

**Final • September 2006**



Environmental Impact Report  
**SHORELINE  
GATEWAY  
PROJECT**



**Lead Agency:**  
City of Long Beach Redevelopment Agency

**Prepared by:**  
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## FINAL ENVIRONMENTAL IMPACT REPORT

# **SHORELINE GATEWAY PROJECT**

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**SCH NO. 2005121066**

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## **LIST OF ACRONYMS**

ACM	asbestos containing material
ADT	average daily trips
AF	acre-foot/feet
AHERA	Asbestos Hazard Emergency Response Act
ALUP	Airport Land Use Plan
APA	allowable pumping allocation
APN	Assessor parcel number
AQMP	Air Quality Management Plan
ASCE	American Society of Civil Engineering
AST	aboveground storage tank
ASTM	American Society for Testing and Materials
Basin	South Coast Air Basin
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CEQA Guidelines	<i>California Environmental Quality Act Guidelines, 2004</i>
CFC	California Fire Code
CFR	Code of Federal Regulations
cfs	cubic foot/feet per second
City	City of Long Beach
CIWMB	California Integrated Waste Management Board
cm	centimeter(s)
CMP	County of Los Angeles Metropolitan Transportation Authority 1997 Congestion Management Program
CNEL	community noise equivalent level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
COD	chemical oxygen demand
CPSC	Consumer Product Safety Commission
CPUC	California Public Utilities Commission
CWA	Clean Water Act
dB	decibel(s)



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dBA	A-weighted decibel(s)
DHHS	Department of Health and Human Services
DOGGR	California Department of Oil, Gas and Geothermal Resources
DOT	Department of Transportation
DTSC	Department of Toxic Substances Control
EDR	Environmental Data Resources
EIR	Environmental Impact Report
EPA	(U.S.) Environmental Impact Agency
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FCAA	Federal Clean Air Act
FERC	Federal Energy Regulatory Commission
FHWA	(U.S. Department of Transportation) Federal Highway Administration
FIRM	Flood Insurance Rate Map
GIS	Geographic Information System
<i>General Plan</i>	<i>City of Long Beach General Plan</i>
gpd	gallon(s) per day
GVR	(SCAG) Growth Vision Report
HREC	historic recognized environmental condition
ICU	intersection capacity utilization
Initial Study	Projects Within the Downtown and Central Long Beach Redevelopment Plan Areas Initial Study
ISO	Insurance Service Organization
ITE	Institute of Transportation Engineers
JWPCP	Joint Water Pollution Control Plant
L	liter(s)
LACDPW	Los Angeles County Department of Public Works
LADOT	Los Angeles Department of Transportation
LBFD	Long Beach Fire Department
LBP	lead based paint
LBPD	Long Beach Police Department
LBT	Long Beach Transit
LBUSD	Long Beach Unified School District
LBWD	Long Beach Water Department
Ldn	Day/Night Average Sound Level
Leq	Equivalent Sound Level
LOS	level of service
LRTP	Long Range Transportation Plan



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LUD	land use districts
MEP	Maximum extent practicable
mg	Milligram(s)
mgd	million gallons per day
MMA	Meyer, Mohaddes Associates
mph	mile(s) per hour
MPO	Metropolitan Planning Organization
msl	mean sea level
MTA	(Los Angeles) Metropolitan Transportation Authority
<i>Municipal Code</i>	<i>City of Long Beach Municipal Code</i>
$\mu\text{ohm}$	micro-ohm
MUTCD	Manual on Uniform Traffic Control Devices
MWD	Metropolitan Water District of Southern California
MWh	Megawatt hour
N	Nitrogen
NAAQS	National Ambient Air Quality Standards
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NPDES	National Pollution Discharge Elimination System
$\text{NO}_2$	nitrogen dioxide
NOA	notice of availability
NOC	notice of completion
NOI	notice of intent
NOP	notice of preparation
$\text{NO}_x$	nitrogen oxides
$\text{O}_3$	ozone
OCTA	Orange County Transportation Authority
P	phosphorus
Pb	lead
PCB	polychlorinated biphenyls
PD	Planned Development
Phase I	Phase I Environmental Site Assessment
$\text{PM}_{10}$	particulate matter up to 10 microns in diameter
$\text{PM}_{2.5}$	particulate matter up to 2.5 microns in diameter
ppm	parts per million
ppv	peak particle velocity
PRC	(California ) Public Resources Code
PWS	public water supplier



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RBF	RBF Consulting
RCPG	(SCAG) Regional Comprehensive Plan and Guide
REC	recognized environmental condition
rms	root mean square
ROG	reactive organic gas
ROWD	Report of Waste Discharge
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	Southern California Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCGC	Southern California Gas Company
SENEL	single-event noise equivalent levels
SIP	state implementation plan
SO <sub>2</sub>	sulfur dioxide
SO <sub>x</sub>	sulfur oxides
SRA	Source Receptor Area
SRRE	Source Reduction and Recycling Element
STIP	State Transportation Improvement Plan
SUSMP	Standard Urban Stormwater Mitigation Plan
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
T-BACT	toxic best available control technology
TDM	transportation demand management
TDS	total dissolved solids
TIA	Traffic Impact Analysis
TKN	total Kjeldahl nitrogen
TOC	total organic carbon
UFC	Uniform Fire Code
USACE	U.S. Army Corps of Engineers
USGS	U.S. (Department of the Interior) Geological Survey
USPS	United States Postal Service
UST	underground storage tank
UV-B	ultraviolet rays



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UWMP	Urban Water Management Plan
V/C	vehicle to capacity
VOC	volatile organic compound
WRD	Water Replenishment District of Southern California
<i>Zoning Map</i>	<i>City of Long Beach Zoning Map</i>
<i>Zoning Regulations</i>	<i>City of Long Beach Zoning Regulations</i>

## **1.0 Introduction and Purpose**



# 1.0 INTRODUCTION AND PURPOSE

## 1.1 PURPOSE OF THE EIR

The City of Long Beach Redevelopment Agency (City) is the lead agency under the California Environmental Quality Act (CEQA), and has determined that an Environmental Impact Report (EIR) is required for the Shoreline Gateway Project (State Clearinghouse No. 2005121066). This EIR has been prepared in conformance with CEQA (California Public Resources Code [PRC] Section 21000 et seq.); *CEQA Guidelines* (California Code of Regulations [CCR], Title 14, Section 15000 et seq.); and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City of Long Beach. The principal *CEQA Guidelines* sections governing content of this document are Sections 15120 through 15132 (Contents of Environmental Impact Reports) and Section 15161 (Project EIR).

The purpose of this EIR is to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures to reduce potentially significant effects of the proposed Shoreline Gateway Project (project), generally located north of Ocean Boulevard, between Atlantic Avenue and Alamitos Avenues in the City of Long Beach. For more detailed information regarding the proposal, refer to Section 3.0, Project Description.

This EIR has been prepared as a Project EIR, addressing the environmental effects of the project, in accordance with Section 15161 of the *CEQA Guidelines*. In accordance with Section 15121 of the *CEQA Guidelines*, the main purposes of this EIR are to:

- Provide decision-makers and the public with specific information regarding the environmental effects associated with the proposed project;
- Identify ways to minimize the significant effects of the project; and
- Describe reasonable alternatives to the project.

Mitigation measures are provided that may be adopted as conditions of approval to minimize the significance of impacts resulting from the project. In addition, this EIR is the primary reference document in the formulation and implementation of a mitigation-monitoring program for the proposed project.

The City (which has the principal responsibility of processing and approving the project) and other public (i.e., responsible and trustee) agencies that may use this EIR in the decision-making or permit process will consider the information in this EIR, along with other information that may be presented during the CEQA process. Environmental impacts are not always mitigatable to a level considered less than significant; in those cases, impacts are considered significant unavoidable impacts. In accordance with Section 15093(b) of the *CEQA Guidelines*, if a public agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant unavoidable impacts), the agency shall state in writing the specific reasons for approving the project, based on the Final EIR and any other information in the public record for the project. This is termed, per Section 15093 of the *CEQA Guidelines*, a “statement of overriding considerations.”



This document analyzes the environmental effects of the project to the degree of specificity appropriate to the current proposed actions, as required by Section 15146 of the *CEQA Guidelines*. The analysis considers the activities associated with the project to determine the short-term and long-term effects associated with their implementation. This EIR discusses both the direct and indirect impacts of this project, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

## **1.2 COMPLIANCE WITH CEQA**

### **PUBLIC REVIEW OF DRAFT EIR**

The Draft EIR 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 EIR; 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 EIR 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 EIR**

The Final EIR will consist of the Draft EIR, revisions to the Draft EIR (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 EIR 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 EIR will be provided to the commenting agencies.

## **1.3 EIR SCOPING PROCESS**

In compliance with the *CEQA Guidelines*, the City of Long Beach Redevelopment Agency has maximized opportunities for the public to participate in the environmental review process. During preparation of the Draft EIR, efforts were made to contact various Federal, State, regional and local government agencies and other interested parties to solicit comments on the proposed project. This included the distribution of an Initial Study and Notice of Preparation (NOP) on December 13, 2005 and a Public Scoping Meeting held on January 9, 2006 at Patterson Hall in the First Congregational Church.



## **INITIAL STUDY**

In accordance with Section 15063 of the *CEQA Guidelines*, as amended, the City undertook the preparation of an Initial Study. *The Shoreline Gateway Project Initial Study (Initial Study)* concluded that several environmental issue areas may be impacted by construction and buildout of the Shoreline Gateway Project. As a result, the *Initial Study* concluded that the Draft EIR should address the project's significant impacts on the environmental issue areas addressed in Section 5.0, Environmental Analysis, as follows:

- Land Use and Relevant Planning (Section 5.1),
- Aesthetics/Light and Glare (Section 5.2),
- Traffic and Circulation (Section 5.3),
- Air Quality (Section 5.4),
- Noise (Section 5.5),
- Hazards and Hazardous Materials (Section 5.6),
- Cultural Resources (Section 5.7), and
- Public Services and Utilities (Section 5.8).

Based on the *Initial Study*, no impact or a less than significant impact upon agricultural resources, biological resources, geology and soils or mineral resources are anticipated as a result of the proposed development. Accordingly, these issues are addressed in Section 10.0, Effects Found Not To Be Significant, contained in this EIR.

This EIR focuses primarily on changes in the environment that would result from the proposed project. This EIR identifies potential impacts resulting from the construction and operation of the proposed project and provides measures to mitigate potential significant impacts. Those impacts that cannot be mitigated to less than significant levels are identified as significant unavoidable impacts.

## **NOTICE OF PREPARATION**

Pursuant to the provision of Section 15082 of the *CEQA Guidelines*, as amended, the City of Long Beach Redevelopment Agency circulated an NOP to public agencies, special districts and members of the public who had requested such notice for a 30-day period, beginning December 13, 2005, and ending January 13, 2006. The purpose of the NOP was to formally announce that the City is preparing a Draft EIR for the Shoreline Gateway Project, and that, as Lead Agency, was soliciting input regarding the scope and content of the environmental information to be included in the EIR. The Initial Study was circulated with the NOP. The NOP and Initial Study are provided in Appendix 15.1, and NOP responses are provided in Appendix 15.2.

## **EARLY CONSULTATION (SCOPING)**

During the NOP review period, the City of Long Beach advertised a public scoping meeting. The meeting was held at Patterson Hall in the First Congregational Church located at 241 Cedar Avenue in the City of Long Beach at 6:30 p.m. on January 9, 2006, and was intended to facilitate public input. The meeting was held with the



specific intent of providing interested individuals, groups, public agencies and others, a forum to orally provide input to the Lead Agency in an effort to assist in further refining the intended scope and focus of the EIR, as described in the NOP and Initial Study.

## **NOP AND SCOPING RESULTS**

The specific environmental concerns outlined below were raised by responses to the NOP for the project. The numerical reference in parenthesis is the EIR section in which the analysis is provided.

- Alteration of community character due to size and location of proposed buildings (Section 5.1, Land Use and Relevant Planning);
- View impacts due to size and location of buildings (Section 5.2, Aesthetics/Light and Glare);
- Shade/shadow and light/glare impacts on adjacent properties (Section 5.2, Aesthetics/Light and Glare);
- Traffic impacts on roadways and intersections (Section 5.3, Traffic and Circulation);
- Traffic, circulation and access impacts resulting from the proposed vacation of roadways and intersections (Section 5.3, Traffic and Circulation);
- Parking impacts during and after construction (Section 5.3, Traffic and Circulation);
- Impacts to pedestrian circulation/access due to increased traffic in area (Section 5.3, Traffic and Circulation);
- Air quality impacts during construction (Section 5.4, Air Quality);
- Air quality impacts as a result of increased traffic from the project and location of the proposed parking structure (Section 5.4, Air Quality);
- Noise impacts during construction (Section 5.5, Noise);
- Noise impacts from increased traffic in the area and change in traffic circulation (Section 5.5, Noise);
- Noise impacts from parking structure, service alley and mechanical equipment to adjacent uses (Section 5.5, Noise);
- Impacts to historic buildings/resources from proposed construction activities including proposed demolition (Section 5.7, Cultural Resources);
- Impacts to historic buildings/resources due to the change in community character (Section 5.7, Cultural Resources);



- Impacts on public services and utilities (i.e., fire, police, emergency vehicles, water, wastewater) (Section 5.8, Public Services and Utilities);
- Impacts on stormwater runoff from increased traffic in the area (Section 5.8, Public Services and Utilities); and
- Impact on already lacking public park space (Section 5.8, Public Services and Utilities).

## 1.4 FORMAT OF THE EIR

The Draft EIR is organized into 15 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 the 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 a number of 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, Alternatives to the Proposed Project, describes a reasonable range of alternatives to the project or to the location of the project that could avoid or substantially lessen the significant impact of the project and still feasibly attain the basic project objectives.
- Section 8.0, Inventory of Mitigation Measures, lists mitigation measures proposed to minimize the significant impacts.
- Section 9.0, Inventory of Significance After Mitigation, describes those impacts that remain significant following mitigation.
- Section 10.0, Effects Found Not to Be Significant, provides an explanation of potential impacts that have been determined not to be significant.



- Section 11.0, Organizations and Persons Consulted, identifies all Federal, State or local agencies, other organizations and individuals consulted.
- Section 12.0, Bibliography, identifies reference sources for the EIR.
- Section 13.0, Mitigation Monitoring Program, will be included in the Final EIR and will identify responsibilities for monitoring mitigation.
- Section 14.0, Comments and Responses, will be included in the Final EIR and will provide comments and responses pertaining to the Draft EIR.
- Section 15.0, Appendices, contains technical documentation for the project.

## **1.5 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 EIR 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.



## 1.6 INCORPORATION BY REFERENCE

Pertinent documents relating to this EIR 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. Information contained within these documents has been utilized for each section of this EIR. A brief synopsis of the scope and content of these documents is provided below.

*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 existing 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:

- 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 7<sup>th</sup> 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**

The proposed Shoreline Gateway Project (project) is located in the City of Long Beach, California. The location of the project site serves as an entrance to the East Village Arts District and the eastern edge of the downtown. The project is comprised of nine parcels (approximately 2.2 acres) generally located north of Ocean Boulevard, between Atlantic and Alamitos Avenues in the City of Long Beach. Overall, the project site is developed with 20,981 square feet of retail, restaurant and office uses and 63 residential units.

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

Vehicular access to the proposed project would occur from Ocean Boulevard, Atlantic Avenue and at the western terminus of Medio Street. 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.

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.

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



## 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 EIR. Refer to the appropriate EIR Section for additional information.

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
5.1 LAND USE AND RELEVANT PLANNING			
	<b>Consistency With City of Long Beach General Plan</b>	No mitigation measures are required.	The proposed project would not conflict with the goals and policies of the <i>City of Long Beach General Plan</i> , Long Beach Redevelopment planning documents and relevant standards of the City's Zoning Regulations. The project would be required to comply with all parking requirements of the Zoning Regulations unless the shared parking analysis concludes the proposed parking supply would adequately accommodate project demand and a Standards Variance for relief from the parking requirement is approved by the City. As such, impacts related to the proposed project's consistency with applicable plans, policies and regulations would be less than significant. No significant unavoidable impacts would occur.
	<b>City of Long Beach Zoning Regulations</b>	Refer to Mitigation Measure TR-7. Additional mitigation measures recommended.	
	<b>City of Long Beach Redevelopment Planning Documents</b>	No mitigation measures are required.	
	<b>Cumulative Impacts</b>	No mitigation measures are required.	
	<i>Development associated with the proposed project and other related cumulative projects would not result in cumulatively considerable land use and planning impacts.</i>	No mitigation measures are required.	
5.2 AESTHETICS/LIGHT AND GLARE			
	<b>Short-Term Construction Aesthetic Impacts</b>		Implementation of the proposed 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 proposed project would be consistent with the historically acceptable forms of high-rise urban development occurring within downtown Long Beach.
	<i>Development of the proposed 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.</i>	AES-1 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 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	However, the increase in building massing and scale would result in enlarged shade/shadow impacts to residential uses located north of Bronce Way alley and Medio



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<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
	<b>Long-Term Aesthetic Impacts</b>  <i>Development of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.</i>		construction site. A construction safety lighting plan shall be submitted to the City for review concurrent with Grading Permit application.
	<b>Long-Term Light and Glare</b>  <i>Development of the proposed project would introduce new sources of light and glare into the project area.</i>	No mitigation measures are necessary since the project would not degrade the visual character of the project site and surrounding area.	Street and east of Alamitos Avenue, to hotel uses north of the project site and to adjacent roadways (i.e., Lime Avenue, Medio Street, Bronce Way Alley, Atlantic Avenue and Alamitos Avenue), thus creating a significant and unavoidable impact.
		AES-3 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.	If the City of Long Beach approves the Shoreline Gateway Project, 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.
		AES-4 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 Prior to the issuance of any building permits, the applicant shall demonstrate to the Planning and Building Department that all night	



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<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
		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.	
	<b>Shade and Shadow</b>		
	<i>Development of the proposed 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.	
	<b>Cumulative Impacts</b>		
	<i>Development associated with the proposed 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.	
<b>5.3 TRAFFIC AND CIRCUALTION</b>			
	<b>Project Impacts</b>		
	<i>Development associated with the proposed project could result in adverse impacts to the function of intersections in the project area.</i>	TR-1  The project applicant shall provide, to the satisfaction of the City of Long Beach Traffic Engineer, a rooftop pan/tilt/zoom camera(s) and communications with power and control capability to the City of Long Beach Department of Public Works in order to monitor real-time traffic operations along the Alamitos Avenue, Shoreline Drive, and Ocean Boulevard corridors. The camera shall be located on top of the building tower located closest to the Alamitos/Shoreline/Ocean intersection.	Implementation of the proposed Shoreline Gateway project, along with other cumulative projects, would result in significant and unavoidable impacts to the Alamitos Avenue/7 <sup>th</sup> Street and Alamitos Avenue/Shoreline Drive and Ocean Boulevard intersections, based on the City's performance criteria. Additionally, Alamitos Avenue/7 <sup>th</sup> Street and Alamitos Avenue/Shoreline Drive and Ocean Boulevard are CMP study intersections and would result in significant and unavoidable impacts, based on CMP performance criteria. All other traffic impacts can be mitigated to less than significant levels.
		TR-2  <u>Lime Avenue and 7<sup>th</sup> Street</u> . While the project would not produce a significant impact at this intersection based on the significance criteria, it would experience an increase in delay with the full development of all cumulative projects referenced in the analysis. To improve traffic operations and safety at this intersection, the project applicant	If the City of Long Beach approves the Shoreline Gateway Project, the City shall be required to adopt findings in accordance with Section 15091



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<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
		shall be responsible for the installation of a traffic signal.	of the CEQA Guidelines and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the CEQA Guidelines.
		TR-3 <u>Atlantic Avenue and Ocean Boulevard.</u> In order to reduce the possibility of eastbound left-turning vehicles queuing into the adjacent through lane, the project applicant shall modernize the traffic signal to current safety standards and provide left-turn phasing at the intersection.	
	<p><i>Development associated with the proposed project could result in adverse impacts to the function of Los Angeles County Congestion Management Program (CMP) facilities in the project area.</i></p> <p><i>Development associated with the proposed project could result in inadequate on- and off-site parking.</i></p>	No mitigation measures are recommended.	
	<p><i>Development associated with the proposed project could result in adverse impacts to public transportation within the project area.</i></p>	TR-4 Prior to site plan approval, a shared parking analysis shall be completed and approved by the City for the proposed project. If the shared parking analysis determines that the proposed parking supply would be sufficient to merit anticipated project demand, approval of a Standards Variance for parking shall be requested by the applicant. If the shared parking analysis determines the proposed parking would be insufficient to meet project demand, the project shall meet the parking requirements established by the City's Zoning Regulations.	
		No mitigation measures are recommended.	
	<b>Cumulative Impacts</b>		
	<p><i>Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable traffic and circulation impacts.</i></p>	Refer to mitigation measures TR-1 through TR-4. No additional mitigation measures are recommended.	
<b>5.4</b>	<b>AIR QUALITY</b>		
	<b>Short-Term (Construction) Air Emissions</b>		
	<p><i>Short-term construction activities associated with the proposed project could result in significant air pollutant emissions impacts.</i></p>	AQ-1 Prior to approval of the project plans and specifications, the Public Works Director, or his designee, shall confirm that the plans and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by	Despite compliance with mitigation measures, NO <sub>x</sub> emissions during construction would remain above SCAQMD thresholds. Cumulative construction impacts related to regional emissions would be significant and unavoidable, as well as cumulative regional operational impacts.



