprocessor.com, LaMuseCafe@aol.com,
lbdennis@hotmail.com, mevans4re@yahoo.com, yopunani@yahoo.com
Re: EVAD Shoreline Gateway Notice to Public
Thank you, David.

I am confused.

The Central Project Area Committee minutes for the May 3, 2007 meeting state that the Shoreline Gateway Ocean/Alamitos project is a residential development of 400 units. Stage 2 drawings have been submitted.

The East Village Arts District, Inc would like to see the drawings submitted. We would like to know how the project grew from 350 units to 400 units. How can the units increase in units when the project has been unable to acquire the Long Beach Cafe site? Who are the architects?

The community has never seen this re-design and yet it is already off to the EIR rewrite stage. Over the last two years we have asked the developer to present to the public, to no avail. Why has public opinion not been included in this project? In fact, the EIR Public Hearing last summer was not even noticed to the community within the immediate vicinity of the project.

The Shoreline Gateway project includes public land. The Arts Exchange project includes public land, also; it was bid to the public and received over 10 qualified proposals, and public opinion.

I have cc'd: East Village Arts District, Inc. Board of Directors; Jamilla Vollman, RDA Development Project Manager and liaison to East Village Arts District; Alan Tolkoff, CPAC President; Dave Roseman, City Engineer; Greg Carpenter, Planning Bureau Manager; Pat West, Director of Community Development; Suja Lowenthal, District 2; Vice Mayor Bonnie Lowenthal, District 1; Don Jergler, Reporter Long Beach Press Telegram Business/Real Estate; Angela Reynolds, Environmental and Community Planning Officer.

We are chasing this project and being left in the dust. Please, consider the community in its development.

Sincerely,
Kristen Autry, President
East Village Arts District, Inc.

On Thursday, May 31, 2007, at 11:10AM, David_White@longbeach.gov wrote:
Kristen,

Due to material changes in the project, the EIR will have to be updated. Therefore, the scheduled presentations will be postponed to match the EIR schedule. We'll keep you updated.

David S. White, Redevelopment Projects Officer
City of Long Beach Redevelopment Agency

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(562) 570-6215 fax
david_white@longbeach.gov

Kristen Autry liquidelbow@mac.com
05/31/2007 09:40 AM
Jamilla_Vollmann@longbeach.gov
;amirzee@gmail.com, dora@myownprocessor.com, LaMuseCafe@aol.com,
1bdennis@hotmail.com, mevans4re@yahoo.com, yopunani@yahoo.com,
David_White@longbeach.gov
Re: EVAD Shoreline Gateway Notice to Public
Thank you, Jamilla.

I spoke with Greg Carpenter this morning and he informed me that the June 7, 4pm Planning Commission Study Session is cancelled. Apparently, the Developers are not prepared to present it.

Will the CPAC and Community meetings remain scheduled?

Did the Developers make the May 21, 8:30am Redevelopment Commission Study Session?

Sincerely,
Kristen Autry, President
East Village Arts District, Inc.

On Wednesday, May 30, 2007, at 03:04PM, Jamilla_Vollmann@longbeach.gov wrote:
Kristen,
Hope you had a great weekend as well.

The copies will be available at the respective meetings. The goal is to have them provided along with the presentation. The notice will be exclusive to the Community Meeting on June 14 and will be mailed next week.

Thanks,

J a m I l l a V o l l m a n n D e v e l o p m e n t P r o j e c t
M a n a g e r L o n g B e a c h R e d e v e l o p m e n t A g e
n c y 5 6 2 5 7 0 6 5 8 2

Kristen Autry liquidelbow@mac.com
05/29/2007 12:18 PM Jamilla_Vollmann@longbeach.gov
1bdennis@hotmail.com, LaMuseCafe@aol.com, yopunani@yahoo.com,
liquidelbow@mac.com, amirzeeee@gmail.com, dora@myownprocessor.com,
mevans4re@yahoo.com Subject: EVAD Shoreline Gateway Notice to Public
Hello Jamilla!

I hope you had a beautiful weekend.

I am writing to you to request a copy of the new Shoreline Gateway Project Design and Description. Is it available on pdf or for hard copy pick-up?

Also, any word on when the notice to the community will be sent? Will it also

include the time and date of the Planning Commission Study Session at 4pm and the Central Project Area Committee Presentation at 6pm, on June 7th?

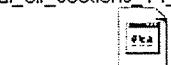
Thank you,
Kristen Autry, President
East Village Arts District, Inc.



01. Shoreline Gateway final_eir_sections_14_compressed2.pdf



02. EVAD 03-15-07 Invite to Shoreline Developer via RDA.html



03. EVAD 05-30-07 RDA says no to request for pdf copy of Shoreline Redesign.html



04. Public Comment omitted in Shoreline Gateway EIR.doc



05. RDA Downtown Status Report.html



06. Arts Council for Long Beach 11 15 07 1% ArtsExcerpt -MINUTES Item2.pdf



07. EVAD District 1 Press Release 07-27-07.html

08. K. Autry Shoreline Gateway Notes.doc



09. Banks Tighten Lending to Build Condominiums.pdf



10. Questions for Planning.doc



A3. RESPONSES TO COMMENTS FROM KRISTEN AUTRY, DATED JULY 30, 2007.

- A3.1 The comment letter, which was received during the 45-day public review period of the Draft Supplemental Environmental Impact Report (SEIR), summarizes and responds to email communication between the RDA Projects Officer and Kristen Autry. The commenter does not raise new environmental information or directly challenge information provided in the Draft SEIR. City of Long Beach decision makers will consider all comments on the proposed project.

It should be noted that the commenter correctly stated that her e-mailed comment letter submitted for the 2006 Public Review Draft EIR was mistakenly not forwarded to the EIR consultant for a response and therefore was not included in the publication of the September 2006 Shoreline Gateway Project Final EIR. Although the comment letter and prepared responses were not included in the Responses to Comments prepared for the Final EIR, the comment letter was forwarded to the EIR consultant at a later date. Responses were prepared and provided to the commenter on November 2, 2006. The comment letter and the prepared responses are also reproduced in this document on the following pages.



CITY OF LONG BEACH

DEPARTMENT OF PLANNING & BUILDING

333 W. Ocean Boulevard, 5th Floor

Long Beach, CA 90802

(562) 570-6357

FAX (562) 570-6068

COMMUNITY & ENVIRONMENTAL PLANNING

November 2, 2006

Kristen Autry
William McKinnon, Esq.
2999 E. Ocean Boulevard, Suite 830
Long Beach, CA 90803-8202

RE: Your comment letter on the Shoreline Gateway Draft EIR

Dear Ms. Autry and Mr. McKinnon:

On behalf of the Planning Bureau, I would like to apologize for your submitted comment letter on the Shoreline Gateway Draft EIR (DEIR) being left out of the responses to comments prepared for the Final EIR. It was an unintentional oversight. For the record, the public comment process for the DEIR went as follows:

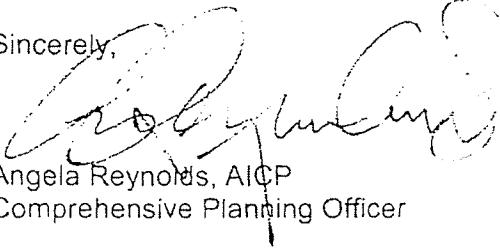
- The Shoreline Gateway DEIR circulated from June 30 to August 14, 2006. People wishing to comment on the DEIR were advised to do so in writing via US mail or, as a convenience, via e-mail. Comments sent via e-mail, however, were not guaranteed delivery.
- Your comment letter was sent to me as an attachment in an e-mail on the last day of the public comment period, August 14. However, we did not receive a hard copy via US mail.
- Your e-mail was forwarded internally within the Planning Bureau and to the environmental consultant. Evidently, when forwarding the e-mail, the attachment was lost. Hence, no response was prepared.
- The environmental consultant prepared written responses to all of the comments forwarded to them. As required by CEQA, the consultant made the responses to comments available to commenting public agencies ten days prior to the RDA Board's September 18 public hearing date.
- Also, as is standard business practice, an e-mail was sent by Jill Griffiths on September 8 to individuals who had commented on the EIR but had only provided an e-mail address for correspondence. The e-mail indicated that the responses to comments were available on the City's website and a link to the site was included. The message also stated that the RDA Board would consider the Final EIR for certification at their September 18 meeting. This e-mail was sent (via blind CC) to each of you at your e-mail address.

Kristen Autry / William McKinnon
November 2, 2006
Page 2

- At their September 18 meeting, the RDA Board considered the Final EIR, adopted facts, findings and a statement of overriding considerations and certified the document.
- The Notice of Determination was filed with the LA County Clerk and the State Office of Planning and Research on September 18, 2006. In accordance with CEQA, each agency posted the notice for 30 days. The statue of limitations ended on October 18, 2006.

In the spirit of full disclosure and public participation, staff has had the environmental consultant prepare responses to all comments in your August 14 letter as they relate to CEQA. The responses are enclosed and, as you have requested, will also be provided to you in electronic format. If you have any questions regarding the responses to your comment letter or the EIR process, I can be reached at 562.570.6357.

Sincerely,



Angela Reynolds, AICP
Comprehensive Planning Officer

Enclosures: 1. Comment letter with annotations (pages 1 to 6)
2. Responses to comment letter (pages 1-7 to 1-19)

cc: Patrick West
Suzanne Frick
Craig Beck
Greg Carpenter
Shoreline Gateway files

COMMENT NO. 1

TO: Angela Reynolds
Environmental and Community Planning Officer
angela_reynolds@longbeach.gov

FROM: William McKinnon, Esq.
Kristen Autry
savelbcskyline@earthlink.net

DATE: August 14, 2006

RE: Comments to Draft Environmental Impact Report
Shoreline Gateway Project

While there are innumerable errors and omissions from the above listed Environmental Impact Report, ("EIR") many of which will be enumerated in detail below, the most significant defect is any conceivable proper justification for this project being advanced by the Redevelopment Agency ("RDA") in the first place.

1.1

The mission statement of the RDA¹ is not to build projects for profit, or even to build projects that will increase tax revenue. The RDA is a public entity directed to the elimination of blight and redeveloping for the public good. Its conduct should conform to this mission. By no objective analysis does this project meet any objective of the mission. It is only by blithely ignoring its objectives that the RDA can even contemplate pursuing this project.

1.2

The proposed development is not rebuilding marginal property. In fact, the proposed developer itself declares: "**no other sites were available within the downtown that would accommodate the proposed project. ... The strategic plans identify the project site as a gateway to downtown and the East Village Arts District ...**" (EIR 2-18) The project is adjacent to two architectural landmarks, and offers high national television visibility on several occasions annually.

1.3

To even find blight in the general neighborhood one has to be extremely selective about the direction one looks and the standards that one applies. Within a few hundred yards in most directions is some of the most expensive property in the City of Long Beach (the "City" or "LBC"), with mere condominiums selling well in excess of a million dollars. This is blight²?