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AQ-2		<p>regular watering or other dust preventive measures, as specified in the SCAQMD Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:</p> <ul style="list-style-type: none"><li>• All active portions of the construction site shall be watered to prevent excessive amounts of dust;</li><li>• On-site vehicles' speed shall be limited to 15 miles per hour (mph);</li><li>• All on-site roads shall be paved as soon as feasible or watered periodically or chemically stabilized;</li><li>• All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust; watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day;</li><li>• If dust is visibly generated that travels beyond the site boundaries, clearing, grading, earth moving or excavation activities that are generating dust shall cease during periods of high winds (i.e., greater than 25 mph averaged over one hour) or during Stage 1 or Stage 2 episodes; and</li><li>• All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.</li></ul>	If the City of Long Beach approves the Shoreline Gateway Project, the City shall be required to adopt findings in accordance with Section 15091 of the <i>CEQA Guidelines</i> and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the <i>CEQA Guidelines</i> .



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		403, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the Resident Engineer. The City inspector shall be responsible for ensuring that contractors comply with this measure during construction.	
	AQ-3	Prior to issuance of grading permits or approval of grading plans, the City shall include in the construction contract standard specifications, a written list of instructions to be carried out by the construction manager specifying measures to minimize emissions by heavy equipment for approval by the Public Works Director. Measures shall include provisions for proper maintenance of equipment engines, measures to avoid equipment idling more than two minutes and avoidance of unnecessary delay of traffic on off-site access roads by heavy equipment blocking traffic.	
	AQ-4	In compliance with SCAQMD Rule 1113, ROG emissions from architectural coatings shall be reduced by using precoated/natural-colored building materials, water-based or low-ROG coating and using coating transfer or spray equipment with high transfer efficiency.	
	AQ-5	Prior to the issuance of grading permits, the contractor shall include the following measures on construction plans, to the satisfaction of the Public Works Director, or his designee: <ul style="list-style-type: none"><li>• The General Contractor shall organize construction activities so as not to interfere significantly with peak hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flag person shall be retained to maintain safety adjacent to existing roadways;</li></ul>	



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<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
		<ul style="list-style-type: none"><li>The General Contractor shall utilize electric- or diesel-powered stationary equipment in lieu of gasoline powered engines where feasible; and</li><li>The General Contractor shall state in construction grading plans that work crews would shut off equipment when not in use.</li></ul>	
	<b>Long-Term (Operational) Air Emissions</b>		
	<i>Development associated with the proposed project could result in significant air emissions impacts.</i>	AQ-6	The project applicant shall comply with SCAQMD Regulations and apply for a <i>Special Application for Temporary Emergency Authorization To Operate Electric Backup Generator(s) During Involuntary Power Service Interruptions Permit</i> prior to installation and operation of the proposed emergency back up generators.
		AQ-7	Prior to the issuance of building permits, the applicant shall demonstrate to the City of Long Beach Planning and Building Department that all residential and non-residential buildings meets the California Title 24 Energy Efficiency standards for water heating, space heating and cooling, to the extent feasible.
		AQ-8	Prior to the issuance of building permits, the applicant shall demonstrate to the City of Long Beach Planning and Building Department that all fixtures used for lighting of exterior common areas are regulated by automatic devices to turn off lights when they are not needed.

#### Consistency With Regional Plans

*Development associated with the proposed project would be consistent with regional plans.*

No mitigation measures are required.

#### Cumulative Impacts

*Development associated with the proposed project and related cumulative projects would result in significant air quality impacts.*

Refer to Mitigation Measures AQ-1 through AQ-8. No additional mitigation measures are recommended.



<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
5.5	NOISE	<p><b>Short-Term Construction Noise Impacts</b></p> <p><i>Grading and construction within the area would result in temporary noise and/or vibration impacts to nearby noise sensitive receivers.</i></p>	<p>Prior to Grading Permit issuance, the project shall demonstrate, to the satisfaction of the City of Long Beach Planning and Building Department, that the project complies with the following:</p> <ul style="list-style-type: none"><li>• All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;</li><li>• Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;</li><li>• During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;</li><li>• During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors;</li><li>• Operate earthmoving equipment on the construction site, as far away from vibration sensitive sites as possible; and</li><li>• Construction hours, allowable workdays and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action and</li></ul> <p>Despite compliance with mitigation measures, the proposed project would result in significant and unavoidable impacts regarding exposure to construction noise, due to the proximity of sensitive receptors to the project site. Construction activity could exceed the City's noise standards of 60 dBA at any period of time. Additionally, due to forecast traffic levels, on-site noise at the outdoor balconies would exceed the allowable limits established by the City and would result in a significant impact.</p> <p>If the City Long Beach approves the project, the City shall be required to cite their findings in accordance with Section 15091 of CEQA and prepare a Statement of Overriding Considerations in accordance with Section 15093 of CEQA.</p>



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<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
		report the action taken to the reporting party.	
	<b>Long-Term (Mobile) Noise Impacts</b>		
	<i>Traffic generated by the proposed project may contribute to existing traffic noise in the area and exceed the City's established standards.</i>	No Mitigation Measures are recommended.	
	<b>On-Site Long-Term (Mobile) Noise Impacts</b>		
	<i>Traffic generated by traffic along the surrounding roadways may result in noise levels at the project site that exceed the City's established standards for residential land uses.</i>	No Mitigation Measures are recommended.	
	<b>Long-Term (Stationary) Noise Impacts</b>		
	<i>The proposed project has the potential to result in an increase in ambient noise level due to the generation of on-site noise.</i>	N-2      The proposed project shall be required to adhere to Chapter 8.80.200 of the <i>Municipal Code</i> , which prohibits loading dock activities and the use of refuse disposal areas between the hours of 10:00 PM and 7:00 AM.	
	<b>Cumulative Impacts</b>		
	<i>Development associated with the proposed project and other related cumulative projects would not result in cumulatively considerable noise impacts.</i>	No Mitigation Measures are recommended.	
<b>5.6</b>	<b>HAZARDS AND HAZARDOUS MATERIALS</b>		
	<b>Hazardous Materials – Historic and Existing Uses</b>		
	<i>Development of the Shoreline Gateway project could create a risk to the public or the environment associated with existing contamination, listed hazardous materials sites or hazardous materials releases.</i>	HAZ-1      The interior of individual on-site structures shall be visually inspected prior to any demolition or construction activities. Should hazardous materials be encountered within the project site, the materials shall be tested and properly disposed of in accordance with State and Federal regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Results of the sampling shall indicate the appropriate level of remediation efforts that may be required.	With implementation of project-specific mitigation measures, as discussed above, impacts resulting from the proposed project would be reduced to a less than significant level. No significant unavoidable impacts would result from project implementation.
		HAZ-2      Prior to construction activities, the presence or absence of the reported historic on-site underground storage tanks (USTs) shall be verified. If on-site, the USTs shall be removed and properly disposed of at an approved landfill facility. Once the tanks are removed, a	



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<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
		visual inspection of the areas beneath and around the removed USTs shall be performed. Any stained soils observed underneath the USTs shall be sampled. Results of the sampling (if necessary) would indicate the level of remediation efforts that may be required.	
	HAZ-3	Prior to construction activities, a qualified hazardous materials consultant with Phase II and Phase III experience shall review files for the adjacent service station property across the street, which has reported subsurface releases. The file review shall delineate the vertical and lateral extent of contamination relevant to the project site.	
	HAZ-4	If unknown wastes or suspect materials are discovered during construction by the contractor, which he/she believes may involve hazardous waste/materials, the contractor shall: <ul style="list-style-type: none"><li>• Immediately stop work in the vicinity of the suspected contaminant and remove workers and the public from the area;</li><li>• Notify the Project Engineer of the implementing Agency;</li><li>• Secure the areas as directed by the Project Engineer; and</li><li>• Notify the implementing agency's Hazardous Waste/Materials Coordinator.</li></ul>	
	HAZ-5	Prior to demolition work, an asbestos survey shall be conducted to determine the presence or absence of asbestos. The results of the survey shall be submitted to the City of Long Beach.	
	HAZ-6	If ACBMs are located, abatement of asbestos shall be completed prior to any demolition activities that would disturb ACBMs or create an airborne asbestos hazard. Any demolition of the existing buildings shall comply with State law, which requires a certified contractor, where there is asbestos-related work involving 100 square feet or more of ACBMs, and that certain procedures regarding the removal of asbestos be followed.	
	HAZ-7	If during demolition of the structures, paint is separated from the building material (e.g., chemically or physically), the paint waste shall be evaluated independently from the building material to determine its proper management. According to the Department of	



City of Long Beach

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>Substances Control, if paint is not removed from the building material during demolition (and is not chipping or peeling), the material could be disposed of as construction debris (a non-hazardous waste). The landfill operator shall be contacted in advance to determine any specific requirements they may have regarding the disposal of lead-based paint materials.</p>	
	<b>Hazardous Materials – Proposed Uses</b>		
	<p><i>Operation of the Shoreline Gateway project could create a risk to the public or the environment through conditions involving hazardous materials (i.e., routine use/transport or accident conditions) associated with proposed uses.</i></p>	No mitigation measures are recommended.	
	<b>Cumulative Impacts</b>		
	<p><i>Development associated with the proposed project and other related cumulative projects would not result in cumulatively considerable hazards and hazardous materials impacts.</i></p>	No mitigation measures are recommended.	
5.7	<b>CULTURAL RESOURCES</b>		
	<b>Historical Resources</b>		
	<p><i>Implementation of the proposed project could cause a significant impact to historical resources within the project area.</i></p>	CUL-1    Although the impacts from demolition of a historical resource cannot be mitigated to below the level of significance, the project applicant shall require and shall be responsible for ensuring that comprehensive data recording and documentation of the Wing Building are completed prior to issuance of any demolition or grading permits. The documentation shall be in the form of a Historic American Buildings Survey (HABS) Level II and shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The documentation shall include large-format photographic recordation, detailed written description, sketch plan, and compilation of historic background research. The documentation shall be completed by a historian or architectural historian meeting the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History. The original, archival-quality	Despite recommended mitigation measures, the demolition of the 40 Atlantic Avenue building on the project site and cumulative impacts to historic resources have been concluded to be significant and unavoidable.
			If the City of Long Beach approves the Shoreline Gateway Project, the City shall be required to adopt findings in accordance with Section 15092 of the CEQA Guidelines and prepare a statement overriding considerations in accordance with Section 15094 of the CEQA Guidelines.



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<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
		<p>documentation package shall be deposited with the City of Long Beach Historic Preservation Office in the Department of Planning and Building. Copies of the documentation on archival-quality paper shall also be provided to the City of Long Beach Public Library; the library of California State University, Long Beach; the Kenneth S. Wing, Sr. archives housed in the Architecture and Design Collection at the University Art Museum, University of California at Santa Barbara; the Long Beach Heritage; Historical Society of Long Beach and the California Office of Historic Preservation. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach.</p>	
	CUL-2a	<p>The project applicant shall require and be responsible for the production and placement of a commemorative plaque memorializing the association of Kenneth S. Wing, Sr.; Kenneth S. Wing, Jr.; and the architectural firm of Wing and Associates with the 40 Atlantic Avenue location. The plaque shall be placed at or near the site of the existing building. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach.</p>	
	CUL-2b	<p>Within one year of project approval and prior to the issuance of demolition or grading permits, the project applicant shall require and be responsible for ensuring that a retrospective exhibit, brochure, and/or web page documenting the architectural careers of Kenneth S. Wing, Sr.; Kenneth S. Wing, Jr.; and the architectural firm of Wing and Associates, are prepared. Such an exhibit, brochure, and/or web page shall be accessible to the general public for a period of at least one year and shall include both text and historic images. The history and architecture of the Wing Building shall be included in the exhibit, brochure, and/or web page. A historian or architectural historian who meets the Secretary of the Interior's Professional Qualification</p>	



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<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
		Standards for History or Architectural History shall be engaged to research and write the exhibit, brochure, and/or web page. The exhibit, brochure, and/or web page shall be completed within a period of no more than two years. Completion of the mitigation measure shall be monitored and enforced by the City of Long Beach.	
CUL-3		The project applicant shall require and be responsible for ensuring that the two early 20th century streetlights located on Lime Avenue in the project site shall be documented in place by 35-mm black-and-white or digital photos and a historical narrative prior to issuance of any project-related demolition or grading permits; removed under the supervision of a qualified historic architect and/or other professional meeting the Secretary of the Interior's Profession Qualification Standards for Historic Architect, History or Architectural History; stored in a safe pace and manner; and reinstalled either at or near their current locations or at an appropriate nearby site. Reinstallation shall utilize the services of a qualified professional as referenced above, and any rehabilitation of the historic streetlights shall be completed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Appropriate sites may be determined in consultation with the City of Long Beach Historic Preservation Officer. Reinstallation shall occur no later than six months following completion of the proposed project. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach.	

#### **Cumulative Impacts**

*Development associated with the proposed project and other related cumulative projects would result in cumulatively considerable cultural resources impacts.*

Refer to mitigation measures CUL-1 through CUL-3. No additional mitigation measures are recommended.



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<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
5.8	PUBLIC SERVICES AND UTILITIES		
	<b>Fire Protection</b>		
	<i>Development associated with the proposed project would result in an increased demand for fire services.</i>	PSU-1 Prior to the issuance of building permits, the developer shall provide verification that the project complies with all Fire Prevention Bureau provisions required by the LBFD.  PSU-2 Prior to the commencement of construction activities, the applicant shall make a fair share contribution to the cost of obtaining a one-half full time equivalent (FTE) Fire Inspector for a 24-month time frame, or until completion of the proposed project.  PSU-3 Prior to the issuance of building permits, the developer shall provide verification that the proposed project would meet all fire flow requirements determined by the LBFD.	Implementation of the proposed Shoreline Gateway Project would not result in significant unavoidable impacts to public services and utilities for project buildout and cumulative conditions.
	<b>Police Protection</b>		
	<i>Development associated with the proposed project would result in an increased demand for police services.</i>	PSU-4 Prior to issuance of building permits, the project developer shall incorporate the LBPD's required public safety and crime prevention measures, subject to the approval and verification of the Planning and Building Department.	
	<b>Schools</b>		
	<i>Development associated with the proposed project would increase student enrollment within the Long Beach Unified School District.</i>	PSU-5 Prior to certificates of occupancy, the project applicant shall pay the required mitigation fees in place at time of payment to the LBUSD. Proof of payment shall be provided to the City of Long Beach.	
	<b>Libraries</b>		
	<i>Development associated with the proposed project would result in an increased demand for library services.</i>	No mitigation measures are required.	
	<b>Parks and Recreation</b>		
	<i>Development associated with the proposed project would result in an increased demand for park and recreation facilities.</i>	PSU-6 Prior to certificates of occupancy, the project applicant shall pay the required park impact fees in place at time of payment to the City of Long Beach.	



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<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
	<b>Water</b>		
	<i>Development associated with the proposed project could create demand for water that exceeds available supplies.</i>	PSU-7 Prior to the issuance of building permits, the applicant shall pay the fees required to relocate the existing water line in Broadway Court between Bronce Way and Ocean Boulevard and to relocate the existing water line in Bronce Way north of its present location.	
		PSU-8 Prior to the issuance of building permits, the applicant shall submit engineering studies to the LBWD verifying that adequate capacity exists to convey additional flow to the proposed project. If additional improvements are required, the applicant shall pay the necessary fees required for the water system improvements.	
	<b>Wastewater (Sewer)</b>		
	<i>Development of the proposed project would generate wastewater that could exceed the capacity of conveyance and treatment facilities that serve the project area.</i>	PSU-9 Prior to the issuance of building permits, the developer shall pay the fees required to construct a new sewer manhole on a portion of the remaining Broadway Court sewer line.	
		PSU-10 Prior to issuance of building permits, the project applicant shall provide evidence that the County Sanitation Districts of Los Angeles County has sufficient wastewater transmission and treatment plant capacity to accept sewage flows from the buildings for which building permits are being requested.	
		PSU-11 Prior to the issuance of building permits, the project applicant shall provide engineering studies to the LBWD verifying that the sewer system has adequate capacity to serve the project. If additional improvements are required, the applicant shall pay the necessary fees required for the sewer system improvements.	
	<b>Electricity</b>		
	<i>Development associated with the proposed project would result in an increased demand for electric services.</i>	No mitigation measures are required.	