1.4

¹ Redevelopment Agency Mission Statement. The mission of the Long Beach Redevelopment Agency is to improve blighted areas of Long Beach, revitalize neighborhoods, promote economic development and the creation of jobs, provide affordable housing and encourage citizen participation. Source: <http://www.longbeach.gov/cd/redevelopment>

² Apparently to correct the omission of blight on the site, the developer has allowed his building to become virtually abandoned since its purchase. Windows are continually left open, perhaps in expectation of providential arson. Inexplicably the City gave recently notice to vacate to the Video Choice tenant, thereby creating yet another abandoned building. Given the length of the development process this action is most puzzling. What interest does the RDA or City having in **creating** blight?

Granted, if one is selective in observation one can find substandard uses, but **this project does not significantly eliminate blight, but rather high-grades the prime Ocean Boulevard site while leaving adjacent blight untouched. The project fails to accomplish the prime object of redevelopment and diminishes the likelihood of successful rehabilitation of Lime Street.**

RDA involvement in the development process should be limited to only those occasions where the private market is inadequate or incapable of development. The unwillingness of an individual to sell their private property at a certain price³ does not justify the heavy hand of the RDA on the scales of value. If left alone the market price for this site will be that a willing free market buyer would agree to with a willing seller.

1.4

There is no urgency for the development of this site. **By the developer's own admission it is the last premier development site in LBC.** As other projects complete, and the downtown infill continues, this property will become ever more valuable.

The second policy of the RDA should be to **develop in the public interests.** This project offers nothing of consequence to advance public objectives. To the contrary, it seeks to take irreplaceable public property at a bargain basement evaluation and turn it into private profit.

The developer is well aware of its disregard of public interests. Conspicuously absent from the list of persons and organizations consulted is any reference to community organizations or public outreach efforts. The best that can be said about this omission is that it is honest. No meaningful outreach or public consultation has taken place. To the contrary, misleading and flat out false statements have been released to the press.⁴

1.5

The entire conduct of the developer and this development process seems dedicated to avoiding public contact, much less inviting public interest or input. For example, two alternative proposals for development have surfaced **for the first time** in the EIR. How could the public possibly offer responsive and appropriate comment when the developer had not even mentioned the alternative proposals before the EIR was filed six weeks ago?

1.6

At times a technocracy or bureaucracy can develop contempt for proper process, as the insiders conclude that they know what is best, not the lay citizens. This **cannot** be true with an RDA project, because the public interest is one of the two foundational pillars of **any** RDA project.

1.7

³ It has been reported to the writers that in negotiations to date the adjacent property owners have been offered sums appropriate to evaluations more than a decade ago. The threat of eminent domain to expropriate private property has become a nationwide political issue since the *Thayer* decision. One Justice who supported the majority has publicly opined that he was in error. Over thirty states have passed or are in the process of considering statutes to prohibit just this type of overreaching application of eminent domain power. In California this November the voters will consider the ill-drafted so-called Anderson referendum. RDA participation in land grabs such as this will add fuel to the fire. Bad acts make bad law.

⁴ For non-exclusive example, the Grunion Gazette has repeatedly published reports that the Villa Riviera is in favor of the project, when in fact the Association has never had the opportunity to review it. The source of the misinformation appears obvious. On four (4) occasions events were hosted at the Villa by an organization formed to discuss the project. On no occasion did the developer or his representative attend.

Consider an extreme hypothetical example, wherein the public is unanimously opposed to a proposed project. Would the RDA be justified in building it nevertheless? Obviously it would not. The principle holds true for any proposed RDA development.

1.7

The only justification for this project is that it is anticipated that it will be profitable to the RDA and the developer. That is not adequate.

Even if, for the sake of discussion, one accepts without question the premise that further residential/retail development is desirable for downtown LBC, one must nevertheless question the developer's statement that there is no other site suitable for development. (EIR 2-18) Many other developers disagree as they build throughout the City. Perhaps a more accurate statement is that there is no better site in LBC. On that statement perhaps most could agree, but that does not justify approval of this project. The difference between the RDA and a private developer is that the RDA is to build in the public interest, not for pure profit.

1.8

The question should be: is it in the best interest of the public to alienate the most desirable, under-utilized public property in Long Beach to permit a commonplace residential development?"

1.9

Obviously it is not.

Public property should, in general, be utilized in the public interest. The proposed development site is on a prime intersection for tourists and locals alike, and would be ideal for the development of a gallery, museum or performing arts center. No such interests lie at the core of this project. The Central Long Beach Strategic Guide for Development instructs developers that they should "form partnerships with LBUSD for share use of facilities/programs." No such partnership is proposed here. There is no evidence that area schools could handle an anticipated increase in enrollment, or for that matter of any outreach to the Department of Education whatsoever.

1.10

In fact, this project is a poster child for ignoring public needs. In the recent past, RDA activities have eliminated both senior and teen centers in the Central Project Area, but this redevelopment contemplates no identified public purpose. The development's proposed one per cent for the arts will offer nothing to the adjacent East Village Arts district, expending its entire allotment on site.

1.11

The RDA mission statement mandates the development of affordable housing, but no rational person could imagine this residential development is being developed for low income citizens. The primary project does not offer any employment, and the alternative projects are so incomplete in their description that they defy adequate analysis. There has not only been no appreciable outreach for public participation, but to the contrary the process is being rushed in unseemly haste to avoid adverse comment. Written responses to the several thousand pages of the EIR were required in only six weeks.⁵

1.12

⁵ This project was not included in the omnibus "Projects Within the Downtown and Central Long Beach Redevelopment Plan Areas" (July 2005), and was not shown on the RDA projects in progress on that date. CPAC consideration (on a single evening) was on minimal notice. The notice for the hearing of public comment EIR does not appear to reach minimum standards. There appears to be a consistent attitude of haste throughout the process.

Note must be made that no scoping session was held prior to consideration of this development. A request for owner participation proposals closed the door to all except one entity. It is almost as if the intent has been to preclude "citizen participation."	1.13
The consensus opinion of over five hundred attendees at SaveLBCSkyline ⁶ events is that the RDA intends to harvest economic value from this project without any appreciable benefit accruing to the immediately proximate community. While that may be acceptable behavior for a private developer, it should not be the role of the RDA. The community at large is not opposed to development of the proposed site, but it is opposed to development without meaningful public input and it is opposed to the utilization of public property without public benefit.	1.14
In summary, this project meets no test justifying RDA involvement. It should be left to the private sector to find the values and balance of private and public interest to meet public objectives and satisfactory private profit.	
Turning to more specific objections to the EIR, the traffic study is wholly inadequate:	1.15
(1) The methodology is suspect, utilizing lower winter conditions for analysis, rather than the busier summer months;	
(2) It fails to include any data east of Alamitos Avenue/Shoreline Drive;	1.16
(3) It fails to include accurately include data for projects already approved but not yet occupied within the subject area, misstating the size of some projects and omitting others altogether (EIR Table 5);	1.17
(4) Admitting that it will further degrade service below an existing Level of Service ("LOS") of "F," the project offers no adequate remediation. The Transportation Element sets forth as a City objective of a LOS of "D" or above.	1.18
(5) This Comment hereby incorporates by reference the separately filed comment of Gary Shelton.	1.19
The EIR's parking analysis is deferred to another day, with a blithe comment to the effect that that if the project contributes to the problem a waiver will be sought.	1.20
The EIR omits in its entirety any reference to specifically directed and significant Long Beach Shoreline Plan (August 1976).	1.21

⁶ The individuals personally submitting this Comment, William McKinnon and Kristen Autry, are immediate neighbors to the proposed development site. Concerned about the lack of solicitation of public participation in consideration of this project, they gathered neighbors together on four separate occasions since June 2005. This Comment is reflective of the majority of the participants' views. The developer chose not to attend any event, or to host alternative presentations or discussions.

Omitted from reference in the EIR, the Local Coastal Program (1980) states, contrary to assertions in the EIR⁷, that "Ocean Boulevard should be used primarily as a scenic route and to serve only as access to the beach and convention area (downtown). ... Every effort should be made to prevent commuter traffic from intruding in residential neighborhoods as well, e.g. First, Second or Broadway." (Coastal Plan II-4) "There is little unused capacity available in the street system." (Coastal Plan I-4)

1.22

The proposed project appears to ignore fundamental principles in the Land Use Element of the Long Beach General Plan (1989, revised 1990). For example, the Plan states in part:

[T]he East Village residential and commercial community area differs from the West End primarily in that it has much less blight, and , redevelopment policies in the East Village promote projects of "sensitive infill" as opposed to more grand scale recycling ... it seems to have significant options for cultural uses to be incorporated into its community fabric."

1.23

While some elements of the East Village Arts District Guide for Development (October 1996) have been included in the proposed project, their inclusion seems almost mocking. It was intended by the authors of the EVA Guide that this site become a gateway in more than mere name.

The design orientation of the proposed project is to Ocean Boulevard, not the East Village, architecturally turning its back on the Village in direct contradiction the EVA Guide proposals. The proposed project closes Lime to vehicular traffic from Ocean Boulevard, rather than forming the anticipated "gateway." The project high grades out the prime property while leaving the hard work of adjacent blight remediation⁸ to another day and another party. While the developer included the EVA Guide recommendation for a hotel⁹ as an afterthought alternative, the RDA's examination of the project ignores the injunction that: "[t]his would have to be correlated with an aggressive program to change the district's image and market it to tourists."

1.24

The entire EIR is deceptive in its form of presentation, proving once again that while figures don't lie, sometimes liars figure. While admitting that the project would have a maximum height from grade of 24, 21 and 12 stories, EIR fails to accurately represent in its graphic representations the true effect of such dimensions.

1.25

- (1) The courtyard adjacent to the Artaban is not a public space, but rather a private patio two stories in the air. The street level public vista of that area will be a two story wall. (EIR Exhibit 3-7)

⁷ EIR Initial Study/Environmental checklist, page 22, 4.0 Environmental Analysis

⁸ "Renovation and adaptive reuse of existing apartments for 'boutique' hotels would be the responsibility of private sector developers ... initiated through an aggressive and proactive program coordinated by the Redevelopment Agency ..." EVA Guide page 49

⁹ The EVA Guide anticipated integrating the new hotel with renovated existing buildings to upgrade the entire area. The proposed project has no such ambitions.