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<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
	<b>Natural Gas</b>		
	<i>Development associated with the proposed project would incrementally increase demands on natural supplies and distribution infrastructure.</i>	No mitigation measures are required.	
	<b>Solid Waste</b>		
	<i>Development associated with buildup of the proposed project would generate solid waste that would incrementally decrease the capacity and lifespan of landfills.</i>	PSU-12 The project applicant shall adhere to all source reduction programs for the disposal of construction materials and solid waste, as required by the City of Long Beach. Prior to issuance of building permits, a source reduction program shall be prepared and submitted to the Environmental Services Bureau for each structure constructed on the subject property to achieve a minimum 50 percent reduction in waste disposal rates.	
		PSU-13 The applicant shall comply with all applicable City, County and State regulations and procedures for the use, collection and disposal of solid and hazardous wastes.	
	<b>Stormwater/Water Quality</b>		
	<i>Development of the proposed project may increase runoff from the project site, resulting in impacts to water quality.</i>	PSU-14 A Storm Water Pollution Prevention Plan (SWPPP) shall be completed for the construction activities on-site and submitted to the Department of Public Works, Engineering Bureau for review and approval. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the maximum extent practicable.	
	<b>Cumulative Impacts</b>		
	<i>Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable public services and utilities impacts.</i>	No mitigation measures are recommended.	



## 2.3 SUMMARY OF PROJECT ALTERNATIVES

In accordance with *California Environmental Quality Act (CEQA) Guidelines* Section 15126.6, this section describes 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. The evaluation considers the comparative merits of each alternative. The analysis focuses 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 proposed project objectives. Potential environmental impacts associated with three separate alternatives are compared to impacts of the proposed project. The following is a description of each of the alternatives evaluated in Section 7.0.

### **"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 approximately 9,629 square feet of retail uses (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. In consideration of these factors, the No Project/No Development Alternative (Existing Conditions) would be the Environmentally Superior Alternative to the proposed 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 this EIR, the Reduced Project Alternative would result in reduced development and reduced environmental impacts. The Reduced Alternative would result in retaining the 40 Atlantic Avenue office building on-site and would result in a less than significant impact for cultural resources. Although impacts for Aesthetics/Light and Glare, Traffic and Circulation, Air Quality and Noise would also be significant and unavoidable, the impacts would incrementally be reduced based upon the reduction in development characteristics (i.e., acreage, number of buildings and heights, residential dwelling units, retail/gallery square footage and parking spaces). Impacts to cultural resources when compared to the proposed project, the Reduced Project Alternative would be environmentally superior and would fulfill the majority of the project objectives.

### **ALTERNATIVES CONSIDERED BUT REJECTED FOR FURTHER ANALYSIS**

An Alternative to the proposed project which was considered but rejected, involved development of the 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 proposed Shoreline Gateway Project (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 project is comprised of nine parcels (approximately 2.2 acres) generally located north of Ocean Boulevard, between Atlantic and Alamitos Avenues in the City of Long Beach; refer to Exhibit 3-2, Project Vicinity.

#### **PROJECT SETTING (EXISTING CONDITIONS)**

The project site is currently developed with multiple-family residential, retail, restaurant, office and parking uses on several parcels; refer to Exhibit 3-3, Project Aerial Photograph. The northwest corner of Ocean Boulevard and Alamitos Avenue is developed with a 9,629 square foot retail building (Video Choice). Uses west of Video Choice, between Lime Avenue and Broadway Court, include a 3-story 30-unit apartment building, a 2- to 3-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 project site is developed with 20,981 square feet of retail, restaurant and office uses and 63 residential units.

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.

### **3.2 BACKGROUND AND HISTORY**

The project area is within the central Long Beach Redevelopment Project Area. Originally adopted on September 21, 1993, the Central Long Beach Redevelopment Project Area encompasses approximately 2,618 acres generally located south of the I-405 freeway, east of the I-710 freeway and west of Redondo Boulevard.



● - Project Site



Not to Scale

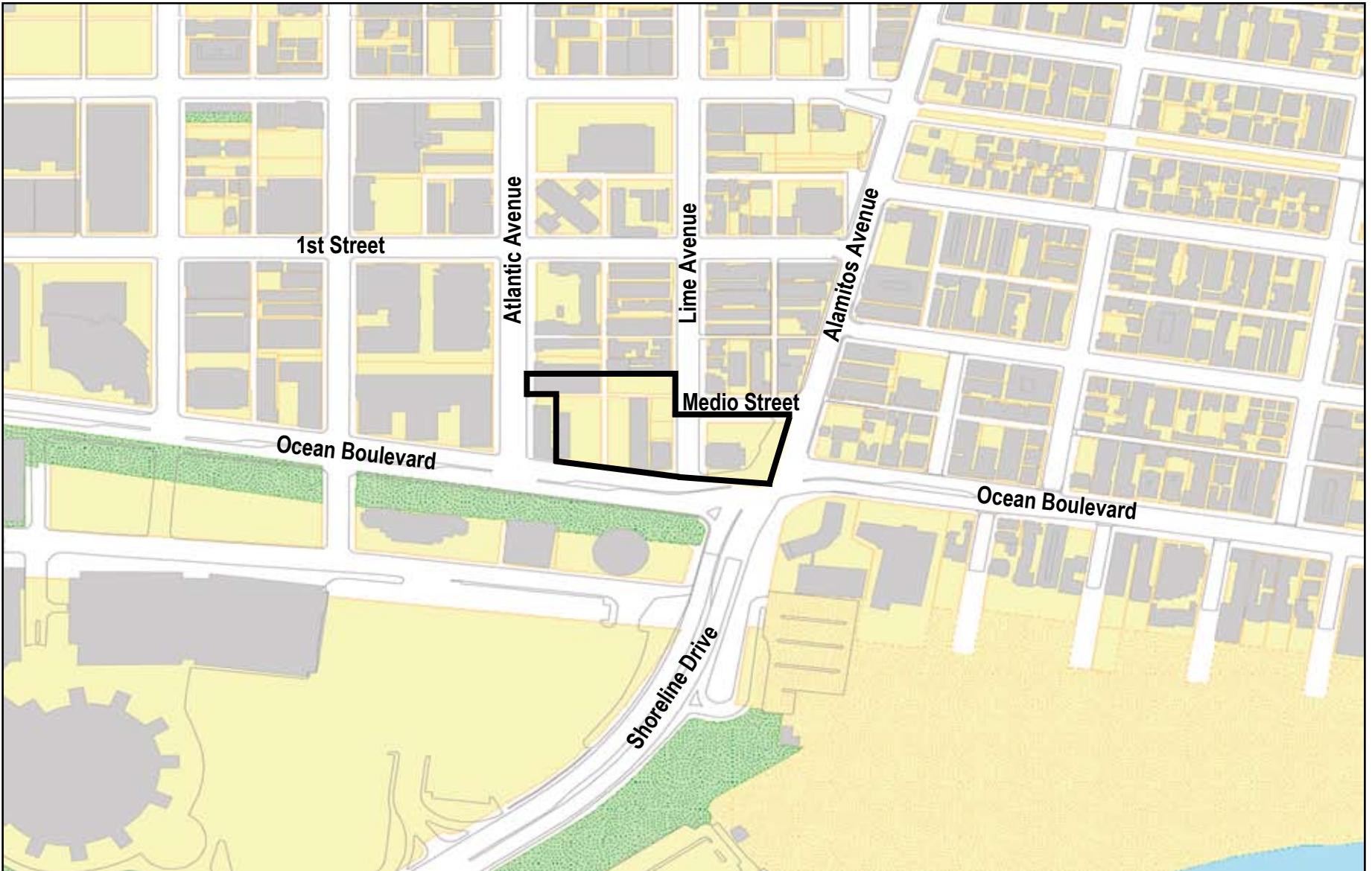


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SHORELINE GATEWAY PROJECT  
ENVIRONMENTAL IMPACT REPORT  
**Regional Vicinity**

Exhibit 3-1



Source: City of Long Beach.

— Project Site



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Source: Anderson Pacific LLC.

— Project Site



Not to Scale



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SHORELINE GATEWAY PROJECT  
ENVIRONMENTAL IMPACT REPORT

## Project Aerial Photograph



The *East Village Arts District Guide for Development (Guide for Development)*, dated October 1996, identifies comprehensive strategies to create a viable arts district that functions as a distinct activity center and neighborhood in the City of Long Beach. The Guide for Development outlines strategies for physical, parking, urban design, parks and open space improvements, as well as marketing, ongoing coordination, financing, public safety and property maintenance strategies for the East Village Arts District. The *Guide for Development* calls for the intensification of the project site with a development that could serve as a “landmark” entry to the East Village from the east and Shoreline Drive.

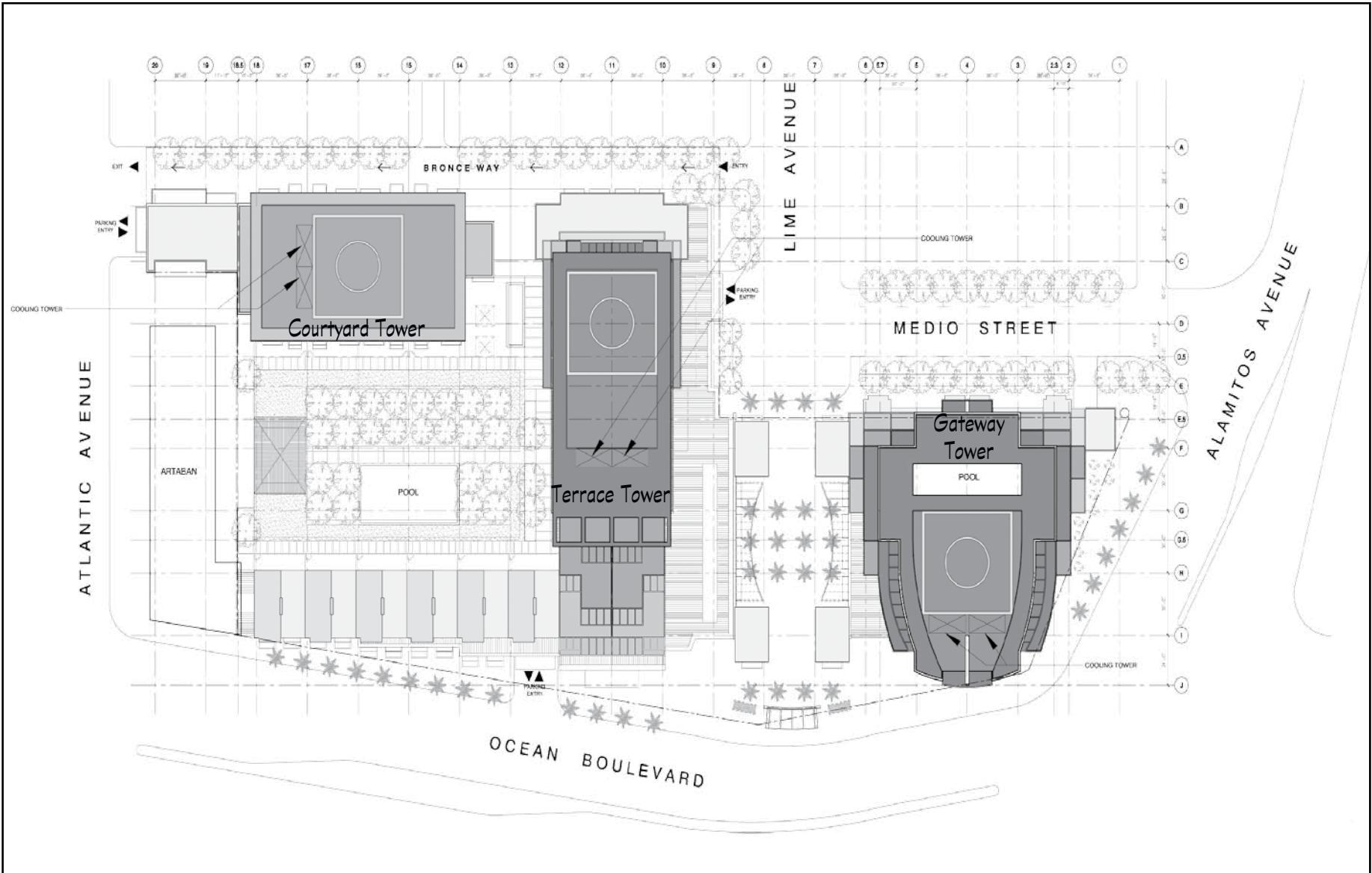
On February 4, 2005, the Long Beach Redevelopment Agency issued a Request for Proposal (RFP) to property and business owners of 40 Atlantic Avenue, 19-39 Lime Avenue and 615-777 East Ocean Boulevard. The RFP notified the owners of the Redevelopment Agency’s interest in redeveloping the identified properties to revitalize the area. The RFP was officially a Notification of Opportunity to Submit a Development Proposal. The Redevelopment Agency received two proposals. On May 23, 2005, Redevelopment Agency Staff requested approval and authorization from the Redevelopment Agency Board to enter into an exclusive negotiation agreement with Anderson Pacific, LLC, for the proposed project.

### **3.3 PROJECT CHARACTERISTICS**

Currently, the project site includes 63 multiple-family residential units and approximately 20,980 square feet of retail, restaurant and office uses. As part of the proposed project, all existing residential, retail, restaurant and office uses would be removed.

The project proposes 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; refer to Exhibit 3-4, Proposed Project Roof Plan. The proposed 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 project would result in 358 residential units including live/work spaces, townhomes, one to three bedroom apartment units, penthouse units and associated amenities. The project proposes locating live/work units adjacent to Ocean Boulevard and townhouse units adjacent to the Bronce Way alley and Medio Street. The project proposes 13,561 square feet of retail/gallery space, which would front the proposed residential tower and stepped slab building on Ocean Boulevard; refer to Exhibit 3-5, Proposed Ground Floor Plan, and Exhibit 3-6, Proposed Mezzanine Plan.



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

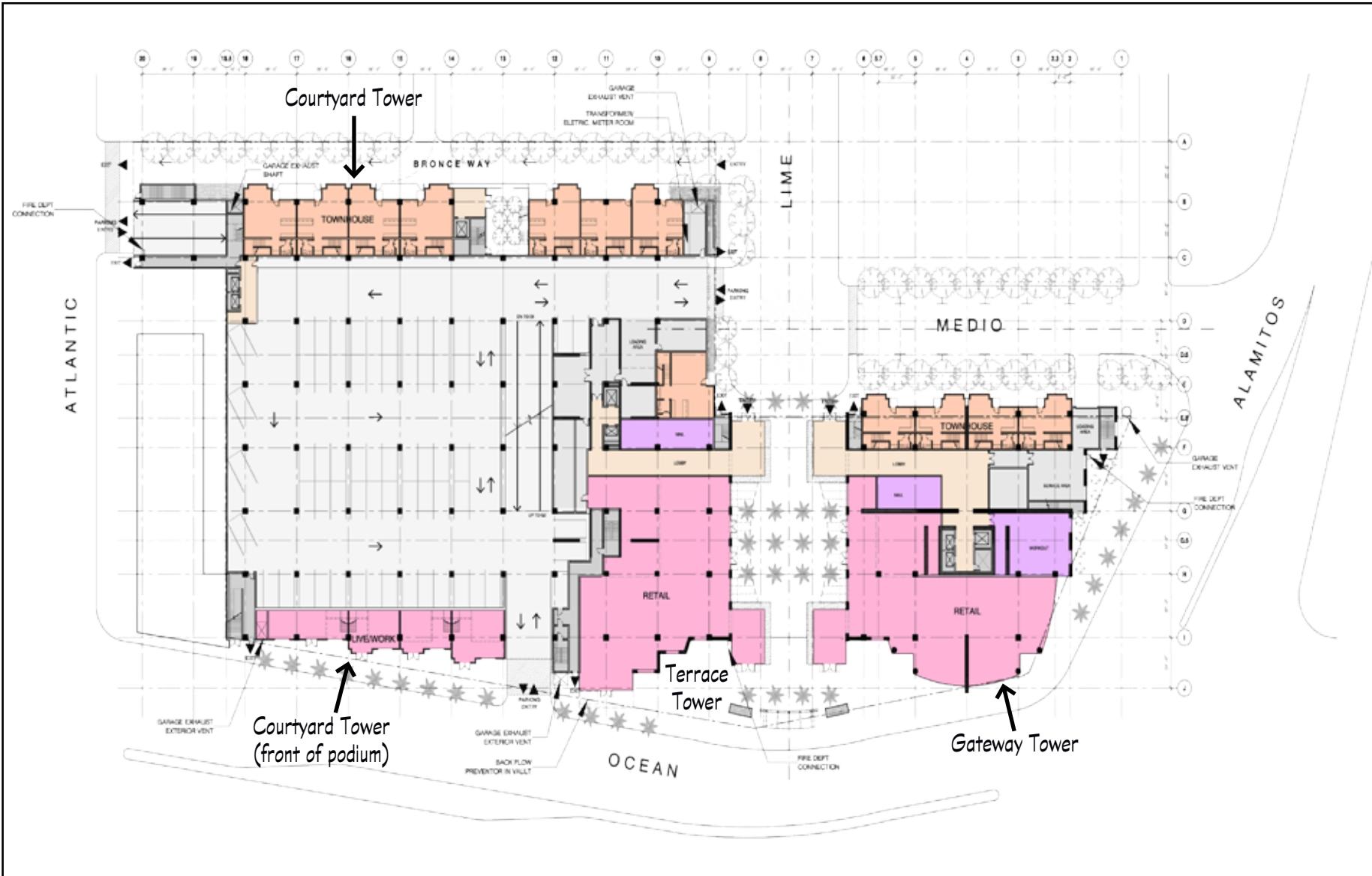


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Source: Altoon + Porter Architects, December 22, 2005.