<p>(2) A rendering shows the proposed Gateway Tower as slightly less height than the adjacent Villa Riviera. In fact it will be approximately 100 feet, or sixty per cent higher, than the Villa Riviera. The Terrace Tower looks almost diminutive in the rendering adjacent to the Villa. In fact it will be seven stories taller or of about fifty per cent greater height.¹⁰ (EIR Exhibit 5-2.3)</p> <p>(3) No rendering represents the impact of the building from an inland vista, or shows the loss of the historic view shed of the International Towers and the Villa Riviera.</p>	1.26
<p>Finally, it must be noted that the RDA has no guidelines for the development of high rises. The time that this project was first presented to the RDA it had no budget for an urban architect. Subsequent budgets have contained a de minimus sum for design review. However willing the volunteer pool for design review, professional and disinterested assessment is necessary before the EIR can be considered complete. The partisan and predictable assertions of adequate mitigation by the developers consultants do not adequately protect the public interest.</p>	1.28
<p>This project has not been reviewed by (or apparently even submitted to) the City of Long Beach Planning Department. To a lay person this project seems to be contrary to certain elements of the Land Use Element of the Long Beach General Plan. Particular note is made that the creation of corridors of high rises is to be avoided, and further high rise development on the flat lands is considered generally undesirable. This project appears to fail both tests. As noted above, it is believed that the RDA has minimal design review capability.</p>	1.29
<p>We note that any proposed high rise development must be reviewed by the Planning Commission. As this project would of necessity be subject to the Commission approval, these commentators submit that there should be no alienation of public lands for this development until City Planning has approved the project.</p>	1.30

Respectfully submitted

William McKinnon
Kristen Autry

¹⁰ Particular attention should be paid the difference between of presentation of the project in Exhibit 5.2-5 and Exhibit 5.2-7b.



1. RESPONSES TO COMMENTS FROM WILLIAM MCKINNON, ESQ. AND KRISTEN AUTRY, DATED AUGUST 14, 2006.

- 1.1 The commenter states that there are innumerable errors or omissions from the EIR, which are outlined in other comments, and states the most significant defect is any conceivable proper justification for the proposed project being advanced by the Redevelopment Agency. The appropriateness or justification for the Redevelopment Agency's involvement in the proposed project is beyond the purview of CEQA. The Draft EIR does address the project's consistency with City of Long Beach redevelopment planning documents due to the project's location within the Central Long Beach Redevelopment Project area.
- 1.2 The commenter reiterates the mission of the Redevelopment Agency from the Redevelopment Agency website and states the project does not conform to the mission of the Redevelopment Agency. As stated, the Draft EIR addresses the project's consistency with the redevelopment planning documents that are applicable to the project site, which include the Central Long Beach Redevelopment Plan and several strategic planning documents. The strategic plans establish specific goals, policies and action items to ensure future development within the area is consistent with the Redevelopment Plan. As indicated in Section 5.1, Land Use and Relevant Planning, of the Draft EIR, the proposed project would not conflict with the goals and policies of the Central Long Beach Redevelopment Plan.
- 1.3 The commenter incorrectly states that two sentences quoted from the Draft EIR are statements of the project developer. Specifically, the comment cites two sentences from the Executive Summary section of the Draft EIR, which relate to the project alternatives. As indicated in Section 7.0, Alternatives to the Proposed Project, of the Draft EIR, CEQA Guidelines Section 15126 requires that an EIR describe a range of reasonable alternatives to a proposed project that could feasibly attain most of the basic objectives of a proposed project but would avoid or substantially lessen any of the significant effects of a proposed project. Additionally, the CEQA Guidelines state that the EIR should identify any alternatives that were considered by the Lead Agency but were rejected as infeasible. The two sentences quoted by the commenter refer to an alternative that was considered but rejected for further analysis, which involved development of the project on an alternative site within the downtown. It was concluded by the Lead Agency that no other sites were available within the downtown that would accommodate the proposed project. The objective of the proposed project is to assist with the Long Beach Redevelopment Agency's ongoing effort to achieve the goals and objectives established by the *Downtown Long Beach Strategic Action Plan*, *Strategy for Development Greater Downtown Long Beach* and the *East Village Arts District Guide for Development*, which seek to intensify development along Ocean Boulevard, including the project site.



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Therefore, an alternative outside of the downtown was not considered, as it would not meet the goals and objectives of the Redevelopment Agency.

- 1.4 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The comment questions the Redevelopment Agency's involvement in the proposed project and whether or not the project would achieve the objectives of redevelopment in general. Also, refer to Response to Comment 1.1.
- 1.5 The commenter incorrectly references Section 11.0, Organizations and Persons Consulted, of the Draft EIR, as a list of organizations and persons contacted by the developer. *CEQA Guidelines* Section 15129 requires an EIR to identify all federal, state, or local agencies, other organizations, and private individuals consulted in preparing a Draft EIR, and the persons, firm, or agency preparing a Draft EIR. In compliance with the *CEQA Guidelines*, Section 11.0 of the Draft EIR identifies the Lead Agency and EIR Consultant and Subconsultants, which prepared the Draft EIR. Additionally, all agencies consulted in preparing the Draft EIR are noted. This section is not intended to identify any organizations or persons consulted by the project applicant under their own discretion, which is not related to the preparation of the Draft EIR.
- 1.6 As indicated in Section 7.0, Alternatives to the Proposed Project, of the Draft EIR, *CEQA Guidelines* Section 15126.6 requires an EIR to describe a range of reasonable alternatives to the proposed project that could feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any of the significant effects of the proposed project. In order to analyze alternatives capable of avoiding significant environmental effects of the proposed project, the significant environmental effects of the proposed project have to first be identified. Section 5.0, Environmental Analysis, of the Draft EIR identifies the significant environmental effects that would result with development of the proposed project. In compliance with *CEQA Guidelines*, the Draft EIR was made available for public review from June 30, 2006 to August 14, 2006.
- 1.7 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. No further response is necessary.
- 1.8 The commenter incorrectly refers to a statement in the Draft EIR as a statement by the developer. Specifically, the comment refers to a sentence from the Executive Summary section of the Draft EIR, which relates to the project alternatives and that there is no other site suitable for development. It was concluded by the Lead Agency that no other sites were available within the downtown that would accommodate the proposed project. The objective of the proposed project is to assist with the Long Beach Redevelopment Agency's ongoing effort to achieve the goals and objectives established by the *Downtown Long Beach Strategic*



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Action Plan, Strategy for Development Greater Downtown Long Beach and the *East Village Arts District Guide for Development*, which seek to intensify development along Ocean Boulevard, including the project site. Therefore, an alternative outside of the downtown was not considered, as it would not meet the goals and objectives of the Redevelopment Agency.

- 1.9 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. No further response is necessary.
- 1.10 Comment noted. The commenter provides an opinion regarding development of the project site. Section 5.8, Public Services and Utilities, of the Draft EIR, analyzes the proposed project's impact on school facilities. As indicated in Sections 5.8 and 11.0 and Appendix 15.8 of the Draft EIR, the Long Beach Unified School District was contacted in order to obtain information regarding the schools serving the project site. The information included capacity, current enrollment, student generation rates and feedback regarding potential impacts resulting from the proposed project. As stated in Section 5.8 of the Draft EIR, project implementation would result in a less than one percent increase in the number of students at Chavez Elementary School, Franklin Middle School and Polytechnic High School. In order to mitigate potential impacts as a result of the proposed project, the project applicant would be required to pay the required mitigation fees in place at time of payment to the LBUSD. Impacts to school facilities would be less significant.
- 1.11 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. No further response is necessary.
- 1.12 Comment noted. The Redevelopment Agency's involvement in the proposed project is beyond the purview of CEQA. Although the proposed project is primarily residential in nature, the project does propose the development of retail uses, which would provide service-related employment opportunities. Refer to Response to Comment 1.6 regarding the alternatives analysis. In accordance with Section 15082 of the *CEQA Guidelines*, the City of Long Beach circulated the Initial Study and Notice of Preparation (NOP) for the proposed project for a 30-day period beginning December 13, 2005 and ending January 13, 2006. The Initial Study/NOP was made available for review at Long Beach City Hall, the City of Long Beach Main Library and on the City's website. A public scoping meeting was held on January 9, 2006 in order to solicit comments on the proposed project. In compliance with Section 15105 of the *CEQA Guidelines*, the Draft EIR for the proposed was circulated for review and comment to the public, agencies, and organizations for 45-days, from June 30, 2006 to August 14, 2006. The Draft EIR was also circulated to State agencies for review through the State Clearinghouse, Office of Planning and Research. A Notice of Availability was placed in the Press Telegram. During the 45-day public review period, a special study session for the proposed project was conducted at the



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Redevelopment Agency Board Meeting on July 17, 2006 to allow for additional public comment on the proposed project.

- 1.13 Refer to Response to Comment 1.12.
- 1.14 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. No further response is necessary.
- 1.15 While downtown Long Beach is a very active summer destination for visitors, historically the highest peak hour volumes at intersections within the study area have been during the months when the primary schools and colleges are in session. These include September through early June with the month of December excluded because of winter breaks for schools and holiday travel. Since these months are busiest for traffic, the City collects traffic data during the school months and the traffic analyses addresses typical conditions at that time of year. While late evening and/or weekend activity in downtown Long Beach during the summer may be different from levels during the school year, the analysis periods required for the study are the weekday morning and evening peak hours since the project is a predominantly residential land use. Residential projects generate their largest hourly traffic volumes during the morning and evening commuter travel hours and significantly smaller volumes during the late evenings and on weekends.
- 1.16 The study area for the traffic analysis includes 68 intersections, which were determined by the City of Long Beach to be most likely to experience potentially significant impacts from the proposed project. Six of the study intersections are located east of Alamitos Avenue; refer to Exhibit 5.3-1, Study Area Intersections, of the Draft EIR.
- 1.17 The Draft EIR adequately addresses cumulative impacts in accordance with Section 15130 of the *CEQA Guidelines*. The Draft EIR includes a list of past, present and probable future projects, which were determined to be at least indirectly capable of interacting with the proposed project; refer to Table 4-1 and Table 5.3-6 of the Draft EIR. Past projects include projects that have been constructed but are not currently occupied. Present projects include projects that are currently under construction or entitlements are final. Probable future projects include projects that are in the preliminary stages.
- 1.18 Section 5.3, Traffic and Circulation, of the Draft EIR analyzes the project's impact on traffic within the study area. As indicated in Section 5.3, implementation of the proposed project would result in significant and unavoidable impacts to the Alamitos Avenue/7th Street and Alamitos Avenue/Shoreline Drive and Ocean Boulevard intersections, based on the City's performance criteria. City staff has studied potential improvements to the Alamitos/7th Street and Alamitos/Shoreline Drive and Ocean Boulevard intersections to determine if physical or significant operational changes could be made to accommodate additional traffic and/or provide



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acceptable future levels of service during peak hours. The proximity of existing development, one-way streets and spacing between intersections, limit options for providing additional capacity at the Alamitos Avenue and 7th Street intersection without significant property acquisition. At the Alamitos/Shoreline Drive and Ocean Boulevard intersection, the proximity of existing developments along Alamitos Avenue and Ocean Boulevard limit the possibility of widening the at-grade intersection without a significant loss of parking to the east of the intersection or large-scale property acquisition. Additionally, the City has determined that a grade separation of the streets (as recommended in the *General Plan*) would not be practical due to the proximity of existing uses (i.e., Villa Riviera and International Tower), as well as the number of access driveways near the intersection. Therefore, improvements along the Alamitos and Ocean corridors would be limited to physical changes within the existing right-of-way and operational or policy-based changes. Therefore, the impact is considered significant and unavoidable.

- 1.19 The comment incorporates by reference the comments submitted by Gary Shelton on the Draft EIR, which have been identified as Letter A19 in the Final EIR. Following are the responses to the comments submitted by Gary Shelton:

A19.1 The cumulative projects list includes past, present and probable future projects, which would produce related or cumulative impacts, in accordance with *CEQA Guidelines* Section 15130(b). Past projects are represented by projects, which have been constructed, but are not currently occupied. Present projects are represented by projects, which are currently under construction, or entitlements are final. Probable future projects are represented by projects that are in the preliminary stages.

A19.2 The study area for the traffic analysis includes 68 intersections, which were determined by the City of Long Beach to be most likely to experience potentially significant impacts from the proposed project. Six of the study intersections are located east of Alamitos Avenue with two of the six study intersections located on Ocean Boulevard; refer to Exhibit 5.3-1, Study Area Intersections, of the Draft EIR. Existing intersection counts were taken in the AM and PM peak-hour period to determine the existing operation of the study intersections. The intersection counts represent existing traffic that routes through the study area. Existing traffic includes traffic generated by occupied development within the study area.

Traffic conditions for forecast year 2015 without the proposed project were generated by applying ambient traffic growth to existing traffic volumes plus growth in traffic volumes generated by the cumulative projects provided in Section 4.0, Basis of Cumulative Analysis, of the Draft EIR. To determine the impacts of the proposed project, project-generated trips were added to



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forecast year 2015 without-project traffic volumes. Therefore, the Draft EIR adequately addresses cumulative impacts in accordance with *CEQA Guidelines*.

A19.3 The extent of the impact at the Alamitos/Shoreline Drive and Ocean Boulevard intersection is adequate, as it appropriately accounts for cumulative traffic conditions.

A19.4 As indicated in Section 4.0, Basis of Cumulative Analysis, of the Draft EIR, per *CEQA Guidelines* Section 15130(b), the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness, and should include the following elements in its discussion of significant cumulative impacts:

1. *Either:*

a. *A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or*

b. *A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.*

2. *A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and*

3. *A reasonable analysis of the cumulative impacts of the relevant projects, including examination of reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.*

The Draft EIR adequately addresses cumulative impacts in accordance with the *CEQA Guidelines*. The Draft EIR includes a list of past, present and probable future projects, which were determined to be at least indirectly capable of interacting with the proposed project. These projects are in addition to existing development already occurring within the study area. A discussion of the expected environmental effects and analysis of cumulative impacts is provided within each environmental issue section.

1.20 At the time of the Draft EIR, the configuration and final number of parking spaces had not been finalized. A parking analysis based on the number of parking spaces proposed to be provided was completed in Section 5.3, Traffic and Circulation, of the Draft EIR and concluded that the project



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would not provide the required number of parking spaces. However, the project may be subject to a reduction in the number of parking spaces required due to the mixed-use nature of the project, as some of the residential guest parking would not be required during the day and some of the retail/commercial uses would primarily serve a daytime clientele. Prior to site plan approval by the City's Planning Commission, the project applicant would be required to submit a shared parking analysis for approval by the City. If the shared parking analysis determines that the parking proposed for the project would be sufficient, the applicant would request a Standards Variance. However, if the shared parking analysis determines that parking would be insufficient, the project would be required to meet future parking requirements, in accordance with the City's Zoning Regulations or provide the minimum number of parking spaces necessary as identified in the shared parking analysis.

- 1.21 According to the *Local Coastal Program*, the project site is located outside of the coastal zone; also refer to Response to Comment 1.22.
- 1.22 According to page I-7 of the Long Beach *Local Coastal Program*, the project site is located outside of the coastal zone. Planning issues within the coastal zone are not the same; therefore the *Local Costal Program* subdivides the coastal zone into 10 sub areas for study purposes. The area south of the project site, south of Ocean Boulevard, between the Los Angeles River and Alamitos Avenue, is identified in the *Local Coastal Program* as "Downtown Shoreline". According to the *Local Coastal Program*, the Downtown Shoreline sub area is "characterized by mid- to high-rise office and residential buildings and large scale public recreation and entertainment facilities. Its planning is greatly influenced by the program for revitalization and redevelopment of the commercial shopping district north of Ocean Boulevard, just outside the coastal zone." The citations from the Local Coastal Program made by the commenter refer to the street system within the coastal zone. As acknowledged in the Draft EIR, project related traffic would contribute a V/C of 0.02 to critical movements at the intersection of Alamitos/Shoreline Drive and Ocean Boulevard during the AM peak hour, resulting in greater congestion and longer vehicle delays at the intersection. The traffic impact analysis indicates that there are no feasible physical measures that would mitigate the project's impact to the Alamitos/ Shoreline Drive and Ocean Boulevard intersection. Therefore, the impact is considered significant and unavoidable.
- 1.23 The commenter quotes a principle from the Land Use Element of the *General Plan*, which compares the East Village to the West Village. As stated in Section 5.1, Land Use and Relevant Planning, of the Draft EIR, the project site is located within the Central Long Beach Redevelopment Plan Area and is referenced in several redevelopment planning documents including *The East Village Arts Guide for Development*, *Strategy for Development Greater Downtown Long Beach*, and *The Downtown Long Beach Strategic Action Plan*. *The East Village Arts Guide for Development (Guide for Development)* identifies



comprehensive strategies for the creation of a viable arts district that serves as a distinct activity center and neighborhood in the City of Long Beach. The *Guide for Development* calls for intensification of the Ocean Boulevard frontage between Atlantic and Alamitos Avenues. The *Guide for Development* recommends the area be redeveloped and intensified, completing the high-density frontage to Alamitos Avenue. Such development could serve as a "landmark" entry to the East Village from the east and Shoreline Drive. The potential closure of Medio Street is also referenced as an option. The *Guide for Development* acknowledges that a variety of uses could be located on the site, but suggests development of a major hotel with supporting restaurants and retail shops. As indicated in Section 5.1, the proposed project would be consistent with the *General Plan* and the redevelopment planning documents.

- 1.24 The *East Village Arts Guide for Development* recommends the area be redeveloped and intensified, completing the high-density frontage to Alamitos Avenue. Such development could serve as a "landmark" entry to the East Village from the east and Shoreline Drive. The potential closure of Medio Street is also referenced in the *East Village Arts Guide for Development* as an option. Portions of the proposed project are oriented toward Ocean Boulevard. However, the project proposes townhouse units adjacent to the Bronce Way alley and Medio Street, which would provide a transition between lower density residential uses north of the project and the proposed towers. Additionally, the proposal would involve relocating Bronce Way alley from its current location, northward to the edge of the project site, which would serve as a one-way street providing direct access to the proposed townhouse units. Additionally, Lime Avenue, between Medio Street and Ocean Boulevard, would be vacated to allow for an elliptical-shaped paseo between the proposed residential tower and stepped slab building on Ocean Boulevard. Vacating Lime Avenue would provide for pedestrian access from Ocean Boulevard north of the proposed project into the East Village Arts District.
- Also, refer to Response to Comment 1.6, which addresses the analysis of alternatives.
- 1.25 Section 3.0, Project Description, of the Draft EIR, describes the courtyard adjacent to the Artaban as a residential garden. The street level public vista of the area would be the live/work units fronting the podium of the Courtyard Tower on Ocean Boulevard, as identified in Section 3.0.
- 1.26 Several exhibits are provided in the Draft EIR, which provide various perspectives of the proposed project. Exhibit 5.2-3 of the Draft EIR provides a rendering of the proposed project looking north from Shoreline Drive. Due to the orientation of the rendering, the Villa Riviera and International Tower are in the foreground, which makes the buildings more prominent in height. Exhibit 5.2-4 of the Draft EIR provides the actual heights of each of the proposed buildings and Exhibit 5.2-5



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demonstrates the height of the proposed project in comparison to the Villa Riviera. The exhibit clearly depicts the Gateway Tower as taller than the Villa Riviera.

- 1.27 Several exhibits are provided in the Draft EIR, which provide various perspectives of the proposed project. Additionally, the Draft EIR specifically addresses the alteration of views from all areas surrounding the proposed project. Section 5.7, Cultural Resources, of the Draft EIR analyzes the proposed project's impact on historical resources (also refer to the Revised Historic Resources Survey Report prepared by Sapphos Environmental, Inc. (August 2006), which is included in Appendix 15.6 of the Final EIR). The International Tower has been identified as a historical resource pursuant to CEQA by virtue of eligibility for inclusion in the California Register of Historical Resources and potential for designation as a landmark of the City of Long Beach.

CEQA identifies a "threshold" for significant impacts to historical resources in Section 15064.5(b) of the *CEQA Guidelines*. Specifically, a "substantial adverse change in the significance of historical resource" must occur as a result of the proposed project. Substantial adverse change in the significance of a historical resource is defined under CEQA as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource would be materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register, a local register of historic resources pursuant to Section 5020.1(k) of the Public Resources Code, or historic resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code.

The character-defining features of the International Tower are the physical characteristics that convey its significance. Character-defining features of the International Tower include its Ocean Boulevard location on the bluff overlooking the Shoreline Marina area and the Pacific Ocean; 32-story height; circular massing; reinforced concrete construction; glass curtain walls with aluminum-framed openings; continuous metal-railed balconies; and flat roof with penthouse. No change to these features would result from implementation of the proposed project.

With its arresting shape, height, modern design, and location on Ocean Boulevard, the International Tower has been a focal point since its construction in 1964. However, since 1964, numerous high-rise buildings have been erected to the east and west on both sides of Ocean Boulevard. Due to its shape and height, the International Tower is still highly noticeable but is not a lone presence, and now blends into the wall of buildings established by the row of multi-storied buildings to the west of it. The alignment of Ocean Boulevard to the east and the existing



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improvements on the south side of the street, including the Villa Riviera, already impede views of the International Tower from the east. Construction of the 24-story, 284-foot tall Gateway Tower and the 233-foot stepped slab building (Terrace Tower) across Ocean Boulevard would impose some visual intrusion into views of the 27-story (aboveground levels), 278-foot tall International Tower, but such intrusion would be localized to views from the north and northeast. A view corridor will be created along Lime Avenue and will retain a portion of the view from the north. Although some diminishment of the available views to and from this 360-degree building will occur, the qualities that convey the significance of the building will not be materially impaired, and the building will continue to convey the reasons for its significance. Therefore, potential impacts to the International Tower that may result from implementation of the proposed project would be less than significant, and no mitigation measures are required.

The Villa Riviera has been identified as a historical resource pursuant to CEQA by virtue of its inclusion in the California Register of Historical Resources and the National Register of Historic Places, and designation as a landmark of the City of Long Beach.

CEQA identifies a "threshold" for significant impacts to historical resources under Section 15064.5(b) of the *CEQA Guidelines*. Specifically, a "substantial adverse change in the significance of historical resource" must occur as a result of the proposed project. Substantial adverse change in the significance of a historical resource is defined under CEQA as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource would be materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register, a local register of historic resources pursuant to Section 5020.1(k) of the Public Resources Code, or historic resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code.