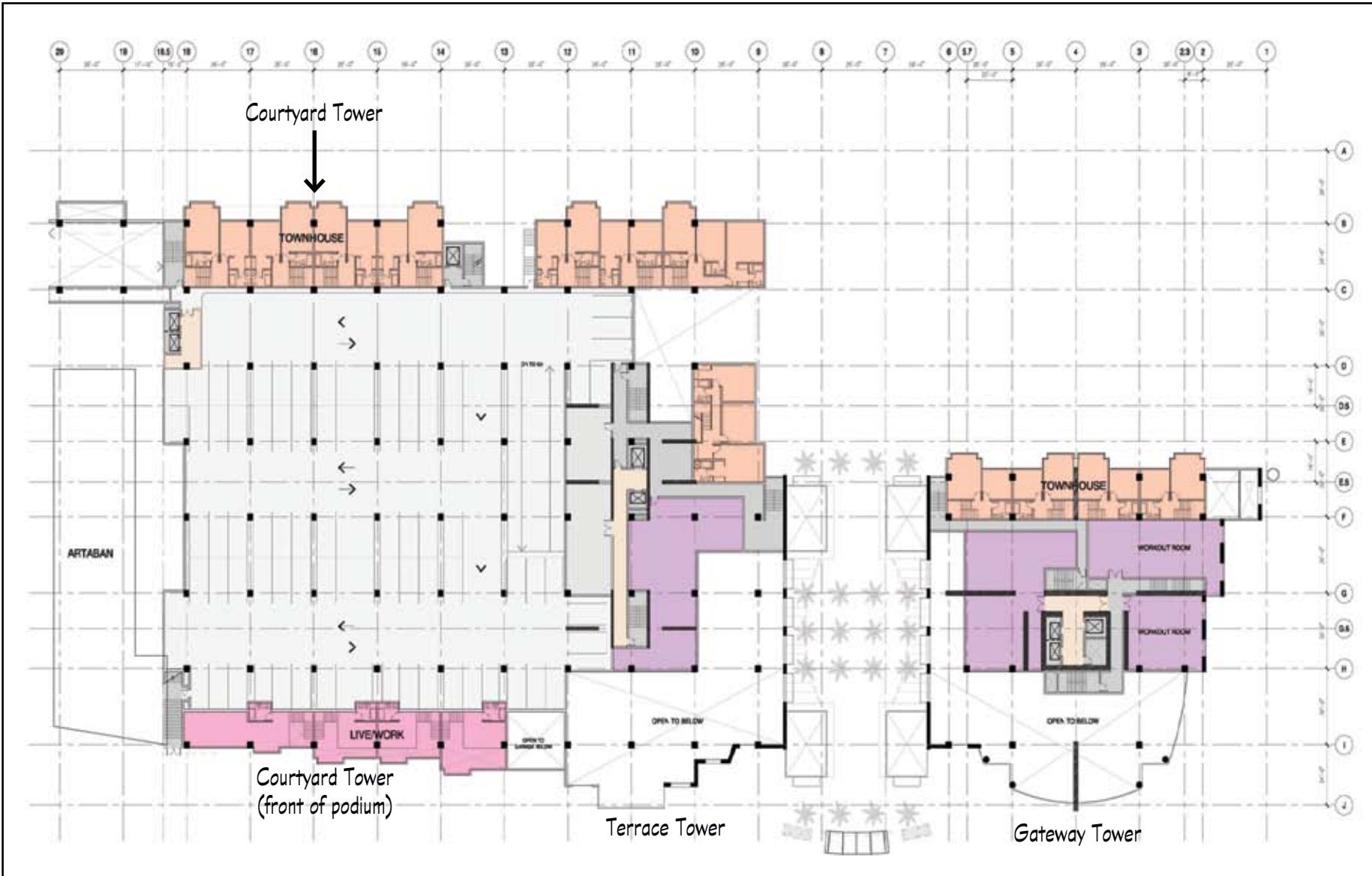


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Source: Altoon + Porter Architects, December 22, 2005.



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## BUILDING HEIGHTS AND MATERIALS

With the two-story podium, the height of the proposed 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; refer to Exhibit 3-7, Proposed Project Sections and Building Heights. The project proposes 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 to the proposed project would occur from Ocean Boulevard, Atlantic Avenue and at the western terminus of Medio Street. 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.

## PARKING

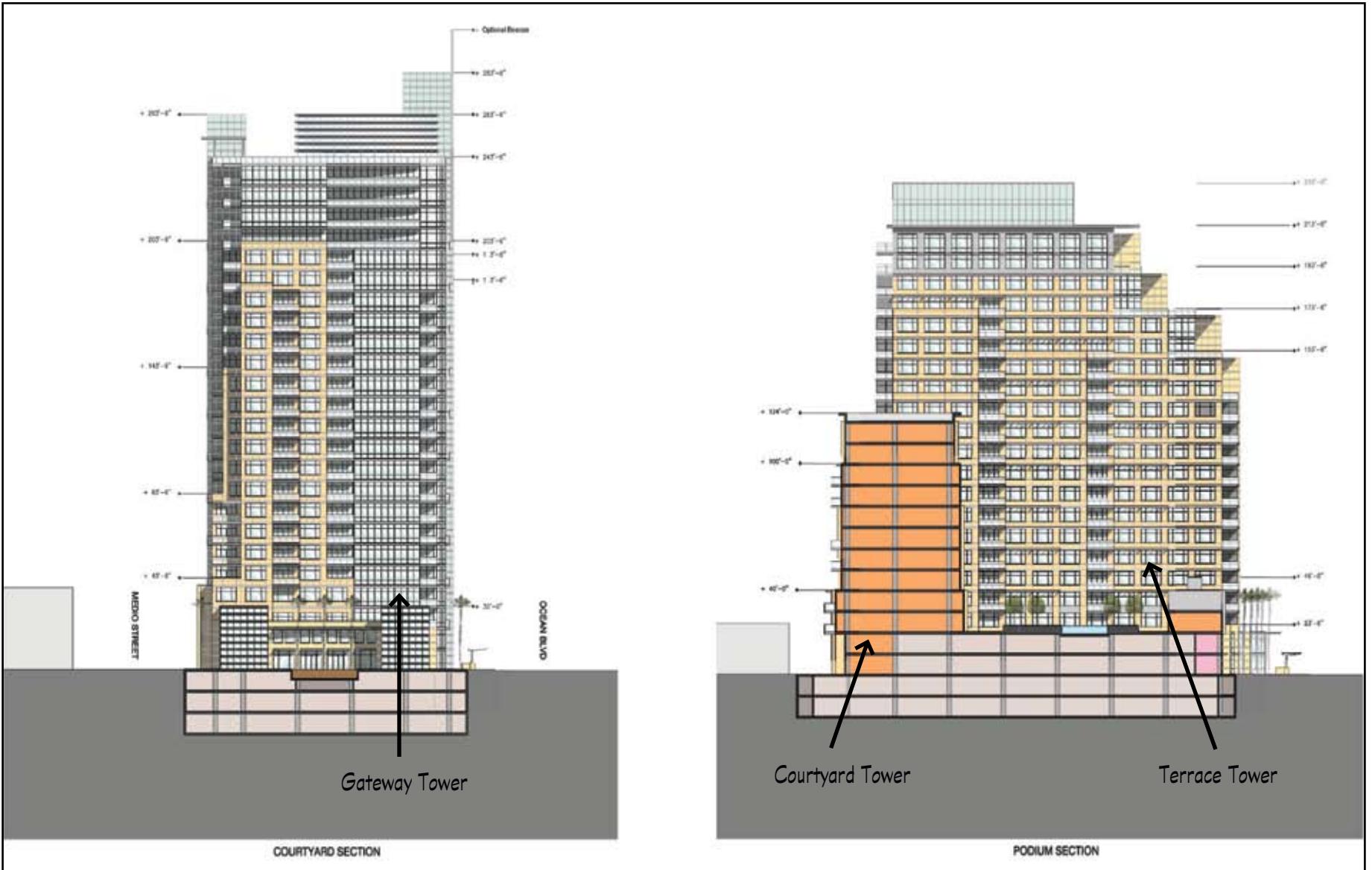
Parking for approximately 820 vehicles would be provided in three subterranean parking levels and in a concealed parking structure located at-grade and one level above-grade. The parking structure would be concealed from the public by the proposed live/work and townhouse units and the proposed retail 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; refer to Exhibit 3-8, Proposed Level 1 Plan.

## LANDSCAPING

The project proposes landscaping within the residential garden, public paseo and along the project frontages; refer to Exhibit 3-9, Landscape Concept Plan. 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; refer to Exhibit 3-10, Planting Concept Plan.

## 3.4 PROJECT GOALS AND OBJECTIVES

The Shoreline Gateway Project is proposed by Anderson Pacific, LLC, and 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*.



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

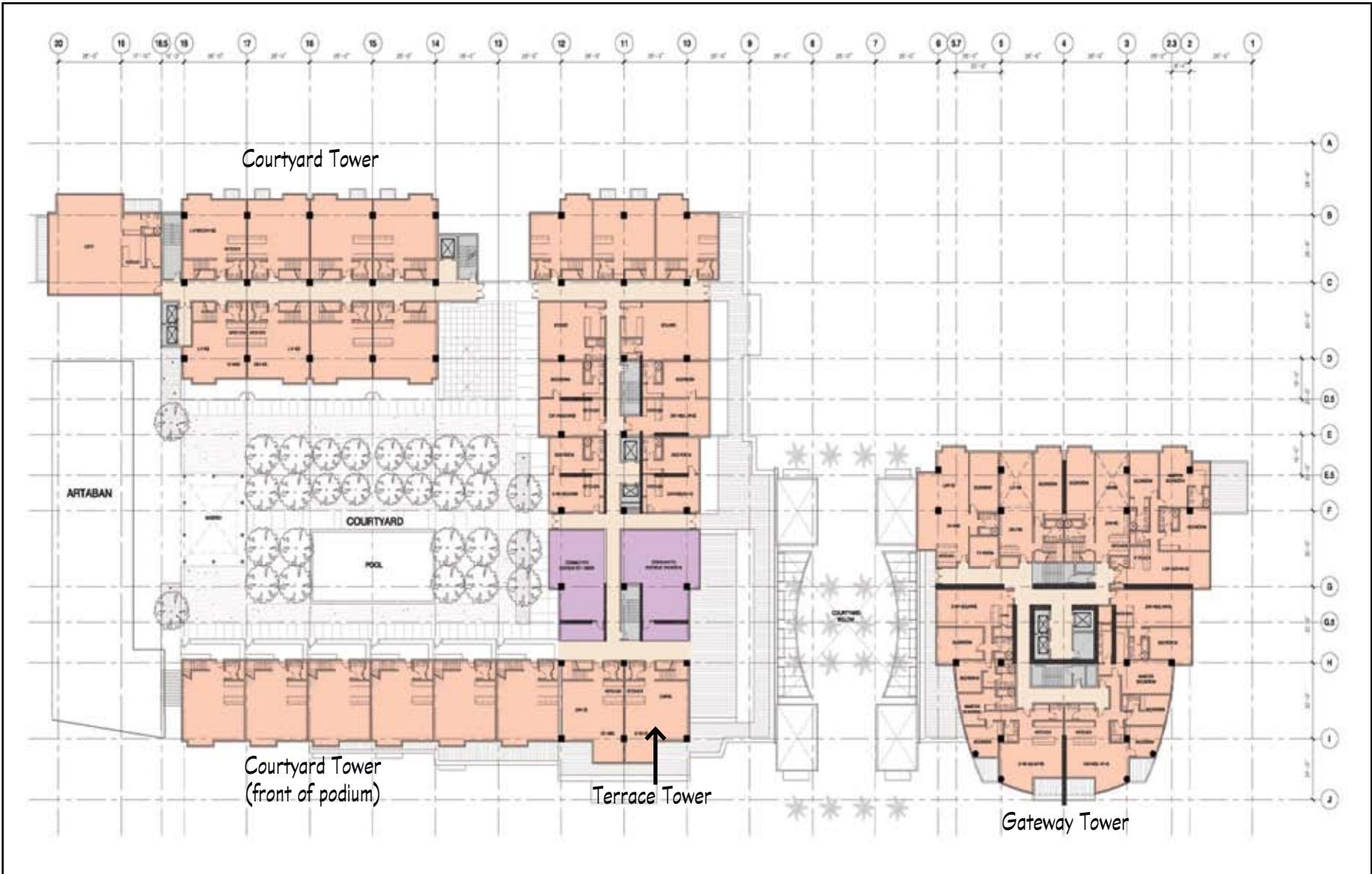


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Source: Altoon + Porter Architects, December 22, 2005.



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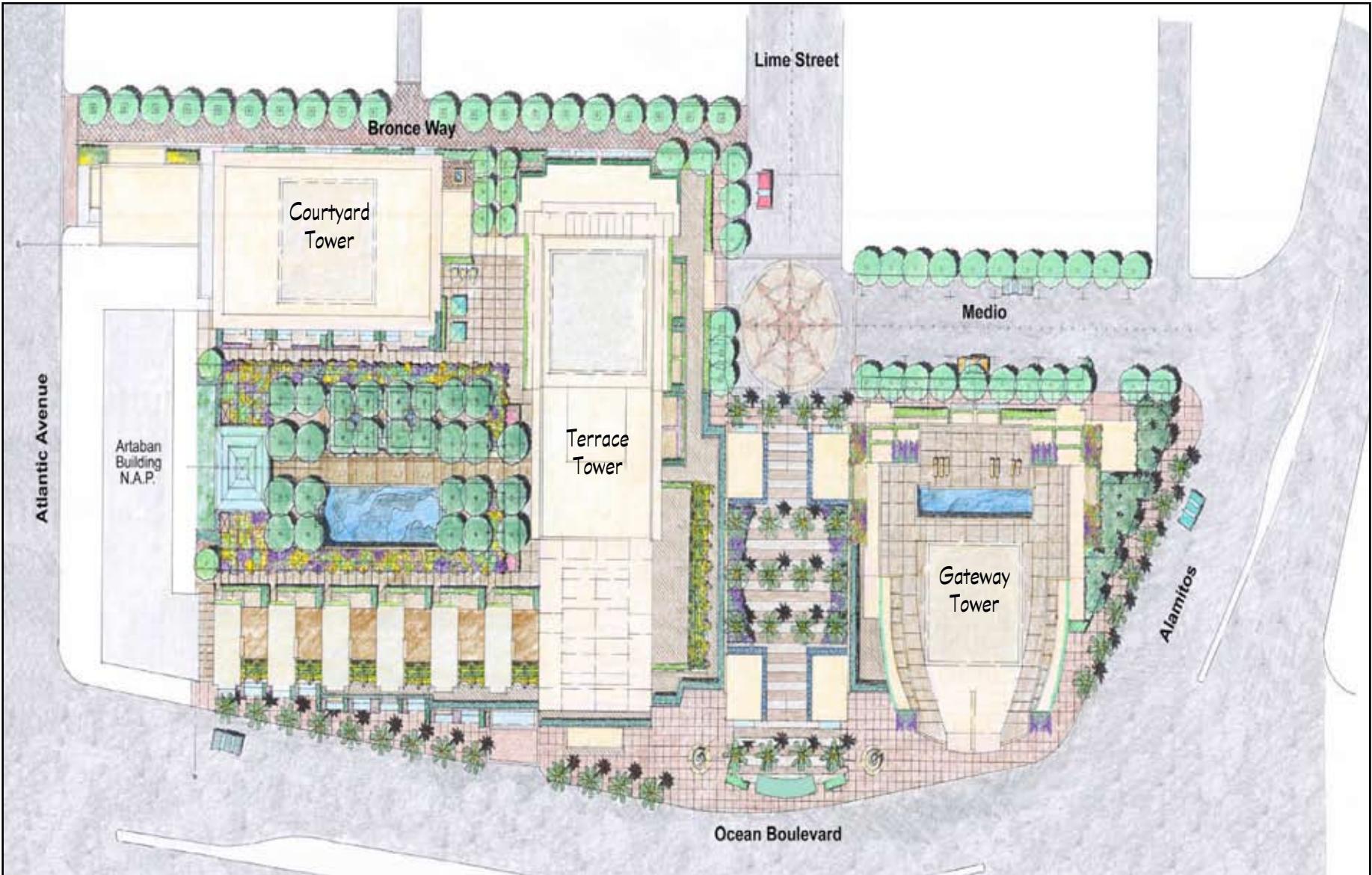
PLANNING ■ DESIGN ■ CONSTRUCTION

09/06 • JN 10-104514

**Exhibit 3-8**

SHORELINE GATEWAY PROJECT  
ENVIRONMENTAL IMPACT REPORT

## Proposed Level 1 Plan



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



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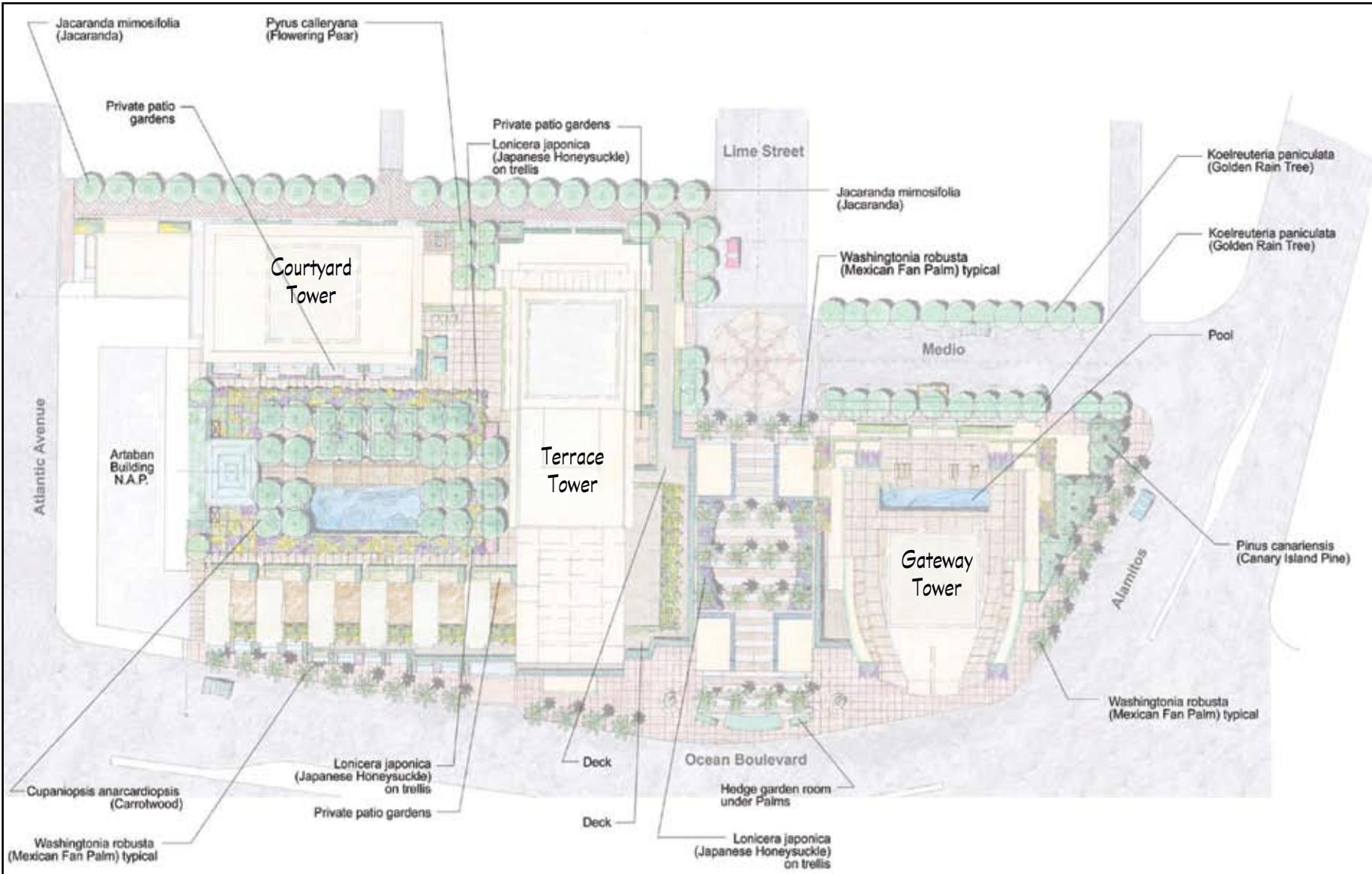
PLANNING ■ DESIGN ■ CONSTRUCTION

09/06 • JN 10-104514

Exhibit 3-9

SHORELINE GATEWAY PROJECT  
ENVIRONMENTAL IMPACT REPORT

## Landscape Concept Plan



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



Not to Scale



PLANNING ■ DESIGN ■ CONSTRUCTION

09/06 • JN 10-104514

Exhibit 3-10

SHORELINE GATEWAY PROJECT  
ENVIRONMENTAL IMPACT REPORT  
**Planting Concept Plan**



The following goals and objectives have been identified for the 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.