The character-defining features of the Villa Riviera are the physical characteristics that convey its significance. Character-defining features of the Villa Riviera include:

- Prominent location on Ocean Boulevard at the foot of Alamitos Avenue, and on the bluff overlooking the Pacific Ocean, offering views of the building from the north, south, east and west; the location is made more commanding by the alignment of Ocean Boulevard, which jogs to the north, east of the intersection, making the Villa Riviera appear to be a terminus when viewing it from the west;



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- V-shaped footprint and massing of the apartment building, with the rectangular garage located to the southeast;
- Wedge-shaped corner setback, accommodating a garden area and a formal driveway, and further opening vistas of the building;
- Steeply pitched copper roof and central turret, extensively detailed with cresting, dormers, gargoyles, and other features;
- 15-story height, which made it the second tallest building in Southern California at the time of its construction (the tallest was Los Angeles City Hall);
- Exterior materials and architectural detailing such as cornices, stringcourses, and decorated friezes;
- Horizontal division of exterior elevations into base, shaft, and balustraded upper stories;
- Vertical division of exterior elevations through bays and fenestration; and
- Doors and windows, including arched ground level openings and primary entry.

No change to these features would result from implementation of the proposed project.

Primary vantage points of the Villa Riviera are obtained from the east and west, along Ocean Boulevard, from the north on Alamitos Avenue and from the south on Shoreline Drive; refer to Figures 7.2-6, 7.2-7 and 7.2-8, of Appendix 15.6 (Revised Historic Resources Survey Report prepared by Sapphos Environmental, Inc.). From the north, east and south, the 284-foot tall Gateway Tower would be visible on the northwest corner of Ocean Boulevard and Alamitos Avenue, and would be taller than the Villa Riviera. There are numerous buildings of equal or greater height than the Villa Riviera on Ocean Boulevard, including the International Tower immediately to the west. The role of the Villa Riviera as the tallest building on the horizon no longer exists, although its commanding presence is still visually and physically evident. Construction of the Gateway Tower would not significantly affect the perception of the Villa Riviera from these vantage points. From the west, the Gateway Tower would intrude into the north portion of the vista of the Villa Riviera, obscuring the northern edge of the building and roof.

However, even with the intrusion into the vista from the west that would result from the project as currently proposed, the significance of the Villa Riviera would not be significantly impaired, and the property would retain its listing in the National Register of Historic Places and California Register of Historical Resources, as well as its status as a landmark of the City of Long Beach. Therefore, potential impacts to the Villa Riviera



that may result from implementation of the proposed project would be less than significant, and no mitigation measures are required.

- 1.28 As indicated in Section 5.1, Land Use and Relevant Planning, of the Draft EIR, in accordance with Zoning Code Section 21.25.503, the Site Plan Review Committee shall consider all applications for Site Plan Review approval. For larger developments such as the proposed project, the Site Plan Review Committee typically refers the project to the Planning Commission for Site Plan Review approval using the procedures established for Planning Commission public hearings.

The Redevelopment Agency would lead the design review process for the proposed project. Pursuant to the Redevelopment Agency's Design Review Guidelines, the Agency may participate in the Site Plan Review process if a project is subject to an Agency agreement or if it is a large project located in a Critical Redevelopment Area. This project would be subject to an Owner Participation Agreement (OPA) with the Redevelopment Agency. The OPA would specify the scope and type of proposed development, the design of the project, the nature and extent of any Agency assistance, including financial assistance, and any covenants imposed on the continued use of the project site.

The Redevelopment Agency's Design Review process focuses on aesthetic appearance of a project's exterior design. This is done through a five-stage design review process, from first concepts to final construction. The five stages are as follows:

- Stage I: Conceptual Review. Architectural design review by Agency staff of a project's conceptual design.
- Stage II: Preliminary Review. Architectural design review by Agency staff of completed schematic design materials.
- Stage III: Final Review. Architectural design review by Agency staff and approval by the Redevelopment Agency Board of the final design.
- Stage IV: Design Check. Conducted by Agency staff and the Planning and Building Department staff to verify compliance with approved design, submittal of complete construction documents for approval and issuance of building permits.
- Stage V: Construction Check. Verification of compliance with Design Check by Agency staff, including site inspections, prior to issuance of the Certificate of Final Completion and Occupancy.

After completion of the Stage II Preliminary Review by Agency staff, the project applicant would file for Site Plan Review with the Planning and Building Department. For large developments such as the proposed project, the Site Plan Review Committee would assess the Site Plan



City of Long Beach
Shoreline Gateway Project Environmental Impact Report

Review application and prepare its recommendations to the Planning Commission. After the Redevelopment Agency Board conducts the Stage III review, a public hearing would be scheduled for the Planning Commission to consider approval of the Site Plan Review application. While the Redevelopment Agency Board would certify the Shoreline Gateway Environmental Impact Report, the Planning Commission would be charged with the authority to approve the Site Plan Review application and requested entitlements such as Standards Variances for relief from the applicable development standards of the Downtown Planned Development District (PD-30). The Planning Commission may make recommendations to the Redevelopment Agency regarding the aesthetic design of the project.

- 1.29 Comment noted. Section 5.1, Land Use and Relevant Planning, of the Draft EIR, analyzes the proposed project's consistency with the goals and policies of the City's *General Plan*. The proposed project has determined to be consistent with the goals and policies. Also, refer to Response to Comment 1.28.
- 1.30 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. No further response is necessary.

COMMENT NO. A4

Angela Reynolds

07/30/2007 02:46 PM

To: Jill Griffiths/CH/CLB@CLB

cc:

Subject: Gateway Tower Comments, etc.

Comments!

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

Building a Great City, Delivering Exceptional Service
----- Forwarded by Angela Reynolds/CH/CLB on 07/30/2007 02:46 PM -----



"Shaoky Taraman"
<staraman@beverlyhill
s.org>

07/30/2007 01:56 PM

To: <angela_reynolds@longbeach.gov>

cc:

Subject: Gateway Tower Comments, etc.

The ONLY problem with the Anderson Pacific Gateway Tower is that it will block out the little sunlight residents in the adjacent apartments now have. I temporarily live in one of those apartments on Medio, but I think in the long run that maybe even those apartments should go. The important thing will be to preserve some of that open space as planned. Please do not bend to the whims of the developer if they try to scale back.

A4.1

If you want to make Long Beach as classy as San Diego you have to keep chipping away block by block. It would be really nice to be able to drive up Cherry towards Signal Hill without feeling like I was in a 3rd world country... and it amazes me how once you get to Signal Hill via Cherry it suddenly becomes nice.

A4.2

One thing is for sure, those blocks in between downtown and Signal Hill will need vast improvement soon because the new homeowners at the Gateway Tower are going to drive to the Home Depot up the hill to buy items for their new condos and lofts. I don't think they will feel so comfortable driving there!

Lastly, I am very happy the City of Long Beach committed the funds to begin the breakwater study. The breakwater has got to go. The simple notion of having waves again will affect A LOT of things... A LOT!

A4.3

Residents and tourists will be far less inclined to venture further south to Seal Beach or Huntington OR west and north to Cabrillo, Redondo and Torrance. Those are dollars that will stay in the City. In the long run even if it costs several million dollars to redo the breakwater, that is money that will return to the City MANY times over.

Sincerely,

Shaoky Taraman
TV Production Coordinator

City of Beverly Hills
345 N. Foothill Road
Beverly Hills, CA 90210
voice: (310) 285-1178

fax: (310) 278-1838
staraman@beverlyhills.org

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A4. RESPONSES TO COMMENTS FROM SHAOKY TARAMAN, DATED JULY 30, 2007.

- A4.1 Section 5.1, Aesthetics/Light and Glare of the Draft Supplemental Environmental Impact Report (SEIR), addresses the revised project's impact on the visual character or quality of the site and surrounding area as well as light or glare and shade and shadow. As indicated in the Draft SEIR, the revised project would be consistent with the historically acceptable forms of high-rise urban development occurring within downtown Long Beach. However, the increase in building height would represent an increase in significance in comparison of the shade and shadow impacts of the September 2006 project. With the revised project, shadow impacts would be expanded to include uses not previously identified in the September 2006 Final EIR. The revised project would result in significant and unavoidable shade and shadow impacts.
- A4.2 Comment noted. The comment identifies needed improvements to the blocks between downtown and Signal Hill and does not raise new environmental information or directly challenge information provided in the Draft SEIR. No further response is necessary.
- A4.3 Comment noted. The comment addresses the breakwater study and does not raise new environmental information or directly challenge information provided in the Draft SEIR. No further response is necessary.

COMMENT NO. A5

Angela Reynolds
07/31/2007 12:05 PM

To: "ROBERT JACKSON SR" <mrmarquis2004@msn.com>
cc: Jill Griffiths/CH/CLB@CLB
Subject: Re:

Thank you for your comments, they will become part of the record for this project.

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

Building a Great City, Delivering Exceptional Service
"ROBERT JACKSON SR" <mrmarquis2004@msn.com>



"ROBERT JACKSON
SR"
<mrmarquis2004@msn
.com>

To: <angela_reynolds@longbeach.gov>
cc:
Subject:

07/31/2007 08:45 AM

Dear Ms. Reynolds,

I attended the public meeting regarding the Shoreline Gateway Project on July 30th. I want to say that the plan is really very heartening, since the proposed buildings are really a vast improvement over the original plan. Congratulations to those responsible. The taller, more slender building at the corner is truly lovely, far more attractive than the original plan, and will not block the inland views from the opposite side of Ocean Blvd. nearly as much as the original design. The park and garden area on what is now Lime Ave. is something which I really look forward to. It is my hope that phase one will begin as soon as possible.

I believe that Phase two will also be a big improvement for the Ocean Blvd. corridor. I would hope that it will be carried through without undue delay, including the property where the Long Beach Cafe is currently located. I know that a number of people really love the restaurant, but the phase two plan would be far better if it included the whole area with the exception of the Artaban apartment building. The restaurant would look pretty silly, with its unlovely parking lot, surrounded by the lovely new phase two plan. Perhaps space for a new restaurant, run by the same people running the old one, on the same basis as the current one, could be worked into the Phase two plan. Everything has its time, and not every older building in town is historically worthy, or lovely, or worth saving or restoring.

A5.1

Congratulations on the improved plan, and I hope it all gets underway very soon and is carried through to completion.

Sincerely,

Robert J. G. Jackson, Sr.
600 E. Ocean Blvd. #807
Long Beach, Ca. 90802

562-901-9905



**A5. **RESPONSES TO COMMENTS FROM ROBERT J. G. JACKSON, SR.,
DATED JULY 31, 2007.****

- A5.1 Comment noted. The comment is supportive of the proposed project and does not raise new environmental information or directly challenge information provided in the Draft Supplemental Environmental Impact Report (SEIR). City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. A6



karen tran
<karenduong2002@yahoo.com>
08/18/2007 06:10 PM

To: angela_reynolds@longbeach.gov
cc:
Subject: Shoreline Gateway Project

Hello Angela,

My name is Tim Tran. I am the owner of the property 713 East First Street, Long Beach. I wanted to write you this e-mail to let you know that i strongly support the project being proposed. Thank you.