## **3.5 PHASING**

It is anticipated that the Shoreline Gateway 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.

## **3.6 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 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.
- 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 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.

- 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.

- 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. The project, as proposed, would require approval of a Standards Variance for on-site parking (refer to Section 5.3, Traffic and Circulation).

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. The Initial Study Checklist (Appendix G of the *CEQA Guidelines*) provided as part of Appendix 15.1, indicates that the proposed project may yield potentially significant cumulative effects. As a result, Section 5.0 of this EIR 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. 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



City of Long Beach  
Shoreline Gateway Project Environmental Impact Report

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 <sup>st</sup> 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 <sup>th</sup> 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 <sup>rd</sup> Street (Case No. 0312-09)	64 apartment units (affordable units)	Under construction
427 W. 6 <sup>th</sup> Street (Case No. 0404-02)	10 apartment units	Preliminary



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

Location/Case No.	Description	Status
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
210 W. 3 <sup>rd</sup> 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 <sup>rd</sup> and 4 <sup>th</sup> Streets	171 condo units and 19,600 sq. ft. retail	Preliminary
Long Beach Boulevard between 1 <sup>st</sup> Street and Broadway	446 condo units and 11,500 sq. ft. retail	Preliminary
Block bounded by 3 <sup>rd</sup> Street, Elm Avenue, Broadway and Long Beach Boulevard	179 condo, 17,500 sq. ft. retail and 21,000 sq. ft. Art Exchange	Preliminary
1 <sup>st</sup> Street and Elm Avenue	54 condo units	Preliminary
100 Long Beach Boulevard	72 condo units	Preliminary
600 East Broadway and 631-633 East 1 <sup>st</sup> Street	62,000 sq. ft. retail	Preliminary
Block bounded by 5 <sup>th</sup> Street, Pacific Avenue, 4 <sup>th</sup> Street and Cedar	141 condo units and 23,400 sq. ft. retail	Preliminary
Pacific Avenue between 4 <sup>th</sup> and 5 <sup>th</sup> Streets	118 apartment units	Preliminary

sq. ft. = square feet.

## **5.0 Environmental Analysis**



## 5.0 ENVIRONMENTAL ANALYSIS

The following subsections of the EIR contain 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. The EIR analyzes those environmental issue areas, where potentially significant impacts have the potential to occur, as stated in Appendix 15.1, *Initial Study and Notice of Preparation*.

The EIR will examine environmental factors outlined in Appendix G of the CEQA Guidelines (Environmental Checklist), as follows:

- 5.1 Land Use and Relevant Planning
- 5.2 Aesthetics/Light and Glare
- 5.3 Traffic and Circulation
- 5.4 Air Quality
- 5.5 Noise
- 5.6 Hazards and Hazardous Materials
- 5.7 Cultural Resources
- 5.8 Public Services and Utilities

Each environmental issue is addressed in a separate section of the EIR and 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.
  - The “Level of Significance Before Mitigation” identifies the impact significance level prior to analysis and prior to the imposition of



mitigation measures. Impacts are generally classified as potentially significant impact, less than significant impact or no impact.

- 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 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 LAND USE AND RELEVANT PLANNING**

The purpose of this section is to identify the existing land use conditions, analyze the compatibility of the proposed project with existing uses, evaluate consistency with relevant planning policies and to recommend mitigation measures which would avoid or lessen the significance of potential impacts. This section identifies on-site and surrounding land use conditions and land use policy requirements set forth by the City. Information in this section is based upon the *City of Long Beach General Plan*, *Central Redevelopment Plan* and *Long Beach Municipal Code* (Zoning Ordinance) and the *Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide Policies*.

### **5.1.1 ENVIRONMENTAL SETTING**

The project site is comprised of nine parcels (approximately 2.2 acres) generally located north of Ocean Boulevard, between Atlantic Avenue and Alamitos Avenue. The project site is located at the eastern boundary of downtown Long Beach, within the Central Redevelopment Project Area. The site is currently developed with residential, office, restaurant, retail and parking uses. More specifically, the northwest corner of Ocean Boulevard and Alamitos Avenue is developed with a single-story retail building (Video Choice) and surface parking. West of Video Choice, between Lime Avenue and Broadway Court, is a three-story apartment building, a 2- to 3-story 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 single-story restaurant (Long Beach Café) and surface parking. North of Bronce Way, between Atlantic Avenue and Broadway Court, is a single-story office building with surface parking between Broadway Court and Lime Avenue. The project site is currently comprised of 20,981 square feet of retail, restaurant and office uses and 63 residential dwelling units.

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

### **RELEVANT PLANNING DOCUMENTS**

Development in the City is subject to the policies and development guidelines contained within several planning policy documents. A project is considered to have a significant impact on land use and relevant planning, due to inconsistency with planning documents, only if the project is determined to be inconsistent with the *Long Beach General Plan* or *Long Beach Zoning Code*. Relevant planning policy documents related to land uses for the project are described below.

#### **City of Long Beach General Plan**

The City of Long Beach prepared its first *General Plan* in 1958. The 1958 *General Plan* served the City for two decades, and in 1978 a new *General Plan* was



prepared. Since that time, individual elements of the *General Plan* have been revised and updated based on the changing character of the City. Overall, the *General Plan* provides a general, comprehensive and long-range guide for community decision-making. The *City of Long Beach General Plan* establishes goals addressing a variety of issues affecting future development of the City. State law requires each *General Plan* to contain seven mandatory elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. The following elements comprise the *City of Long Beach General Plan*.

## LAND USE ELEMENT

While the *General Plan* elements carry equal weight, the Land Use Element is often perceived as the single-most representative element of the *General Plan*. “The Land Use Element is specifically directed toward prescribing the proper long-range use and development of land in the City.” The Land Use Element is comprised of several components that are interrelated and internally consistent, forming a base for future planning decisions:

- Forecasts Component. This component presents forecasts for population, housing, persons per dwelling units, employment and retail demand.
- Urban Design Component. This component analyzes how the City is structured and the context in which one sees and understand the many parts of the City.
- Neighborhood Component. This component contains all the assessments of and recommendations for the City’s residential neighborhoods.
- Activity Center Component. This component identifies the centers of human activities within the City including business, employment, recreation, arts and cultural events.
- Traffic Corridors Component. This component identifies the network of major streets that connect the neighborhoods and activity centers together and provide regional access to and from the City and local access within it.

As part of the last update, an extensive citizen planning effort took place to outline long-range goals and policies for development of the City of Long Beach through the Year 2025. The broad ranging goals guiding the Land Use Element of the *General Plan* include:

- Managed Growth;
- Economic Development;
- Downtown Revitalization;
- New Housing Construction;
- Affordable Housing;
- Neighborhood Emphasis;
- Facilities Maintenance; and
- Functional Transportation.



Each broad ranging goal is further clarified to establish objectives, as detailed in the Land Use Element.

The Land Use Element identifies the future land use pattern and establishes standards for future development within the City. Land uses within the City are categorized by districts, consisting of four main categories: residential land uses; commercial land uses; industrial land uses; and others (open space, institutional uses and port/airport). There are 13 types of Land Use Districts (LUDs) within the City. The LUD that applies to the project site is described below:

- LUD No. 7 Mixed Use District. LUD No. 7 allows for a careful blending of different types of land uses to save time and energy in transportation and communications, simplify and shorten transactions of goods and services, vitalize a site and give it more importance in the urban structure of the City. Centers included in LUD No. 7 are regulated by an area-wide planned development plan and ordinance. Land use controls and design and development standards for these areas shall be contained in the planned development plan/ordinance for each area.

The LUD No. 7 district is intended for use in large, vital activity centers, not in strips along major arterials. Possible combinations of land uses intended by this district are employment centers, such as retail, offices, medical facilities; higher density residences; visitor-serving facilities; personal and professionals services; or recreational facilities.

Residential densities in districts where residential uses are permitted will vary by the particular characteristics and needs of the district. Specific densities are named in the planned development ordinance for each district. These densities shall be compatible with residential densities outside the district boundaries, if the two residential areas are adjacent to each other.

## TRANSPORTATION

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

## HOUSING

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



## **OPEN SPACE AND RECREATION**

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

## **CONSERVATION**

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

## **PUBLIC SAFETY**

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

## **SEISMIC SAFETY**

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

## **NOISE**

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

## **SCENIC ROUTES**

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



scenic routes, which may have merit for inclusion in a designated system and establishes criteria and design standards to protect the scenic corridors.

## AIR QUALITY

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

## CITY OF LONG BEACH ZONING CODE

The Zoning Regulations (Title 21) of the *City of Long Beach Municipal Code* (*Municipal Code*) provides the legislative framework to enhance and implement the goals, policies, plans, principles and standards of the *General Plan*. The purpose of the Zoning Regulations is to promote and preserve the public health, safety, comfort, convenience, prosperity and general welfare of the people of Long Beach. Specifically, the Zoning Regulations intend to achieve the following objectives:

- To promote achievement of the proposals of the City *General Plan*;
- To advance the City's position as a regional center of commerce, industry, tourism, recreation and culture;
- To protect residential, commercial, industrial, public and institutional areas from the intrusion of incompatible land uses;
- To provide for desirable, appropriately located living areas in a variety of dwelling types and at a wide range of population densities, with adequate provisions for sunlight, fresh air and usable open space;
- To assure preservation of adequate space for commercial, industrial and other activities necessary for a healthy economy;
- To promote safe, expeditious and efficient movement of people and goods, with a maximum of choice in modes of travel and with adequate provisions for parking, loading and the transfer of modes of travel;
- To achieve excellence of design in all future developments and to preserve the natural beauty of the City's environmental setting;
- To promote the growth and productivity of the City's economy;
- To stabilize expectations regarding future development, thereby providing a basis for rational decisions;



- To provide opportunities for establishments to be located for efficient operation in a mutually beneficial relationship to each other and to shared services;
- To secure equity among individuals in the use of their property;
- To distribute population growth in the City in such a way as to maximize the quality of life enjoyed by all persons who have an interest in Long Beach;
- To guide and encourage the renewal of areas experiencing blight, deterioration and obsolescence, while protecting and preserving the City's cultural heritage; and
- To locate and control land uses so that no noise, vibration, electrical disturbance, smoke, gaseous or particulate matter, odor, glare, heat, radioactivity, biological material, dust, nor hazard is generated, created or emitted from any use so as to be a substantial risk to public health, safety and welfare or to be of such an extent, intensity or duration as to be a nuisance to or adversely affect adjacent properties or uses.

Long Beach is divided into zoning districts, as illustrated on the City of Long Beach Zoning Map (Zoning Map). According to the Zoning Map, the project site is located within the boundaries of the Downtown Planned Development District (PD-30).

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

PD-30 is divided into eight districts: Park, Institutional and Government, Downtown Core, Promenade, Downtown Mixed Use, East Village Mixed Use, West End Residential and East Village Residential. The project site is located within the Downtown Core District.

Park District. This district is comprised of Cesar E. Chavez Park. Development in the park is limited to park/community related structures such as recreation and community buildings. Development should be consistent with the open character of the park.



Institutional and Government District. This district contains major government buildings along with several churches and schools. Development in the districts will vary based on the location of the site within the downtown area.

Downtown Core District. This district is considered the center of downtown and encourages a mix of uses including office, retail, entertainment and high density residential. High-rise and mid-rise developments are permitted in this district.

Promenade District. This district is intended to provide opportunities for a range of entertainment and visitor serving commercial uses. The Promenade shall be preserved as an essential pedestrian link between downtown's commercial districts and the Pike at Queensway Bay development.

Downtown Mixed Use District. This district applies to those areas surrounding the Downtown Core area and major street corridors outside the central core.

East Village Mixed Use District. This district is intended to provide opportunities for continued growth of the East Village Arts District through reuse of existing buildings and new development. The district will contain a mix of moderate-density residential uses, active ground floor storefronts, live/work spaces and art-related uses.

West End Residential District. This district applies to the residential area west of the Downtown Core. This district is intended to provide moderate to high-density housing opportunities for persons working in the downtown area.

East Village Residential District. New development in this district is limited to low to moderate densities.

PD-30 provides development standards for each district including, setbacks, building heights, lot size, required screening, signs, landscaping and parking requirements.

## **CITY OF LONG BEACH REDEVELOPMENT PLANNING DOCUMENTS**

The project site is part of the Central Long Beach Redevelopment Project. Originally adopted on September 21, 1993, the Central Long Beach Redevelopment Project Area encompasses 2,618 acres of land generally located south of the I-405 freeway, north of downtown, east of the I-710 freeway and west of Redondo Boulevard. The primary objective of the Central Redevelopment Plan is to re-direct and concentrate commercial uses in significant centers and along major arterial corridors, while accommodating residential needs and preserving and rehabilitating existing neighborhoods.

As discussed in Section 3.2, Background and History, several strategic planning documents address development activities within downtown and central Long Beach.

### **The East Village Arts Guide for Development**

*The East Village Arts Guide for Development (Guide for Development)*, October 1996, 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.

### **Strategy for Development Greater Downtown Long Beach**

The *Strategy for Development Greater Downtown Long Beach (Strategy for Development)*, May 2000, defines a vision for the area, establishes priorities for development and aims to create coherent urban design guidelines for the greater downtown area. The *Strategy for Development* separates the greater downtown area into focused strategy areas. The proposed project site is located within Area 1. The *Strategy for Development* identifies Area 1 as the blocks fronting on Ocean Boulevard. The *Strategy for Development* generally identifies the types of land uses to be developed on specific sites within the area. Although the *Strategy for Development* does not specifically identify land uses for the project site, it states that Area 1 should continue as the City's premier location for corporate headquarter and other large-scale office projects, visitor and convention-oriented hotels, major civic offices and facilities and high-density residential projects.

### **Downtown Long Beach Strategic Action Plan**

The *Downtown Long Beach Strategic Action Plan (Strategic Action Plan)*, July 2000, outlines assets and challenges for the downtown, current planning projects and activities, the Downtown Development Concept, an Action Plan and recommended steps towards implementation.

Objectives and actions applicable to the proposed project site, as identified in the *Strategic Action Plan*, include:

- Develop strong linkages to improve connections and access between neighborhoods in downtown;
- Recruit and retain a diversity of retail uses that together create an active and distinct downtown while providing for a range of users' needs, including those of residents, businesses and tourists;
- Create downtown as an attractive place to live, providing for a range of housing types/costs for residents with a wide range of income levels;
- Provide for adequate and convenient parking for all uses and activities in the downtown;
- Establish and maintain downtown as a special and distinct “urban experience”; and



- Create downtown as a place for entertainment and cultural activities, promoting it as an “international destination” and extending uses into evening and weekend hours.

## **SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) REGIONAL PLANS AND POLICIES**

In addition to locally adopted plans, ordinances, and regulations, a number of regional plans also influence land use planning in the City of Long Beach. Regional planning agencies such as SCAG recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation and air pollution have resulted in the adoption of regional plans that affect the City of Long Beach and the County of Los Angeles.

SCAG has evolved as the largest council of governments in the United States, functioning as the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial, and including 184 cities. The region encompasses a population exceeding 15 million persons in an area of more than 38,000 square miles.

The Federal government mandates SCAG, as the designated MPO, to research and develop plans for transportation, growth management, hazardous waste management and air quality. These mandates led SCAG to prepare comprehensive regional plans to address these concerns. SCAG's responsibility as the region's clearinghouse includes implementation of CEQA. Legislation requires the review of local plans, projects and programs for consistency with regional plans. SCAG has determined through the Notice of Preparation (NOP) process that the proposed project is not regionally significant in accordance with *CEQA Guidelines 15206*.<sup>1</sup> However, the project is located in a Compass 2% Strategy area, where development patterns are encouraged to integrate multiple uses and create viable opportunities for alternative modes of transportation. According to SCAG it appears that the project would achieve many of the goals of the 2% Strategy, as it proposes mixed-use infill in one of the region's significant employment and activity centers.<sup>2</sup>

## **SOUTH COAST AIR QUALITY MANAGEMENT PLAN**

The South Coast Air Quality Management District (SCAQMD) has prepared multiple AQMPs to accomplish the five-percent annual reduction goal, established by a coordinated effort between the Environmental Protection Agency (EPA) and California Air Resources Board (CARB). The most recent AQMP was published in 2003. The 2003 AQMP was prepared and adopted by the SCAQMD in August 1, 2003. The 2003 AQMP updates the attainment demonstration for the Federal standards for ozone and particulate matter ( $PM_{10}$ ); replaces the 1997 attainment demonstration for the Federal carbon monoxide (CO) standard and provides a basis for a maintenance plan for CO for the future; and updates the maintenance plan for

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<sup>1</sup> Brian Wallace (Associate Regional Planner), Intergovernmental Review, Southern California Association of Governments, January 9, 2006. Refer to Appendix 15.2, Notice of Preparation Responses.

<sup>2</sup> *Ibid.*



the Federal nitrogen dioxide (NO<sub>2</sub>) standard that the South Coast Air Basin has met since 1992.

This revision to the AQMP also addresses several State and Federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes and new air quality modeling tools. The 2003 AQMP is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 Amendments to the Ozone State Implementation Plan (SIP) for the South Coast Air Basin for the attainment of the Federal ozone air quality standard. However, this revision points to the urgent need for additional emission reductions (beyond those incorporated in the 1997/99 Plan) from all sources, specifically those under the jurisdiction of the CARB and the United States EPA, which account for approximately 80 percent of the ozone precursor emissions in the South Coast Air Basin; refer to Section 5.4, Air Quality.