A6.1

Fussy? Opinionated? Impossible to please? Perfect. [Join Yahoo!'s user panel](#) and lay it on us.



A6. RESPONSES TO COMMENTS FROM TIM TRAN, DATED AUGUST 18, 2007.

- A6.1 Comment noted. The comment is supportive of the proposed project and does not raise new environmental information or directly challenge information provided in the Draft Supplemental Environmental Impact Report (SEIR). City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. A7



"David Oliver"
<res00910@verizon.net>
08/18/2007 05:22 PM
Please respond to
davida.oliver

To: "Angela Reynolds" <angela_reynolds@longbeach.gov>
cc: <mayor@longbeach.gov>, "Diane Oliver" <DOliver@lamission.net>,
"Diane Oliver" <diane.oliver1@verizon.net>
Subject: Shoreline Gateway Project 7/19/07

I am receipt of letter regarding a DSEIR for the referenced project. The envelope is postmarked 8/16/07 and the letter notes a Community Meeting on 7/30/07.

Since the planning department apparently did not get the letter out in a timely fashion, I request that another meeting be scheduled. I also request that all the existing adjacent Condominium Associations along Ocean Blvd. be notified of this meeting in a timely fashion.

A7.1

Secondly, since the community meeting may well be re-established, I request that the October Public Hearing be delayed.

I have great concerns that the Long Beach Planning Department has failed to adequately study the impact of the Shoreline Gateway Project to the surrounding traffic and parking of the community. It seems that the developer is now expanding the project without attending to this issue.

A7.2

The increased traffic and parking congestion would not serve the existing residents, nor would it improve logistics for emergency personnel who have to service these high-rise structures along Ocean Ave..

Currently, the city has acted to reduce parking on Seaside Way and is now proposing to increase the traffic and parking density in our community. It would seem like the "Planning Dept." is planning for revenue and not planning a community. There are ample lobbyists for growth in the city without the Planning Department being one of them.

A7.3

If the City is to continue to promote the development of high-rise condominium development, then the Planning Department should serve to advance this in a constructive manner. Long Beach is one of the last bastions of affordable seaside properties. Developers should realize that when they develop here we are in this for the long haul, not just to make a quick buck.

The Planning Department needs to recognize the following problems:

Increasing living density will increase traffic and parking. Remember that residents have visitors. The Planning Department and City of Long Beach allowed the International Tower to develop without adequate parking. We need more parking along Ocean Ave., not less.

A7.4

Long Beach has allowed early high-rise development without code required fire sprinklers. Although new buildings are equipped, existing structures may not be. The

A7.5

traffic density will increase and the emergency services will be under more stress.

A7.5

Homeless issues are seemingly on the rise. The City Planning Department, Building Inspectors and Police Department seem to be oblivious to the growing homeless community dwelling in the center median and river areas along Shoreline Drive at the entrance of Long Beach.

A well planned community offers growth that fits the needs of the community as a whole for the long term. Developers will continue to come to our City even if they have to invest in our community. Land value in Long Beach near the coast will only go up. Let them help provide orderly traffic ways and parking areas for the entire community and help the homeless to stay in dwellings and not out in the middle of our highways and along our flood control channels.

A7.6

David Oliver
International Tower
Long Beach



A7. RESPONSES TO COMMENTS FROM DAVID OLIVER, DATED AUGUST 18, 2007.

- A7.1 In accordance with Section 15087 of the *CEQA Guidelines*, the City of Long Beach provided public notice of the availability of the Draft Supplemental Environmental Impact Report (SEIR) at the time the Notice of Completion was sent to the Office of Planning and Research and made the notice available on the City's website. The notice included a description of the project, starting and ending dates for the review period, the date, time and location of the community meeting and the document's availability. The Draft SEIR document was made available for review and comment for 45 days in accordance with Section 15105 of the *CEQA Guidelines*.
- A7.2 Section 2.0 and 3.0, of the SEIR, provide a description of the 2007 revised project analyzed within the SEIR. The revised project would be unchanged from the 2006 project with the exception of the Gateway Tower, which would be taller than the 2006 project. As with the September 2006 project description, development of the revised project would result in 358 residential units and 13,561 square feet of retail/gallery space. The September 2006 Final EIR analyzed potential traffic and parking impacts that would occur with implementation of the proposed project. Significant and unavoidable impacts were identified for Traffic and Circulation (forecast year 2015 with project impacts, Los Angeles County Congestion Management Program facilities impacts and cumulative impacts). The impacts would remain unchanged with the 2007 revised project. In accordance with *CEQA Guidelines* Section 15091 and Section 15093, the City of Long Beach adopted findings and prepared a Statement of Overriding Considerations.
- A7.3 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft SEIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- A7.4 Refer to Response to Comment A7.2.
- A7.5 The September 2006 Final EIR analyzed potential impacts to emergency services with implementation of the proposed project. The analysis concluded that with implementation of mitigation measures, emergency services would be available to serve the proposed project. This conclusion would remain unchanged with the revised project.
- A7.6 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft SEIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. A8



Marlyn Parenteau
<marlynp@yahoo.com>
08/19/2007 05:19 PM
Please respond to
marlynp

To: angela_reynolds@longbeach.gov
cc:
Subject: public comment

Dear Angela:

I oppose the Shoreline Gateway Project mainly because it will obstruct ocean view of existing properties in the area. Also it would create much more traffic in the area that we so not need or want.

A8.1

Wayne Parenteau

Got a little couch potato?
Check out fun summer activities for kids.



A8. RESPONSES TO COMMENTS FROM WAYNE PARENTEAU, DATED AUGUST 19, 2007.

- A8.1 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft Supplemental Environmental Impact Report (SEIR). Section 5.1, Aesthetics/Light and Glare of the Draft SEIR, evaluates the impacts of the revised project on the visual character of the site and surrounding area. The revised project would be consistent with the General Plan Land Use designation and zoning, which allows for higher density mixed-uses within an unlimited height district. The analysis acknowledges that views of and across the project site would be altered, however, existing views would not be degraded, as development of high-rise uses would be consistent with the high-rise development that currently exists within the downtown area.

As with the September 2006 project description, development of the revised project would result in 358 residential units and 13,561 square feet of retail/gallery space. The September 2006 Final EIR analyzed potential traffic impacts that would occur with implementation of the proposed project. Significant and unavoidable impacts were identified for Traffic and Circulation (forecast year 2015 with project impacts, Los Angeles County Congestion Management Program facilities impacts and cumulative impacts). The traffic impacts identified in the September 2006 Final EIR would remain unchanged with the 2007 revised project impacts would remain unchanged with the 2007 revised project. In accordance with *CEQA Guidelines* Section 15091 and Section 15093, the City of Long Beach adopted findings and prepared a Statement of Overriding Considerations.

City of Long Beach decision makers will consider all comments on the proposed project.

RE: Shoreline Gateway Project

AUGUST 20, 2007

Dear Ms. Reynolds:

We adamantly oppose this excessive building project. It will adversely impact traffic and many other aspects of life in this already crowded area. What are you thinking!

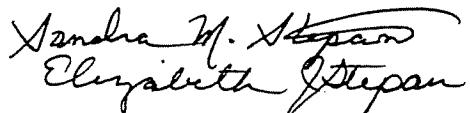
A9.1

For once, why don't you do something sensible? Approve a park or something that would benefit people who already live here.

Sincerely,

ELIZABETH J. STEPAN

SANDRA M. STEPAN



ADDRESS: 525 EAST SEASIDE WAY
UNIT 407
LONG BEACH CA 90802-8003



A9. RESPONSES TO COMMENTS FROM ELIZABETH J. STEPAN AND SANDRA M. STEPAN, DATED AUGUST 20, 2007.

A9.1 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft Supplemental Environmental Impact Report (SEIR). As with the September 2006 project description, development of the revised project would result in 358 residential units and 13,561 square feet of retail/gallery space. The September 2006 Final EIR analyzed potential traffic impacts that would occur with implementation of the proposed project. Significant and unavoidable impacts were identified for Traffic and Circulation (forecast year 2015 with project impacts, Los Angeles County Congestion Management Program facilities impacts and cumulative impacts). The traffic impacts identified in the September 2006 Final EIR would remain unchanged with the 2007 revised project impacts would remain unchanged with the 2007 revised project. In accordance with *CEQA Guidelines* Section 15091 and Section 15093, the City of Long Beach adopted findings and prepared a Statement of Overriding Considerations.

City of Long Beach decision makers will consider all comments on the proposed project.

COMMENT NO. A10

Angela Reynolds

08/22/2007 09:51 AM

To: Jill Griffiths/CH/CLB@CLB

cc:

Subject: Shoreline Gateway Project

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

Building a Great City, Delivering Exceptional Service

----- Forwarded by Angela Reynolds/CH/CLB on 08/22/2007 09:51 AM -----



Jeff Rossignol
<mrjeffross@yahoo.co
m>

08/21/2007 06:06 PM

To: angela_reynolds@longbeach.gov

cc:

Subject: Shoreline Gateway Project

Hello,

I am getting in touch with you to let you know my opinion about the development project proposed to take place on the corner of Ocean Blvd and Alamitos.

I find this to be an obvious example of how Long Beach is developing huge development projects in a hurried manner, with no regard to quality or the impact on the surrounding neighborhoods.

As if the original proposal of 3 towers, each taller than the next, the tallest being 24 stories wasn't bad enough, it is much worse now. The original proposal was very upsetting to most who were made aware of it, and to all within the surrounding residences. Now this project has been altered to construct the towers, but with the tallest building now being 35 STORIES TALL!

This will contain 365 units. You could imagine the impact on traffic and noise, but worse is the unsightly building itself. I attended a community presentation by developers Anderson Pacific and had to scoff when they started out by outline the "goal" of this project, which was to "integrate with surroundings". This extremely tall building does no such thing, in stature nor in design. Sad to know that the iconic Villa Riviera building, a historical landmark located directly across the street, will then be completely obstructed from view from all north of Ocean. This building is cherished by many within the region and should not lose it's stature for the sake of certain developers getting rich off of something that will tarnish the beauty and integrity of the city.

As for the surrounding neighborhood north of Ocean Blvd., they are likely unaware that if this project actually happens they will be looking out of their front window to a huge wall, as this building will cast a shadow over them and block the light.

I hope that you will find this project as unappealing as I do and take action to stop it from happening. Why isn't there a limitation in zoning? I can't help but

A10.1

suspect corruption within the RDA or whomever is allowing this to take place. I've spoken to many within the city about this project, and NOBODY wants to see it happen. There was a time I really loved the city of Long Beach, but I feel that some of the decisions in development are bad for this community. This is certainly a bad decision.