## **FEDERAL PLANS AND POLICIES**

### **Clean Air Act**

The Federal Clean Air Act was enacted to protect and enhance air quality and promote the health and welfare of the public. The EPA has established ambient air quality standards for certain criteria pollutants that are generally implemented by State and local agencies; refer to Section 5.4, Air Quality.

### **Clean Water Act (Section 404)**

Section 404(b) of the Federal Clean Water Act was established to preserve water quality, and discourages the alteration or destruction of wetlands. This act requires that the U.S. Army Corps of Engineers (USACE) evaluate the impacts of discharge of dredged or fill materials into any water of the United States. The USACE wetlands policy requires the implementation of mitigation measures for any impacts on designated wetland areas; refer to Section 10.0, Effects Found Not To Be Significant.

### **National Pollutant Discharge Elimination System (NPDES) Permit Program**

The National Pollutant Discharge Elimination System Permit Program (NPDES program) requires industrial and municipal dischargers of water pollutants to obtain permits from the appropriate Regional Water Quality Control Board. Point-source dischargers of pollutants into surface waters are required to obtain an NPDES permit. Other dischargers, such as those affecting groundwater or from nonpoint sources are required to file a Report of Waste Discharge. For specified situations, some permits may be waived and some discharge activities may be handled through enrollment in an existing general permit. The existing NPDES (Phase I) stormwater program requires municipalities serving greater than 100,000 persons to obtain a NPDES stormwater permit for construction projects greater than five acres in size. Proposed NPDES stormwater regulations (Phase II) expand this existing national program to smaller municipalities with populations of 10,000 persons or more and to construction sites that disturb greater than one acre; refer to Section 5.8, Public Services and Utilities.



## **5.1.2 SIGNIFICANCE THRESHOLD CRITERIA**

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form, which includes questions relating to land use and relevant planning. The criteria presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact relative to land use if it would:

- Physically divide an established community; refer to Section 10.0, Effects Found Not To Be Significant;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
- Conflict with any applicable habitat conservation plan or natural community conservation plans; refer to Section 10.0, Effects Found Not To Be Significant.

For the purposes of this impact analysis, a significant impact would occur if implementation of the proposed project would result in inconsistencies or conflicts with the adopted goals and policies of the *City of Long Beach General Plan*, applicable rules and regulations of the *Municipal Code* and/or goals and policies of the Central Redevelopment Plan. 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**

### **CONSISTENCY WITH CITY OF LONG BEACH GENERAL PLAN**

- THE PROPOSED PROJECT WOULD BE CONSISTENT WITH THE APPLICABLE GOALS AND POLICIES OF THE CITY OF LONG BEACH GENERAL PLAN.

***Level of Significance Prior to Mitigation:*** Less Than Significant Impact.

***Impact Analysis:*** The *City of Long Beach General Plan* is the primary policy-planning document that guides land uses in the City. Proposed development projects must be consistent with the *General Plan* in order to be approved, and therefore must serve to directly implement the goals, policies and objectives of the *General Plan*. The project site is located within Land Use District (LUD) No. 7 Mixed Use. LUD No. 7 allows for a combination of land uses including employment centers, such as retail, offices, medical facilities; higher density residences; visitor-serving facilities; personal and professional services; or recreational facilities. The project, as proposed, would be consistent with the land use plan contained in the



*General Plan*, and would not result in a modification to the existing land use designation.

Uses surrounding the project site are located within LUD No. 7. However, uses south of Ocean Boulevard and East of Alamitos Avenue are located within LUD No. 6. LUD No. 6 is identified as a High-Rise Residential District, allowing for high-rise residential uses to complement the broad policy of using the amenities and environmental assets of Long Beach toward maintaining and expanding the City as a regionally significant urban center. Because the proposed project would be consistent with the land use plan, it would be considered compatible with surrounding uses; refer to Section 5.2, Aesthetics, Section 5.4, Air Quality and Section 5.5, Noise, for additional analysis regarding the proposed project's compatibility with surrounding uses.

The *General Plan* contains numerous goals and policies to guide development and uses planned within the City. Refer to Table 5.1-1, General Plan Element Policy Consistency, for a detailed analysis of the proposed project's consistency with the goals and policies of the *General Plan*. For the purposes of this consistency analysis, only those goals and policies that are applicable to the proposed project are included in the matrix.

**Table 5.1-1**  
**General Plan Element Policy Consistency**

City of Long Beach General Plan Implementing Goals and Policies	Shoreline Gateway Project Consistency Statement
<b>Land Use Element</b>	
<b>Goals - Managed Growth:</b> Long Beach accepts the population and economic growth anticipated and intends to guide that growth to have an overall beneficial impact upon the City's quality of life.	Consistent. As indicated in <u>Section 6.0, Long-Term Implications of the proposed Project</u> , the potential population, housing and jobs growth associated with the project would be consistent with SCAG's updated projected population and housing forecasts.
<b>Downtown Revitalization:</b> Long Beach will build its downtown into a multi-purpose activity center of regional significance, emphasizing a quality physical environment, a pedestrian focus, and a wide variety of activities and architectural styles.	Consistent. The project proposes the development of residential and retail/gallery uses within the downtown at a greater intensity than currently exists on the site. Additionally, the project proposes a public paseo and landscaped frontages for civic and pedestrian activity. Development of the proposed project would place residential and retail/gallery uses in proximity to existing transit services and would extend the urbanized character of the downtown to Alamitos Avenue. Development of the site would be subject to the City's discretionary review process including review of development plans to ensure a quality physical environment and architectural styles.
<b>Adequate Water Supply:</b> Long Beach will continue to take the actions that are necessary to preserve an adequate supply of water for domestic, commercial and industrial purposes.	Consistent. As indicated in <u>Section 5.8, Public Services and Utilities</u> , adequate water supply would be available to serve the proposed project.



**Table 5.1-1 [continued]**  
**General Plan Element Policy Consistency**

City of Long Beach General Plan Implementing Goals and Policies	Shoreline Gateway Project Consistency Statement
<b>Functional Transportation:</b> Long Beach will maintain or improve the current ability to move people and goods to and from development centers while preserving and protecting residential neighborhoods.	<u>Consistent</u> . The project proposes to place residential and retail/gallery uses in close proximity to existing transit services, providing convenient opportunities for residents and patrons to utilize mass transit. As indicated in <u>Section 5.3, Traffic and Circulation</u> , project-related traffic impacts would be less than significant with incorporation of recommended transportation system mitigation measures, with the exception of impacts to two intersections, where proposed mitigation is currently infeasible due to physical constraints or other limitations making expansion of the roadway cross section impractical. The proposed project, therefore, would mitigate traffic system impacts to maintain traffic flow to the maximum extent feasible. Refer to <u>Section 5.3, Traffic and Circulation</u> , for a discussion of impacts and mitigation measures related to traffic and transportation facilities.
<b>Arts and Culture Support:</b> Long Beach recognizes art and culture to be necessary ingredients of a quality living environment, and will create and support the mechanisms through which private individuals and organizations can expand cultural opportunities for all residents.	<u>Consistent</u> . The project is located within the East Village Arts District and proposes a two-story gallery space within the Gateway tower located at the corner of Ocean Boulevard and Alamitos Avenue for art related uses.
<b>Downtown Policies:</b> Long Beach will build its downtown into a multi-purpose activity center of regional significance, with physical and functional integrity – offering a wide variety of activities which result in an overall environment that is attractive and exciting during both the daylight and evening hours.	<u>Consistent</u> . Refer to Land Use Element Goals - Downtown Revitalization response, above.
Long Beach will support efforts aimed at preserving its significant historic and cultural places and buildings, and especially supports the development of cultural and artistic offerings in downtown.	<u>Consistent</u> . As indicated in <u>Section 5.7, Cultural Resources</u> , development of the project may cause the destruction, relocation, and/or alteration of potentially historic buildings. Impacts would be less than significant with incorporation of recommended mitigation measures. Additionally, the project proposes to situate the structure nearest to the existing Artaban building at the northernmost property boundary in order to preserve the character and views of the historic Artaban. As previously stated, the project proposes a two-story gallery space within the Gateway Tower located at the corner of Ocean Boulevard and Alamitos Avenue for art related uses.
Quality design and materials are of paramount importance in the downtown. Although the City encourages a wide variety of architectural styles, design quality must be demonstrated. Architectural continuity within the downtown shall be achieved through consistency in the quality of design, workmanship and materials utilized. New buildings must respect and complement existing historic and significant structures.	<u>Consistent</u> . Development of the project would be subject to the City's discretionary review process including review of development plans to ensure quality design and architectural styles. Because the project is located within a redevelopment plan area, as part of the site plan review process, the project would be subject to architectural design review by the City of Long Beach Redevelopment Agency Board in accordance with the guidelines established by the Redevelopment Agency Board. Following approval of design development materials for the proposed project by the Redevelopment Agency Board, including a preliminary site plan, preliminary



**Table 5.1-1 [continued]**  
**General Plan Element Policy Consistency**

City of Long Beach General Plan Implementing Goals and Policies	Shoreline Gateway Project Consistency Statement
	floor plans, and preliminary elevations, site plan review would be conducted by the site plan review committee or the Planning Commission. The review is limited to a determination of compliance with the applicable development standards for the project (including, but not limited to, unit density, setbacks, building height, usable open space, screening of equipment, floor area ratio, landscaping, lot coverage, signage, and off street parking); coordination of requirements from other city departments; and other requirements as applicable.
Long Beach accepts the population growth anticipated in the downtown and supports the development of more park/recreation open space, new quality residential units, added commercial/retail goods and services and additional space for educational facilities required to support a growing downtown population.	<u>Consistent</u> . The project proposes a variety of residential uses (i.e., live/work spaces, townhomes, one to three bedroom apartments and penthouse units) and retail/gallery uses within the downtown area. The project would also provide a variety of park/recreation open space uses in the form of open paseos, roof top gardens and other open spaces. The project would be required to pay park impact fees, which would be used for the development of parkland in the City (refer to <u>Section 5.8, Public Services and Utilities</u> ).
Long Beach will create safe, attractive and comfortable downtown streetscapes emphasizing a pedestrian focus and a quality physical environment. Long Beach will clearly define vehicular and pedestrian roles for each downtown street. Well-defined routes will create a clear linkage pattern between the various activity centers of the downtown proper and the downtown shoreline. In addition the City will implement specific traffic, transit, signage, street tree, landscaping and parking measures for the downtown.	<u>Consistent</u> . The project proposes residential and retail/gallery uses within the downtown. Development of the site as proposed, would place residential and retail/gallery space in proximity to existing transit services and existing activity centers, such as Shoreline Drive, the Pike, Convention Center, the Promenade and the Civic Center area, allowing for convenient pedestrian access to existing and proposed uses. The project proposes landscaping and pedestrian paths throughout the site, including transforming the relocated Bronce Way alley into a pedestrian path connecting proposed walk-up townhouse units to existing residential uses to the north. The proposed public paseo area would provide pedestrian access from uses to the north to Ocean Boulevard. Development of the site would be subject to the City's discretionary review process including review of development plans to ensure the project adheres to the City's Zoning Regulations, including the provision of landscaping and parking.
<b>Transportation Element</b> To improve overall traffic carrying capacity and travel safety, and to reduce traffic conflicts as much as possible	<u>Consistent</u> . As indicated in <u>Section 5.3, Traffic and Circulation</u> , implementation of recommended mitigation measures would improve safety and traffic operations within the project area. Project-related traffic impacts would be less than significant with incorporation of recommended transportation system mitigation measures, with the exception of impacts to two intersections, where proposed mitigation is currently infeasible due to physical constraints or other limitations making expansion of the roadway cross section impractical. The proposed project, therefore, would mitigate traffic system impacts to maintain traffic flow to the



**Table 5.1-1 [continued]**  
**General Plan Element Policy Consistency**

City of Long Beach General Plan Implementing Goals and Policies	Shoreline Gateway Project Consistency Statement
	maximum extent feasible. Refer to <u>Section 5.3, Traffic and Circulation</u> , for a discussion of impacts and mitigation measures related to traffic and transportation facilities.
To permit sufficient employment and residential densities along transit routes to encourage transit ridership.	<u>Consistent</u> . Implementation of the proposed project would result in the placement of residential (i.e., live/work spaces, townhomes, one to three bedroom apartments, and penthouse units) and retail uses at a greater intensity than currently exists in proximity to existing transit services. Additionally, the project would be required to construct a bus shelter and the existing transit stop on Ocean Boulevard.
To increase the amount and quality of moderate and higher density housing along selected corridors.	<u>Consistent</u> . Refer to response, above.
To improve the appearance of the corridors in general, recognizing that these streets provide most travelers through our City with their initial, and perhaps lasting, impression of Long Beach.	<u>Consistent</u> . Development of the proposed project would result in a prominent structure at the corner of Alamitos and Ocean Boulevard, which serves as the eastern entrance to downtown Long Beach. The structure would be setback from Alamitos Avenue and extensive landscaping would be provided along the project's frontage. As stated, any development would be subject to the City's discretionary review process including review of development plans to ensure individual development proposals adhere to the City's Zoning Code, including unit density, setbacks, building height, usable open space, screening of equipment, floor area ratio, landscaping, lot coverage, signage and off street parking.
The City of Long Beach is to maintain or improve our current ability to move people and goods to and from activity centers while reinforcing the quality of life in our neighborhoods.	<u>Consistent</u> . As indicated in <u>Section 5.3, Traffic and Circulation</u> , implementation of recommended mitigation measures would improve safety and traffic operations within the project area. Project-related traffic impacts would be less than significant with incorporation of recommended transportation system mitigation measures, with the exception of impacts to two intersections, where proposed mitigation is currently infeasible due to physical constraints or other limitations making expansion of the roadway cross section impractical. The proposed project, therefore, would mitigate traffic system impacts to maintain traffic flow to the maximum extent feasible. Refer to <u>Section 5.3, Traffic and Circulation</u> , for a discussion of impacts and mitigation measures related to traffic and transportation facilities.
<b>Housing Element</b>	
Policy 1.4 Promote, where appropriate, the revitalization and/or rehabilitation of residential structures which are substandard or have fallen into disrepair.	<u>Consistent</u> . Project implementation would involve the removal of two multiple-family residential structures, resulting in the development of residential uses (i.e., live/work spaces, townhomes, one to three bedroom apartments, and penthouse units) at a greater intensity than currently exists on the site. Development of the project site, as proposed, would extend the existing urbanized character of the downtown to the eastern boundary (Alamitos Avenue).



**Table 5.1-1 [continued]**  
**General Plan Element Policy Consistency**

City of Long Beach General Plan Implementing Goals and Policies	Shoreline Gateway Project Consistency Statement
Policy 1.6 Continue to preserve and maintain the City's historical and architecturally significant buildings and neighborhoods by establishing and maintaining historical landmarks and districts.	<u>Consistent</u> . As indicated in <u>Section 5.7, Cultural Resources</u> , development of the project may cause the destruction, relocation, and/or alteration of potentially historic buildings, or if certain buildings are preserved, may alter the existing setting, context or atmosphere of these buildings. Implementation of recommended mitigation measures would reduce impacts to a less than significant level. Refer to <u>Section 5.7, Cultural Resources</u> , for a discussion of impacts and mitigation measures related to historic and cultural resources. Additionally, the project proposes to situate the structure, nearest to the existing Artaban building, at the northernmost property boundary in order to preserve the character and views of the historic Artaban building.
Policy 2.1 Provide adequate sites, zoned at the appropriate densities, to facilitate the housing production and affordability goals set forth in the 1998-2005 Regional Housing Needs Assessment.	<u>Consistent</u> . Implementation of the proposed project would result in 358 residential units including live/work spaces, townhomes, one to three bedroom apartments and penthouse units, consistent with the zoning density. It is anticipated that the proposed housing would be comprised of for-sale units, with the exception of the live/work units, which would remain as rental space. Although the proposed housing would most likely not meet the "affordable housing" criteria, the project would contribute to the City's production goals and would serve existing demand for housing within downtown Long Beach.
Policy 2.2 Encourage a balance of rental and homeownership opportunities, including high-quality apartments, townhomes, condominiums and single-family homes.	<u>Consistent</u> . As stated, project implementation would result in 358 residential units, including live/work spaces, townhomes, one to three bedroom apartments, and penthouse units. It is anticipated that the proposed housing would be comprised of for-sale units, with the exception of the live/work units, which would remain as rental space.
Policy 2.5 Encourage new residential development along transit corridors, in the downtown, and close to employment, transportation, and activity centers; and encourage infill and mixed-use developments in designated districts.	<u>Consistent</u> . The project site is currently comprised of residential, retail, restaurant, office and parking uses . Implementation of the proposed project would result in a mixed-use high-rise residential/retail development, consistent with the LUD No. 7 designation. Development of the project would place residential and retail/gallery uses in proximity to existing employment, transportation and activity centers within downtown Long Beach.
<b>Open Space and Recreation</b>	
Maintain open space buffers adequate to keep property and lives safe from natural and man-made disasters within the City including: unstable soil areas, known active fault zones, low-lying flood prone lands, airport flight plans and areas of physical and noise contamination.	<u>Consistent</u> . The project would be subject to the City's discretionary review process including review of development plans to ensure individual development proposals are consistent with the requirements of the City's Zoning Regulations. As indicated in <u>Section 10.0, Effects Found Not to be Significant</u> , the project site has not been identified as a geologic unit that is unstable, and based upon available references, would not become unstable as a result of project implementation. However, the project would be subject to site-specific geotechnical analysis and would be designed in



**Table 5.1-1 [continued]**  
**General Plan Element Policy Consistency**

City of Long Beach General Plan Implementing Goals and Policies	Shoreline Gateway Project Consistency Statement
	compliance with applicable building codes. The project site is not located with flood prone lands or airport flight plans. As indicated in <u>Section 5.5, Noise</u> , the project would result in less than significant noise impacts with the exception of short-term construction impacts, which would remain significant with the implementation of mitigation measures. The proposed project, therefore, would mitigate short-term construction noise impacts to the maximum extent feasible. Refer to <u>Section 5.5, Noise</u> , for a discussion of impacts and mitigation measures related to noise.
Policy 4.10 Require all new developments to provide usable open space tailored to the recreational demands they would otherwise place on public resources.	<u>Consistent</u> . As indicated in <u>Section 5.8, Public Services and Utilities</u> , the project includes on-site recreational amenities including a public paseo and passive open space. The project would be required to pay park impact fees, as established by the City, to compensate for the impacts of the proposed project on park and recreational facilities, in order to maintain adequate recreation standards. The inclusion of on-site recreational amenities and payment of the park impact fees would reduce project impacts to below the significance threshold established for recreation and therefore project impacts would be less than significant.
<b>Conservation</b>	
<b>Water Resource Management Goals:</b> 1. To assure adequate quantity and quality of water to meet the present and future domestic, agricultural and industrial needs of the City	<u>Consistent</u> . As indicated in <u>Section 5.8, Public Services and Utilities</u> , adequate water supply would be available to serve the proposed project.
<b>Soils Management Goals:</b> 3. To minimize those activities which will have a critical or detrimental effect on geologically unstable areas and soils subject to erosion.	<u>Consistent</u> . As indicated in <u>Section 10.0, Effects Found Not to be Significant</u> , the project site has not been identified as a geologic unit that is unstable, and based upon available references, would not become unstable as a result of project implementation. However, the project would be subject to site-specific geotechnical analysis and would be designed in compliance with applicable building codes. Additionally, implementation of erosion control measures as stated in Chapter 18.95 of the <i>Municipal Code</i> and adherence to all requirements set forth in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities would reduce potential impacts.
<b>Goals For Other Resources:</b> 1. To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential.	<u>Consistent</u> . As indicated in <u>Section 5.2, Aesthetics</u> , the project site is not designated as a scenic vista or within a State scenic highway. As indicated in <u>Section 5.7, Cultural Resources</u> , development of the project may cause the destruction, relocation, and/or alteration of potentially historic buildings. With implementation of recommended mitigation measures impacts would be reduced to a less than significant level. Refer to <u>Section 5.7, Cultural Resources</u> , for a discussion of impacts and mitigation measures related to historic and cultural resources.



**Table 5.1-1 [continued]**  
**General Plan Element Policy Consistency**

City of Long Beach General Plan Implementing Goals and Policies	Shoreline Gateway Project Consistency Statement
2. To encourage citizen participation in the identification and preservation of historic and cultural sites.	<u>Consistent</u> . As indicated in <u>Section 5.7, Cultural Resources</u> , several groups and individuals active in the Long Beach preservation community were contacted to obtain their input regarding the potential historical significance of the buildings in the project area. These groups and individuals included the Historical Society of Long Beach, Long Beach Heritage, and former Long Beach Preservation Officer, Ruthann Lehrer.
<b>Public Safety</b>	
<b>Development Goals:</b> 3. Provide an urban environment, which is as safe from all types of hazards as possible.	<u>Consistent</u> . The project is located within an urbanized area of Long Beach. All development would be subject to site-specific geotechnical analysis and would be designed in compliance with applicable building codes. As indicated in <u>Section 5.6, Hazards and Hazardous Materials</u> , implementation of recommended mitigation measures would reduce potential impacts from hazardous materials associated with historic and existing uses to a less than significant level. Additionally, the proposed project would not create a significant hazard to the public or the environment from the routine transport, use, or disposal of hazardous materials. As indicated in <u>Section 5.8, Public Services and Utilities</u> , the project would be required to provide emergency access to the site. Consistent with applicable building and fire codes, the proposed structures would be required to design adequate access by fire and emergency service vehicles and equipment. Additionally, the LBPD would review site-specific development plans and provide recommendations for public safety and crime prevention for the project. Also refer to <u>Section 10.0, Effects Found Not to be Significant</u> .
5. Use physical planning as a means of achieving greater degrees of protection from safety hazards.	<u>Consistent</u> . Refer to response to Development Goal 3, above.
7. Assure continued safe accessibility to all urban land uses throughout the City.	<u>Consistent</u> . As indicated in <u>Section 5.8, Public Services and Utilities</u> , the proposed project would be required to provide emergency access to the site. Consistent with applicable building and fire codes, the proposed structures would be required to design adequate access by fire and emergency service vehicles and equipment. The project proposes relocating the exiting Bronce Way alley northward to the edge of the project site, which would serve as a one-way street. Additionally, Lime Avenue between Medio Street and Ocean Boulevard would be vacated. The project applicant would be required to obtain approval of the vacation from the City Council. Additionally, the City of Long Beach, LBPD and LBFD would review any plans for the relocation, vacation and improvements of streets within the area to ensure the proposed project would not interfere with emergency access or emergency response to the project site, resulting in a less than significant impact.



**Table 5.1-1 [continued]**  
**General Plan Element Policy Consistency**

City of Long Beach General Plan Implementing Goals and Policies	Shoreline Gateway Project Consistency Statement
9. Encourage development that would augment efforts of other safety-related Departments of the City (i.e., design for adequate access for firefighting equipment and police surveillance).	<u>Consistent</u> . Refer to response to Public Safety Development Goal 7, above.
10. Strive to encourage urbanization patterns, which preserve and/or create greater safety for residents and visitors.	<u>Consistent</u> . Refer to response to Public Safety Development Goal 7, above.
11. Critically evaluate proposed public or private actions, which may pose safety hazards to residents or visitors.	<u>Consistent</u> . Refer to response to Public Safety Development Goal 3, above.
<b>Protection Goals:</b> 2. Protect existing land uses from the intrusion of safety hazards.	<u>Consistent</u> . Refer to response to Public Safety Development Goals 3 and 7, above.
3. Reduce public exposure to safety hazards.	<u>Consistent</u> . Refer to response to Public Safety Development Goals 3 and 7, above.
10. Provide the maximum feasible level of public safety protection services.	<u>Consistent</u> . Refer to response to Public Safety Development Goals 3 and 7, above.
<b>Noise</b>	
The City desires to attain a healthier and quieter environment for all its citizens while maintaining a reasonable level of economic progress and development.	<u>Consistent</u> . As indicated in <u>Section 5.5, Noise</u> , the project would result in a less than significant impact in regards to long-term stationary and mobile noise sources. Short-term construction noise impacts would be significant even with implementation of applicable mitigation measures. However, such measures would reduce construction noise to the maximum extent feasible. Refer to <u>Section 5.5, Noise</u> , for a discussion of impacts and mitigation measures related to noise.
To protect and preserve both the property rights of owners and the right to quietness of the citizenry at large.	<u>Consistent</u> . The proposed project would not result in significant noise to on- or off-site sensitive receptors during project operation. Short-term construction noise impacts would be significant even with implementation of applicable mitigation measures. However, such measures would reduce construction noise to the maximum extent feasible. Refer to <u>Section 5.5, Noise</u> , for a discussion of impacts and mitigation measures related to noise.
To make the City a quieter, more pleasant place in which to live.	<u>Consistent</u> . Refer to Noise response, above.
To diminish the transportation roar that impacts on the population.	<u>Consistent</u> . Impacts to residents in the project vicinity from traffic-related noise would be less than significant with implementation of applicable mitigation measures. Refer to <u>Section 5.5, Noise</u> , for a discussion of impacts and mitigation measures related to noise.
To respond to demands for a reasonably quiet environment which is compatible with both existing ambient noise levels and continuing building and industrial development.	<u>Consistent</u> . As indicated in <u>Section 5.5, Noise</u> , the project would result in a less than significant impact in regards to long-term stationary and mobile noise sources. Short-term construction noise impacts would be significant even with implementation of applicable mitigation measures. However, such measures would reduce construction noise to the maximum extent feasible. Refer to <u>Section 5.5, Noise</u> , for a discussion of impacts and mitigation measures related to noise.



**Table 5.1-1 [continued]**  
**General Plan Element Policy Consistency**

City of Long Beach General Plan Implementing Goals and Policies	Shoreline Gateway Project Consistency Statement
The City desires to reduce both noise exposure to the population and noise level outputs generated by the population.	Consistent. As indicated in <u>Section 5.5, Noise</u> , the proposed project would not result in significant noise to on- or off-site sensitive receptors during project operation.
Attainment of the lowest possible level of harmful effects of noise on the people by the implementation of information, monitoring and advisory programs.	Consistent. As indicated in <u>Section 5.5, Noise</u> , implementation of applicable mitigation measures would reduce noise impacts to the maximum extent feasible.
<b>Seismic Safety</b>	
<b>Development Goals:</b> 1. Utilize seismic safety considerations as a means of encouraging and enhancing desired land use patterns.	Consistent. As indicated in <u>Section 10.0, Effects Found Not to be Significant</u> , the project site has not been identified as a geologic unit that is unstable, and based upon available references, would not become unstable as a result of project implementation. All development would be subject to site-specific geotechnical analysis and would be designed in compliance with applicable building codes.
2. Provide an urban environment which is as safe as possible from seismic risk.	Consistent. Refer to response to Seismic Safety, Development Goal 1, above.
3. Use physical planning as a means of achieving greater degrees of protection from seismic safety hazards (Public Safety Development Goal 5)	Consistent. Refer to response to Public Safety Development Goal 5, above.
5. Strive to encourage urbanization patterns, which preserve and/or create greater safety for residents and visitors (Public Safety Development Goal 10).	Consistent. Refer to the response to Public Safety Development Goal 10, above.
<b>Protection Goals:</b>	
5. Provide the maximum feasible level of public safety protection services (Public Safety Protection Goal 10).	Consistent. Refer to response to Public Safety Development Goal 10, above.
<b>Air Quality</b>	
Goal 2.0: A diverse and efficient ground transportation system that minimizes air pollutant emissions.	Consistent. As indicated in <u>Section 5.4, Air Quality</u> , with implementation of applicable mitigation measures, the proposed project would result in less than significant operational air quality impacts.
Goal 5.0: A pattern of land uses that can be efficiently served by a diversified transportation system and that directly and indirectly minimize air pollutants.	Consistent. As indicated in <u>Section 5.4, Air Quality</u> , with implementation of applicable mitigation measures, the proposed project would result in less than significant operational air quality impacts. Development of the project would place residential and retail/gallery uses in proximity to existing transit facilities within the downtown.
Goal 6.0: Minimize particulate emissions from the construction and operation of roads and buildings, from mobile sources, and from the transportation, handling and storage of materials.	Consistent. As indicated in <u>Section 5.4, Air Quality</u> , the proposed project would result in less than significant operational air quality impacts. Construction impacts (for NOx emissions) would be significant even with implementation of applicable mitigation measures. However, such measures would reduce construction air quality impacts to the maximum extent feasible. Refer to <u>Section 5.4, Air Quality</u> , for a discussion of impacts and mitigation measures related to air quality.
Goal 7.0: Reduce emissions through reduced energy consumption.	Consistent. Development of the project would result in the placement of residential and retail/gallery uses in proximity to transit facilities and activity areas within the downtown. The project would provide opportunities for traffic reduction through encouragement of alternative transportation.



**Mitigation Measures:** No mitigation measures are required.

**Level of Significance After Mitigation:** Not applicable.

## **CITY OF LONG BEACH ZONING REGULATIONS**

- **THE PROPOSED PROJECT MAY CONFLICT WITH THE STANDARDS AND REQUIREMENTS OF THE CITY OF LONG BEACH ZONING REGULATIONS.**

**Level of Significance Prior to Mitigation:** Potentially Significant Impact.

**Impact Analysis:** The project area is zoned Downtown Planned Development District (PD-30). The PD-30 area is divided into eight districts. The project is located within the Downtown Core District. The Downtown Core District is intended for a mix of uses, including office, retail, entertainment and high-density residential uses. Uses permitted within the Downtown Core, include, but are not limited to, the following:

### Downtown Core District

- Alcoholic beverage sales – on premise sales;
- Live or Movie Theater (w/100 seats or less);
- Restaurant with Entertainment;
- Basic Retail Sales except as specified by PD-30 Ordinance;
- Basic Personal Services as specified by PD-30 Ordinance;
- Professional Services as specified by PD-30 Ordinance;
- Single-family or Multi-family Residential; and
- Restaurants and Ready-to-Eat Foods without drive-thru lanes.

Additionally, land uses within the Downtown Core District that are subject to an Administrative Use Permit include the following:

- Surface Parking Lot – principal use (limited to interim uses);
- Parking Structure – principal use; and
- Industrial Arts Trade School or Rehabilitation Workshop.

Development of the project site, as proposed, would be consistent with permitted, conditionally permitted or administratively permitted uses as identified for PD-30 mixed use districts. Development of the site would be required to comply with all applicable development standards of PD-30 and the City of Long Beach Zoning Regulations (Title 21 of the *Municipal Code*).

Property development standards including setbacks, building heights and residential densities vary in PD-30 dependent upon the location of the site. The following development standards would be applicable to the project site:

- Maximum Building Height: Unlimited
- Frontage Setbacks:
  - 10 feet (along Alamitos Avenue, Medio Street and Atlantic Avenue)
  - 0 feet required subject to design standards (along Ocean Boulevard)



- Interior Setbacks:  
Commercial and Mixed-Use Districts:
  - Setbacks from an alley: 10 feet from alley centerline
  - Setbacks from an interior property line: 0 feet from commercial buildings, 5 feet from residential buildings
- Minimum Lot Size: 10,000 square feet for any new subdivision of existing parcels.
- Residential Densities: No maximum for buildings over 150 feet in height.

The project proposes three structures of 284, 233 and 124 feet in height, which would comply with the applicable height standard of PD-30 Downtown Core District (no maximum height for buildings over 150 feet). Setbacks would range from 16 feet from the narrowest point to 26 feet at the widest point on Alamitos Avenue, 13 feet from the narrowest point to 47 feet at the widest point on Ocean Boulevard, 10 feet from Medio Street and 11 feet 6 inches from Lime Avenue, consistent with the frontage setback requirements. Setbacks from the existing Artaban building would be 12 feet on the east and 30 feet on the north.

As discussed in Section 5.3, Traffic and Circulation, development of the project would be required to comply with all applicable rules and regulations related to parking capacity, including the parking requirements contained in Chapter 21.41, Off-Street Parking and Loading Regulations, of the City's Zoning Regulations. Development of the project, as proposed, would not meet the parking requirements established by the City's Zoning Regulations.

The project applicant would be required to complete a shared parking analysis to determine if the amount of parking proposed is sufficient to accommodate project parking demand. If the shared parking analysis determines that the parking proposed for the project would be sufficient to meet anticipated demand, a Standards Variance approval recommendation would be justified in accordance with the City's Zoning Regulations. However, if the shared parking analysis determines that parking would be insufficient, resulting in a significant impact, the project would be required to meet the applicable parking requirements. Completion of the shared parking analysis and appropriate compliance with the findings of this analysis would reduce impacts to a less than significant level; refer to Section 5.3, Traffic and Circulation. Additionally, the project would be required to comply with the Zoning Regulations regarding required screening, signs and landscaping requirements.

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 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.

Compliance with all applicable site development regulations and requirements would ensure that development of the proposed project would not conflict with the land use plans, policies and regulations of the *Long Beach Municipal Code*, resulting in a less than significant impact.

**Mitigation Measures:** Refer to Mitigation Measure TR-7. No additional mitigation measures are recommended.



**Level of Significance After Mitigation:** Less than significant impact.

## **CITY OF LONG BEACH REDEVELOPMENT PLANNING DOCUMENTS**

- THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE GOALS AND POLICIES OF THE CENTRAL LONG BEACH REDEVELOPMENT PLAN.

**Level of Significance Prior to Mitigation:** Less Than Significant Impact.

**Impact Analysis:** As stated, the proposed project is located within the Central Long Beach Redevelopment Project Area. To realize the overall goals of the Central Redevelopment Plan, the City has adopted several strategic plans for the area. The strategic plans establish specific goals, policies and action items to ensure future development within the area is consistent with the Redevelopment Plan. The proposed project's consistency with these goals and policies are discussed below. For purposes of this analysis, only those goals and policies applicable to the proposed project are included.

*The East Village Arts Guide for Development (Guide for Development).* The *Guide for Development* calls for intensification of the Ocean Boulevard frontage between Atlantic and Alamitos Avenues. Implementation of the proposed project would be consistent with the *Guide for Development*, as the project would involve the intensification of Ocean Boulevard with high-rise residential and retail/gallery uses. The project proposes a Gateway Tower, which would serve as a “landmark” entry into downtown Long Beach. Although the *Guide for Development* suggests the area be developed with a major hotel and supporting restaurants and retail shops, it acknowledges that a variety of uses could be located on the site and that development of the area should be consistent with the needs of the City.

*Strategy for Development Greater Downtown Long Beach (Strategy for Development).* The *Strategy for Development* identifies Area 1 as the blocks fronting onto Ocean Boulevard. Although the *Strategy for Development* does not specifically identify land uses for the project site, it states that Area 1 should continue as the City’s premier location for corporate headquarters and other large-scale office projects, visitor and convention-oriented hotels, major civic offices and facilities and high-density residential projects. Project implementation would involve the development of high-density residential uses on Ocean Boulevard, consistent with the *Strategy for Development*.

*Downtown Long Beach Strategic Action Plan (Strategic Action Plan).* The *Strategic Action Plan* identifies objectives and actions for the development of downtown Long Beach. The *Strategic Action Plan* does not recommend specific development of the project site. However, the project would contribute towards several objectives and actions identified in the *Strategic Action Plan*. The proposed project would be consistent with the *Strategic Action Plan*. Project implementation would place residential and retail/gallery uses in proximity to existing employment, transit and other retail opportunities, encouraging activity in the downtown area into the evenings. Proposed residential uses would range in type and size, including live/work spaces, townhomes, one to three bedroom apartment units and penthouse units. Proposed gallery space would extend art-related uses within the East Village



Arts District to Ocean Boulevard. The closure of Medio Street, as proposed, would provide a pedestrian linkage between uses situated north of the project site and Ocean Boulevard. The proposal would involve relocating the existing Bronec Way alley, northward to the edge of the project site, which would serve as a one-way street providing direct access to the proposed townhouse units. The alley would be paved and landscaped, providing pedestrian access between the project site and downtown uses. Additionally, proposed public space, including the landscaped elliptical paseo and forecourt would provide gathering opportunities, extending activity within downtown.

### **Impact Conclusion**

Development of the proposed project would be consistent with the goals and policies of the Redevelopment Plan and relevant strategic planning documents. Project implementation would contribute to long-range development goals identified by the City and Redevelopment Agency. In addition to specific land uses and development strategies, the redevelopment documents provide design guidelines and recommendations for development within the downtown. The project would be required to comply with relevant *General Plan* and *Redevelopment Plan* policies, including the guidelines established by the *Guide for Development, Strategy for Development, and Strategic Action Plan*, reducing potential impacts to a less than significant level.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance After Mitigation:** Not applicable.

### **5.1.4 CUMULATIVE IMPACTS**

- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD NOT RESULT IN CUMULATIVELY CONSIDERABLE LAND USE AND PLANNING IMPACTS.

**Level of Significance Prior to Mitigation:** Less Than Significant Impact.

**Impact Analysis:** Development of the proposed project would not result in cumulative significant land use impacts as other projects are implemented in the area. Any project proposed within the City must undergo a project review process as appropriate to the size and nature of the project, in order to preclude potential land use compatibility issues and planning policy conflicts. Each project would be analyzed independent of other land uses, as well as within the context of existing and planned developments to ensure that the goals, objectives and policies of the *General Plan* and all other applicable policies and development guidelines are consistently upheld.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance After Mitigation:** Not applicable.