Sincerely,
Jeff Rossignol

A10.1

Shape Yahoo! in your own image. Join our Network Research Panel today!
http://surveylink.yahoo.com/gmrs/yahoo_panel_invite.asp?a=7



A10. RESPONSES TO COMMENTS FROM JEFF ROSSIGNOL, DATED AUGUST 21, 2007.

A10.1 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft Supplemental Environmental Impact Report (SEIR). As with the September 2006 project description, development of the revised project would result in 358 residential units and 13,561 square feet of retail/gallery space. The September 2006 Final EIR analyzed potential traffic and noise impacts that would occur with implementation of the proposed project. Significant and unavoidable impacts were identified for Traffic and Circulation (forecast year 2015 with project impacts, Los Angeles County Congestion Management Program (CMP) facilities impacts and cumulative impacts) and Noise (short-term construction noise impacts and long-term mobile noise impacts). The traffic and noise impacts identified in the September 2006 Final EIR would remain unchanged with the 2007 revised project. In accordance with *CEQA Guidelines* Section 15091 and Section 15093, the City of Long Beach adopted findings and prepared a Statement of Overriding Considerations.

City of Long Beach decision makers will consider all comments on the proposed project.

COMMENT NO. A11

Angela Reynolds

08/27/2007 04:00 PM

To: Reggielicious <rlaigo@gmail.com>

cc: Jill Griffiths/CH/CLB@CLB

Subject: Re: Public comment regarding Shoreline Gateway Supplemental EIR



Thank you for your comments, they will part of the official record and responded to in the Final Environmental Impact Report.

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

Building a Great City, Delivering Exceptional Service
Reggielicious <rlaigo@gmail.com>



Reggielicious
<rlaigo@gmail.com>
08/27/2007 03:01 PM

To: angela_reynolds@longbeach.gov

cc:

Subject: Public comment regarding Shoreline Gateway Supplemental EIR

Hi Angela,

My name is Reggie and I live in the Cooper Arms Building (455 East Ocean Blvd). Please include the following statement in the public comments:

Let me first start off by saying that objectively I feel Anderson Pacific's proposed Shoreline Gateway project is necessary and vital for the revitalization of the East Village District. In order to encapsulate a pedestrian friendly environment in the East Village, the regentrification of the proposed site is vital.

A11.1

I am not against a 35-story tower building, but I'd like to propose the use of the top floors as a Observatory for public usage. I believe an Observatory will aid floor-level retail by increasing foot traffic from visitors and the local community. Furthermore, I feel that Anderson Pacific should have letters of commitment from anchor tenants that correspond according to the local market consumer's demand. East Village lacks the storefront to attract visitors or capture the market share from Pine/Pike areas, which should also be considered when leasing the retail space.

A11.2

Thank you for your time,

Reggie L



A11. RESPONSES TO COMMENTS FROM REGGIE LAIGO, DATED AUGUST 27, 2007.

- A11.1 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft Supplemental Environmental Impact Report (SEIR). The commenter makes recommendations for the use of the top floors of the building and tenants for the retail component. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

May 28 - 2007

M S Angela Reynolds

I am writing about the long Beach coffee house at 615 east Ocean I think they should tear it down it has been there and the building is old they do a little work on it sometimes but has been turned in to the health dept twice this year they said no of also the air conditator does not work well up the stairs are heat in the kitchen they turn the coal air on and then it blows out in the dinner room every none morning for disable people if they are in wheel chairs to get into two the bath room when the cooks turn out the grease in the storage air in back of the building it hits the wall and it smells.

A12.1

A12.1

They need to shut down
the lady that owns it she sold
all of it to the Anderson Pacific LLC
and let them build a condo there.

Thanks for

Mollie Ruel
703 East 1st
F B cap 46802

562-4367083



A12. RESPONSES TO COMMENTS FROM MOLLIE RICE, DATED AUGUST 28, 2007.

- A12.1 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft Supplemental Environmental Impact Report (SEIR). City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. A13



Vasiliki Argeris
<vargeris@yahoo.com>
09/03/2007 03:25 PM

To: angela_reynolds@longbeach.gov
cc:
Subject: environmental report

Hi Angela
I'm writing to you on behalf of my family and me about the environmental impact on the people with breathing problems. My husband has emphysema what are you going to do for that when you demolish the buildings? I offer my comments when you build you are going to take away from us the sun and the breeze from the ocean we are going to suffocate with the gigantic building in front of us. plus you are going to close lime avenue we like it open we don't want a park in front of us. We like to feel the ocean breeze in the evening and open.
Sincerely,
John Vasiliki Apollon Artemis Argeris
48 52 Lime Avenue

A13.1

A13.2

Looking for a deal? Find great prices on flights and hotels with Yahoo! FareChase.
<http://farechase.yahoo.com/>



**A13. RESPONSES TO COMMENTS FROM JOHN VASILIKI APOLLON
ARTEMIS ARGERIS, DATED SEPTEMBER 3, 2007.**

- A13.1 As with the September 2006 project description, development of the revised project would result in 358 residential units and 13,561 square feet of retail/gallery space. Section 5.4, Air Quality, of the September 2006 Final Environmental Impact Report (EIR) analyzed potential air quality impacts resulting from construction and operation of the proposed project. The air quality impacts from the September 2006 Final EIR would remain unchanged with the revised project. As indicated in the Final EIR, the proposed project would be required to comply with all mitigation measures, which specify compliance with South Coast Air Quality Management District (SCAQMD) rules and regulations, as well as proper consultation with the City prior to grading activities. Implementation of the recommended mitigation regarding dust control techniques (e.g., daily watering), limitations on construction hours and adherence to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.) would reduce impacts of PM₁₀ fugitive dust. With certification of the September 2006 Final EIR, the City of Long Beach adopted a mitigation monitoring to ensure compliance with mitigation measures during project implementation.
- A13.2 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft Supplemental Environmental Impact Report (SEIR). City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. A14



Lockjac@aol.com
09/04/2007 07:27 AM

To: angela_reynolds@longbeach.gov
CC:
Subject: Shoreline Gateway Proj SCH#2005121066

My husband and I are opposed to the modified plan of the Shoreline Gateway Project. The residential tower is way too high for the intersection. It is out of character for the north side of Ocean Blvd, and it will look overpowering as the motorists drive into downtown Long Beach. In addition, there will be more cars poured out into Shoreline and Ocean Blvd. which will add to the tremendous traffic level we now have to endure.

A14.1

The revised project proposes a 35-story residentail tower which is 11 stories higher than the original proposal. The 24-story building is already beyond any other building on the north side of Ocean Blvd.

A14.2

As residents of 700 E. Ocean Blvd., we hope the Department of Planning and Building will reject the revised plan for the Shoreline Gateway Project.

A14.3

Jackie and Jim Lockington
562-951-1090
700 E Ocean Blvd. #1205

Get a sneak peek of the all-new [AOL.com](#).



A14. RESPONSES TO COMMENTS FROM JACKIE AND JIM LOCKINGTON, DATED SEPTEMBER 4, 2007.

- A14.1 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft Supplemental Impact Report (SEIR). City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- A14.2 As with the September 2006 project description, development of the revised project would result in 358 residential units and 13,561 square feet of retail/gallery space. The September 2006 Final EIR analyzed potential traffic impacts that would occur with implementation of the proposed project. Significant and unavoidable impacts were identified for Traffic and Circulation (forecast year 2015 with project impacts, Los Angeles County Congestion Management Program (CMP) facilities impacts and cumulative impacts). The traffic impacts identified in the September 2006 Final EIR would remain unchanged with the 2007 revised project. In accordance with CEQA Guidelines Section 15091 and Section 15093, the City of Long Beach adopted findings and prepared a Statement of Overriding Considerations.
- A14.3 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft SEIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

COMMENT NO. A15

Angela Reynolds
09/07/2007 10:12 AM
To: Jill Griffiths/CH/CLB@CLB
cc:
Subject: Anderson Pacific

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

Building a Great City, Delivering Exceptional Service
----- Forwarded by Angela Reynolds/CH/CLB on 09/07/2007 10:12 AM -----



Bethbruske@aol.com
09/04/2007 10:33 AM
To: angela_reynolds@longbeach.gov
cc:
Subject: Anderson Pacific

Angela Reynolds, Planning Officer

Dear Angela:

I was at the city community meeting a year ago regarding this project. I was not able to make this years meeting, but needed to take the opportunity as a home owner at the Pacific Condo to relay my concerns and thoughts.

I am glad to see that part of the objections that where mentioned a year ago, where taken into consideration, but very disappointed that most of the objections where passed on.

I have heard that "Long Beach" makes it difficult to operate a business. I am not sure if this is true or not, I do know that the decisions that the City Planning Commission makes, have been baffling to me, and I do not believe that the city is difficult enough. I have lived in this community for 10 plus years and have witnessed several large developments that have been a huge disappointment.

Wal Mart should have never been allowed.

The Aqua center looks like a low end housing project.

The Pike continues to attract the same element that it attracted decades ago when Long Beach was in trouble.

Missed opportunities. We, the residents where told that these commercial locations would be filled with "restaurants and galleries." This is a miss-leading statement. No developer can promise who will lease the commercial space.

My biggest concern now is a 35 story building on Ocean. This will not create a need for more high end stores and safer neighborhoods. You will still have the same unsafe zones just two blocks behind Ocean. A 16 story building to compliment both the Villa Rivera and the Pacific would have been plenty high enough, but still not necessary for our community. Ocean can't handle the congestion, and how does the idea of "more people" create more sense? These new residents will shop in Bel Mont. Shores or Orange County, just like the rest of us.

I had suggested a year ago that Long Beach try to encourage the "Home Furnishings" industry to lease space in an isolated are, the Pike would have been perfect for this. People from OC and LA would come down for the day, spend big money and go home. This has been very successful for other communities. Also, next to a car, the best revenue for the city. This is what I call an anchor "Theme" not an anchor store. I wish you could still try and make this happen! It's a great idea, people would come for the day, have lunch, dinner, see movies and shop!

A15.1

I am not sure what the "plan" is, but I have been told by friends who are closely connected with the city, that their isn't a plan. I would love to help in any way that benefits this city. We/you have an opportunity to plan a city that attracts tourists, besides the convention center.

A15.1

Smaller complexes, and requiring the developers to contribute towards the betterment of the downtown area is the first place that I wish you would start. Several million would give the East Village a face lift. I would love to help with that project.

Angela, I have not met you, but I would love to have the opportunity. Please let me know if this is possible.

Sincerely,

Beth Bruske
850 E. Ocean Blvd. #203
Long Beach, CA. 90802
562-760-8203 cell
323-728-3231 work

Get a sneak peek of the all-new AOL at <http://discover.aol.com/memed/aolcom30tour>



A15. RESPONSES TO COMMENTS FROM BETH BRUSKE, DATED SEPTEMBER 4, 2007.

- A15.1 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft Supplemental Impact Report (SEIR). The commenter makes recommendations regarding the height of the proposed building and development within the downtown. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711



*Flex your power!
Be energy efficient!*

August 14, 2007

Ms. Angela Reynolds
 City of Long Beach Department of Planning and Building
 333 West Ocean Boulevard, 5th Floor
 Long Beach, CA 90802

Dear Ms. Reynolds:

City of Long Beach's Public Review Draft Supplemental Environmental Impact Report for the Shoreline Gateway Project; SCH# 2005121066

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

The revised project now proposes a 417-foot tall 35-story residential tower at the northwest corner of Ocean Boulevard and Alamitos Avenue approximately three and a half miles southwest of the Long Beach-Daugherty Field Airport.

B1.1

Public Utilities Code, Section 21659 prohibits structural hazards on or near airports. Since the proposed structure exceeds 200 feet in height, a Notice of Proposed Construction or Alteration (Form 7460-1) will be required by the Federal Aviation Administration (FAA) in accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace." Form 7460-1 is available on-line at <http://forms.faa.gov/forms/faa7460-1.pdf>.

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our Caltrans District 7 Los Angeles office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

SANDY HESNARD
 Aviation Environmental Specialist

c: State Clearinghouse, Long Beach Airport, FAA-Western Pacific Region



**B1. RESPONSES TO COMMENTS FROM SANDY HESNARD,
DEPARTMENT OF TRANSPORTATION, DIVISION OF
AERONAUTICS, DATED AUGUST 14, 2007.**

- B1.1 The comment notes that due to the proposed height of the structure, a Notice of Proposed Construction or Alteration (Form 7460-I) will be required by the Federal Aviation Administration (FAA) in accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace", which is available online. In accordance with Federal Aviation Regulation, the project would be required to submit Form 7460-I at least 30 days before the earlier of the following dates (1) the date the proposed construction or alteration is to begin (2) the date an application for a construction permit is to be filed. No further response is necessary.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-3747
FAX (213) 897-1337



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Be energy efficient!*

August 31, 2007

IGR/CEQA SEIR CS/070746
 City of Long Beach
 Shoreline Gateway Project
 North of Ocean Blvd. between Atlantic and
 Alamitos Avenues
 Vic. LA-710-, SCH# 2005121066

Ms. Angela Reynolds
 City of Long Beach,
 333 West Ocean Blvd.
 Long Beach, CA 902

Dear Ms. Reynolds:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Revised Shoreline Gateway Project. Based on the information received, we have the following comments:

We recommend that the City implement a fair-share funding program on a pro-rata basis to be used for identified transportation improvement projects based on the additional trips generated by the project along with future trips from all other approved projects in the area. Any work to be done within the State Right-of-way will need a Caltrans Encroachment Permit.

If you have any questions, you may reach me at (213) 897-3747 and please refer to our record number 070746/CS.

Sincerely,

A handwritten signature in black ink, appearing to read "Sincerely, Cheryl J. Powell".

CHERYL J. POWELL
 IGR/CEQA Program Manager
 Office of Regional Planning

cc: Scott Morgan, State Clearinghouse

B2.1



**B2. RESPONSES TO COMMENTS FROM CHERYL J. POWELL,
DEPARTMENT OF TRANSPORTATION, DISTRICT 7, DATED AUGUST
31, 2007.**

- B2.1 Comment noted. The comment recommends the City implement a fair-share funding program. The commenter does not raise new environmental information or directly challenge information provided in the Draft Supplemental Environmental Impact Report (SEIR). City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor



NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-6251
 Fax (916) 657-5390
 Web Site www.nahc.ca.gov
 e-mail: ds_nahc@pacbell.net

August 9, 2007

RECEIVED

AUG 17 2007

STATE CLEARING HOUSE

 clear
 9/5/07
 e

Ms. Angela Reynolds, AICP
CITY OF LONG BEACH REDEVELOPMENT AGENCY
 333 West Ocean Boulevard
 Long Beach, CA 90802

Re: SCH#2005121066; CEQA Notice of Completion; draft Subsequent Environmental Impact Report (SEIR) for Shoreline Gateway Project; City of Long Beach Redevelopment Agency; Los Angeles County, California

Dear Ms. Reynolds:

The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency (e.g. the City of San Diego) is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/
<http://www.ohp.parks.ca.gov/1068/files/IC%20Roster.pdf> The record search will determine:
 - If a part or the entire APE has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission (NAHC) for:
 - A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section.
 - The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s).
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- ✓ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.
 - CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the

B3.1

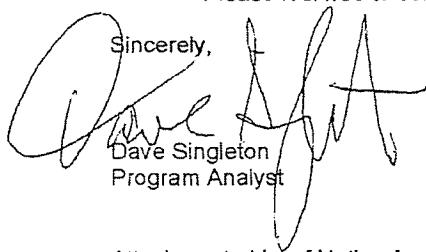
B3.1

NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

✓ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

✓ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Native American Contacts



B3. RESPONSES TO COMMENTS FROM DAVE SINGLETON, NATIVE AMERICAN HERITAGE COMMISSION, DATED AUGUST 9, 2007.

B3.1 As with the September 2006 project description, development of the revised project would result in 358 residential units and 13,561 square feet of retail/gallery space on 2.23 acres within downtown Long Beach. The 2007 revised project would be unchanged from the 2006 project with the exception of the Gateway Tower, which would be 11 stories and 133 feet taller than the 2006 project. The September 2006 Final Environmental Impact Report (EIR) analyzed potential impacts to cultural resources. As part of the *Historic-Period Building Survey* a records search was conducted by the South Central Coastal Information Center (SCCIC) at the California State University in Fullerton. The records search included an examination of maps and records on file for previously identified archaeological resources in or near the project area and existing cultural resources reports pertaining to the vicinity. SCCIC records indicate a number of area-specific cultural resources studies covering various tracts of land. As a result of these previous studies and a 1988 survey conducted in the downtown area, several previously recorded historical/archaeological sites were identified within the scope of the records search. All of these sites dated to the historic period, and included one archaeological site consisting of a trash scatter. However, none of the archaeological sites are located within the project site.

No archaeological or paleontological resources are known to occur on-site and, due to the level of past disturbance, it is not anticipated that archaeological or paleontological resource sites exist within the project area. Should evidence of archeological or paleontological resources occur during grading and construction, operations would be required to cease and a qualified archaeologist would be contacted to determine the appropriate course of action.

Additionally, no known human remains occur on-site and due to the level of past disturbance, it is not anticipated that human remains exist within the project site. In the event human remains are encountered during earth removal or disturbance activities, all activities would cease immediately and a qualified archaeologist and Native American monitor would be immediately contacted. The Coroner would be contacted pursuant to Sections 5097.98 and 5097.99 of the Public Resources Code relative to Native American remains. Should the Coroner determine the human remains to be Native American, the Native American Heritage Commission would be contacted pursuant to Public Resources Code Section 5097.98.



Linda S. Adams
Secretary for
Environmental Protection

Department of Toxic Substances Control



Maureen F. Gorsen, Director
5796 Corporate Avenue
Cypress, California 90630

Arnold Schwarzenegger
Governor

September 4, 2007

Ms. Angela Reynolds, AICP
City of Long Beach Redevelopment Agency
333 West Ocean Boulevard
Long Beach, California 90802

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR SHORELINE GATEWAY PROJECT (SCH#2005121066)

Dear Ms. Reynolds:

The Department of Toxic Substances Control (DTSC) has received your submitted (EIR) document for the above-mentioned project. "In September 2006, the City of Long Beach certified Final EIR (SCH # 2005121066) for the Shoreline Gateway Project. Since certification of the Final EIR, the project applicant has submitted modifications to the plan, which is subject to further review pursuant to CEQA. The project proposes a mixed –use residential development involving three towers with 358 residential units including live/work spaces, town homes, one to three bedroom apartments units, penthouse units and associated amenities and 13,561 square feet of retail/gallery space. Parking for approximately 820 vehicles would be provided in three subterranean parking levels and in a concealed parking structure located at-grade and one level above-grade. The revised project remains consistent with the September 2006 project with the exception of the Gateway Tower. The revised project proposes a 35-story tower would be approximately 417 feet".

DTSC sent you EIR comments on 8/2/07. Based on the review of the submitted EIR document DTSC has additional comments as follows:

1. Proper investigation, sampling and remedial actions, if necessary, should be conducted at the site prior to the new development or any construction, and overseen by a regulatory agency. B4.1
2. If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property" B4.2

Ms.Angela Reynolds

September 4, 2007

Page 2

3. Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment. B4.3
4. If hazardous wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, or (c) disposed of onsite, then a permit from DTSC may be required. If so, the facility should contact DTSC at (818) 551-2171 to initiate pre application discussions and determine the permitting process applicable to the facility. B4.4
5. If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the EIR should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight. B4.5

If you have any questions regarding this letter, please contact me at (714) 484-5461 or call Mr. Al Shami, Project Manager, at (714) 484-5472 or at "ashami@dtsc.ca.gov".

Sincerely,



Greg Holmes

Unit Chief

Southern California Cleanup Operations Branch - Cypress Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806



B4. RESPONSES TO COMMENTS FROM GREG HOLMES, DEPARTMENT OF TOXIC SUBSTANCES CONTROL, DATED SEPTEMBER 4, 2007.

- B4.1 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft Supplemental Environmental Impact Report (SEIR). No further response is necessary.
- B4.2 The September 2006 Final Environmental Impact Report (EIR) analyzed potential impacts related to hazards and hazardous materials. As indicated in the September 2006 Final EIR, a Phase I Environmental Assessment was prepared by SCS Engineers (August 2005). As part of the Phase I, a database search for sites listed on various Federal and State databases was conducted. The purpose of the search was to determine if sites are located within the project site boundaries or within a 0.25-mile radius that have been reported as contaminated or that generate hazardous materials. A listing of the databases searched is provided in the September 2006 Final EIR. One regulatory site was identified within the project site (725 East Ocean Boulevard). Six regulatory sites were identified within a 0.25-mile radius of the project site. The September 2006 Final EIR evaluated whether conditions at each site pose a threat to human health or the environment. One site (805 East Ocean Boulevard) has experienced several releases from USTs that have impacted soils and groundwater beneath the site. Implementation of mitigation including review of files by a qualified hazardous materials consultant to delineate the vertical and lateral extent of contamination relevant to the project site would reduce impacts to a less than significant level. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. No further response is necessary.
- B4.3 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft SEIR. Section 5.6 of the September 2006 Final EIR provides mitigation measures in the event hazardous materials are discovered during demolition and construction activities. Any remediation would be required to comply with State law.
- B4.4 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft SEIR. No further response is necessary.
- B4.5 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft SEIR. Section 5.6 of the September 2006 Final EIR identifies mitigation measures to determine if soil and/or groundwater contamination exists and compliance with State and Federal regulatory requirements. If hazardous materials or contamination is verified or discovered during construction, sampling would indicate the appropriate level of remediation efforts that may be required.