## **5.1.5 SIGNIFICANT UNAVOIDABLE IMPACTS**

The proposed project would not conflict with the goals and policies of the *City of Long Beach General Plan*, Long Beach Redevelopment planning documents and relevant standards of the City's Zoning Regulations. The project would be required to comply with all parking requirements of the Zoning Regulations unless the shared parking analysis concludes the proposed parking supply would adequately accommodate project demand and a Standards Variance for relief from the parking requirement is approved by the City. As such, impacts related to the proposed project's consistency with applicable plans, policies and regulations would be less than significant. No significant unavoidable impacts would occur.



## **5.2 AESTHETICS/LIGHT AND GLARE**

Visual resources information for this section was compiled from photographs and site surveys conducted by RBF Consulting in October 2005. The purpose of this section is to describe the existing aesthetic environment and analyze potential project impacts to the aesthetic character upon project implementation. Consideration of public scenic vistas and views, shade and shadow and impacts to scenic resources, as well as the introduction of new sources of light and glare are addressed in this section. Mitigation measures are recommended to reduce the significance of impacts.

### **5.2.1 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.<sup>1</sup> 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.

#### **SITE CONDITIONS**

RBF Consulting conducted a photographic inventory of the project area to document existing views of the project site and the surrounding area. The photographs and their respective locations are identified on Exhibits 5.2-1a, 5.2-1b, 5.2-1c, 5.2-1d and 5.2-1e, Site Photographs.

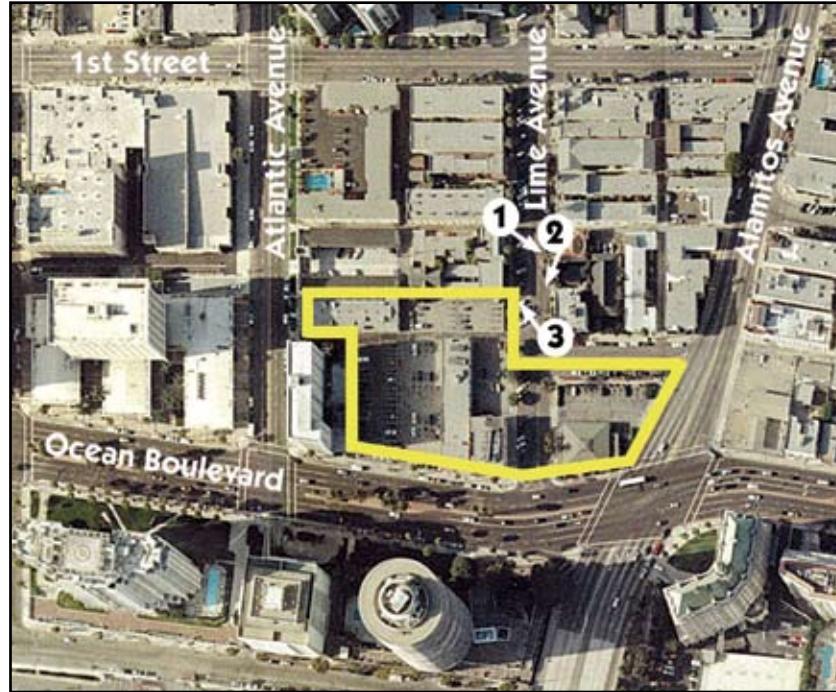
#### **VIEWS OF PROJECT SITE**

##### **Views North onto the Project Site**

Currently, 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.

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<sup>1</sup> City of Long Beach General Plan, Conservation Element, p. 13.



Source: Anderson Pacific LLC.

— Project Site



View 1: Looking at existing uses north of the project site.



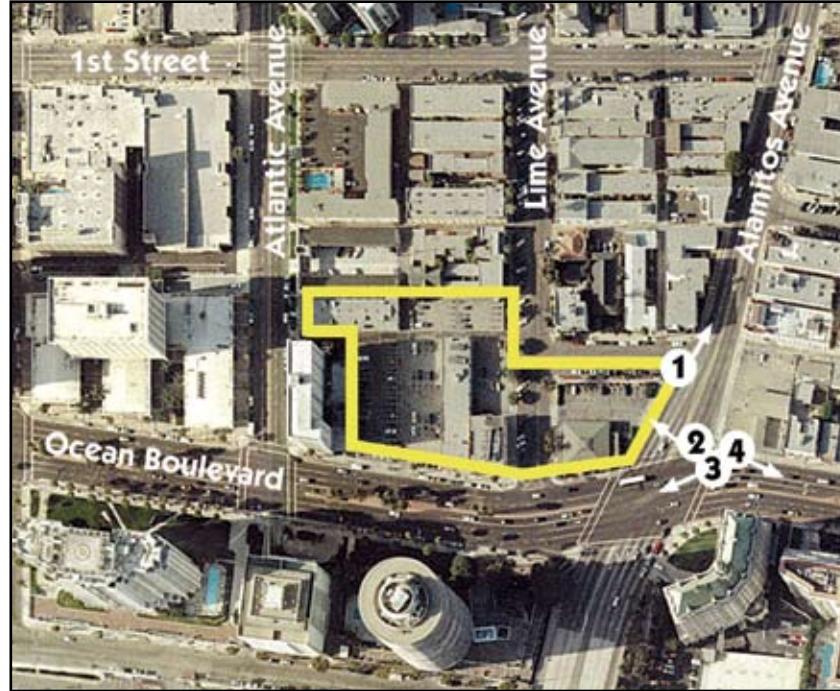
View 2: Looking at existing uses north of the project site.



View 3: Looking at existing uses adjacent to the project site.



View 1: Existing development north/northeast of the project site.



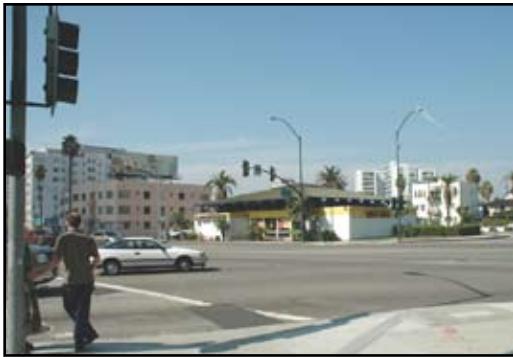
View 2: Looking west at the project site.



View 3: Looking west at Ocean Boulevard at existing high-rise residential uses south of the project site.



View 4: Looking east at Ocean Boulevard, east of the project site.



View 1: Looking at the project site.



View 2: Looking west on Ocean Boulevard at the project site and surrounding uses.



View 3: Looking at the western portion of the project site.



View 4: Looking south on Shoreline Drive.



View 1: Looking west on Ocean Boulevard at the project site and surrounding development.



Source: Anderson Pacific LLC.

— Project Site



View 2: Looking north at Lime Avenue and the project site.



View 3: Looking at the western portion of the project site and adjacent Artaban building.



View 4: Looking at the project site from south of Ocean Boulevard.



View 1: Looking east at development within the project site.



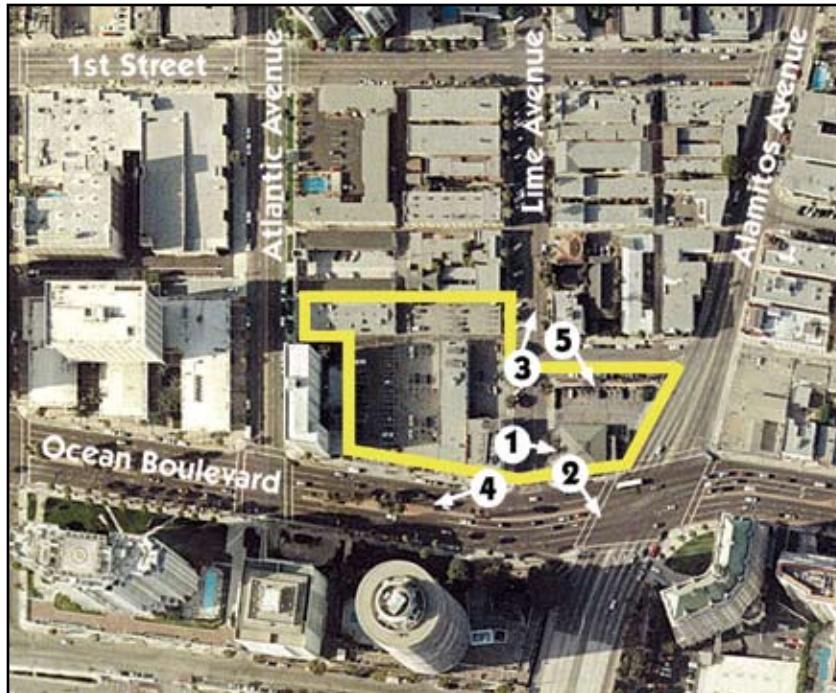
View 2: Looking southeast from the project site across Ocean Boulevard.



View 3: Looking north on Lime Avenue at uses north of the project site.



View 4: Looking west on Ocean Boulevard at existing high-rise uses located on the south side of Ocean Boulevard.



Source: Anderson Pacific LLC.  
— Project Site



View 5: Looking southeast at the project site and Villa Riviera from Medio Street.



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**

Lighting affects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences and hotels are considered light sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, hotels, transportation corridors and aircraft landing corridors.

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**

The issue of shade and shadow pertains to the blockage of direct sunlight by on-site buildings, which affect adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses, such as residential, recreational, churches, schools, outdoor restaurants and pedestrian areas have expectations for direct sunlight and warmth from the sun. These land uses are termed "shadow-sensitive."

In order to identify the proposed project's potential shadow-related impacts, existing and project-generated morning, noon, afternoon and evening shade patterns were compared for each of the four seasons. Specifically, four dates were used for analysis purposes: the winter and summer solstices (December 21 and June 21), when the sun is at its lowest and highest point, respectively, and the spring and fall equinoxes (March 21 and September 21), when day and night are of approximately equal length. The longest shadows are cast during the winter months and the shortest shadows are cast during the summer months. The following discussion describes the summer/winter solstice and vernal/autumnal equinox phenomenon, local topography and some general assumptions that affect shadow patterns in the project vicinity. Note that the analysis considers shadow effects associated with proposed building massing only; the shadow patterns associated with proposed landscaping are not addressed.

### **Summer and Winter Solstice**

"Solstice" is defined as either of the two points on the ecliptic that lie midway between the equinoxes (separated from them by an angular distance of 90°). At the solstices, the sun's apparent position on the celestial sphere reaches its greatest distance above or below the celestial equator, about 23.5° of the arc. At the time of summer solstice, approximately June 21, the sun is directly overhead at noon at the Tropic of Cancer. In the Northern Hemisphere, the longest day and shortest night of the year occur on this date, marking the beginning of summer. At winter solstice, approximately December 21, the sun is overhead at noon at the Tropic of Capricorn; this marks the beginning of winter in the Northern Hemisphere. Measuring shadow lengths for the winter and summer solstices represents the extreme shadow patterns that occur throughout the year. Shadows cast on the summer solstice are the shortest shadows during the year, becoming progressively longer until winter solstice when the shadows are the longest they are all year. Shadows are shown for summer and winter solstice, cast from 9:00 AM to 5:00 PM (summer) and to 3:00 PM (winter).

### **Vernal and Autumnal Equinox**

An equinox is the moment when the sun passes over the equator. The event occurs twice a year, approximately March 21 and September 22. The equinoxes are the two days each year when the middle of the sun is an equal amount of time above and below the horizon for every location on Earth. In the Northern Hemisphere, the March equinox is known as the vernal equinox and the September equinox is the autumnal equinox. In the Southern Hemisphere, the names are reversed. In practice, at the equinox, the day is longer than the night.



The equinoxes can be interpreted as virtual points in the sky. As Earth moves around the sun, the apparent position of the sun relative to the other stars moves in a full circle over the period of a year. This circle is called the ecliptic, and is also the plane of Earth's orbit projected against the whole sky. Other bright planets like Venus, Mars and Saturn also appear to move along the ecliptic, because their orbits are in a similar plane to Earth's. Another virtual circle in the sky is the celestial equator, or the projection of the plane of Earth's equator against the whole sky. Because Earth's axis of rotation is tilted relative to the plane of Earth's orbit around the sun, the celestial equator is inclined to the ecliptic by about 23.5°.

### **Existing Shadow Patterns**

The following discussion describes existing shadow conditions within the project site on the four dates for which shadow pattern simulations were prepared. The shadow simulations assume sunny conditions, and do not take into account overcast or foggy conditions.

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; refer to Exhibit 5.2-2a, Existing Summer Shadow Patterns. Shadow coverage of areas surrounding the project site is minimal during the noon hour, and partially masked by sunset<sup>2</sup> during the evening hour (6:00 PM).

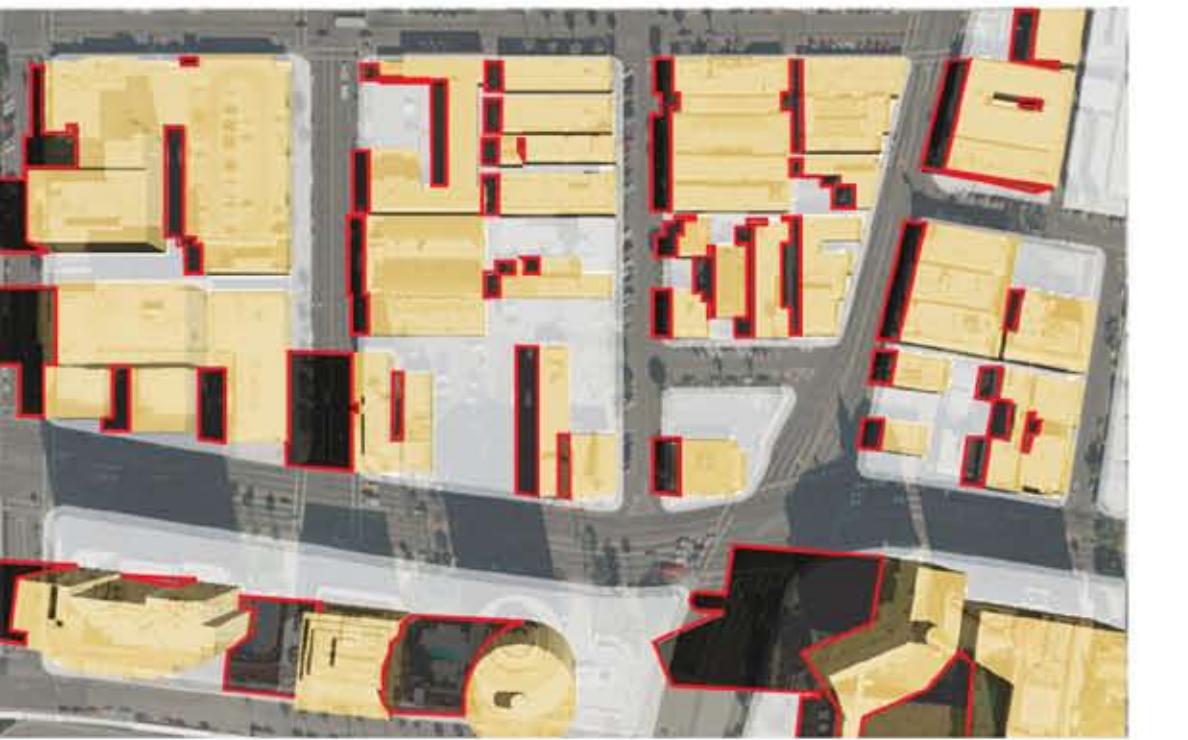
December 21. On December 21, the shortest day of the year, shadows are widespread within and around the project site during the morning (9:00 AM) and late afternoon (3:00 PM) hours; refer to Exhibit 5.2-2b, Existing Winter Shadow Patterns. At these times, the sun is seen near the horizon and areas without 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.<sup>3</sup>

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; refer to Exhibits 5.2-2c, Existing Vernal Shadow Patterns and 5.2-2d, Existing Autumnal Shadow Patterns. Shadows produced by buildings within the project site are relatively constrained during the noon hour on March 21 and September 21.

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

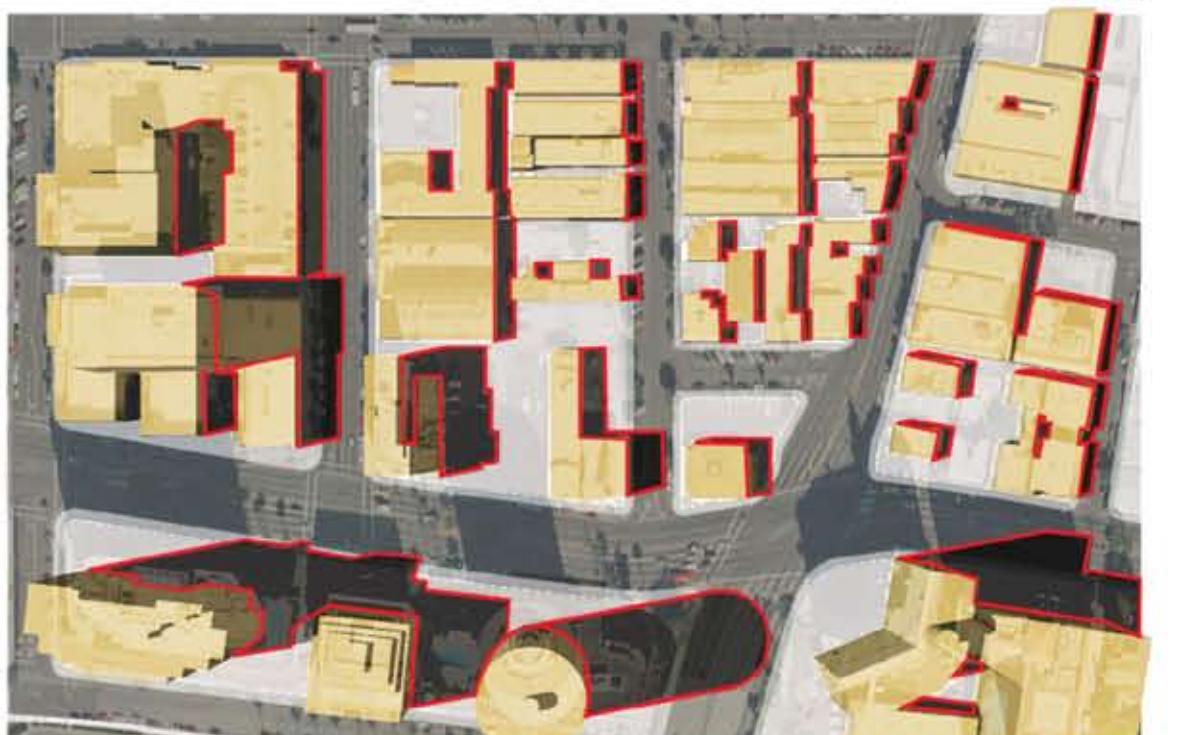
<sup>3</sup> For the purposes of this analysis, dusk refers to "civil dusk", which is the time at which the sun is 6° below the horizon in the evening. At this time objects are distinguishable but there is no longer enough light to perform any outdoor activities.



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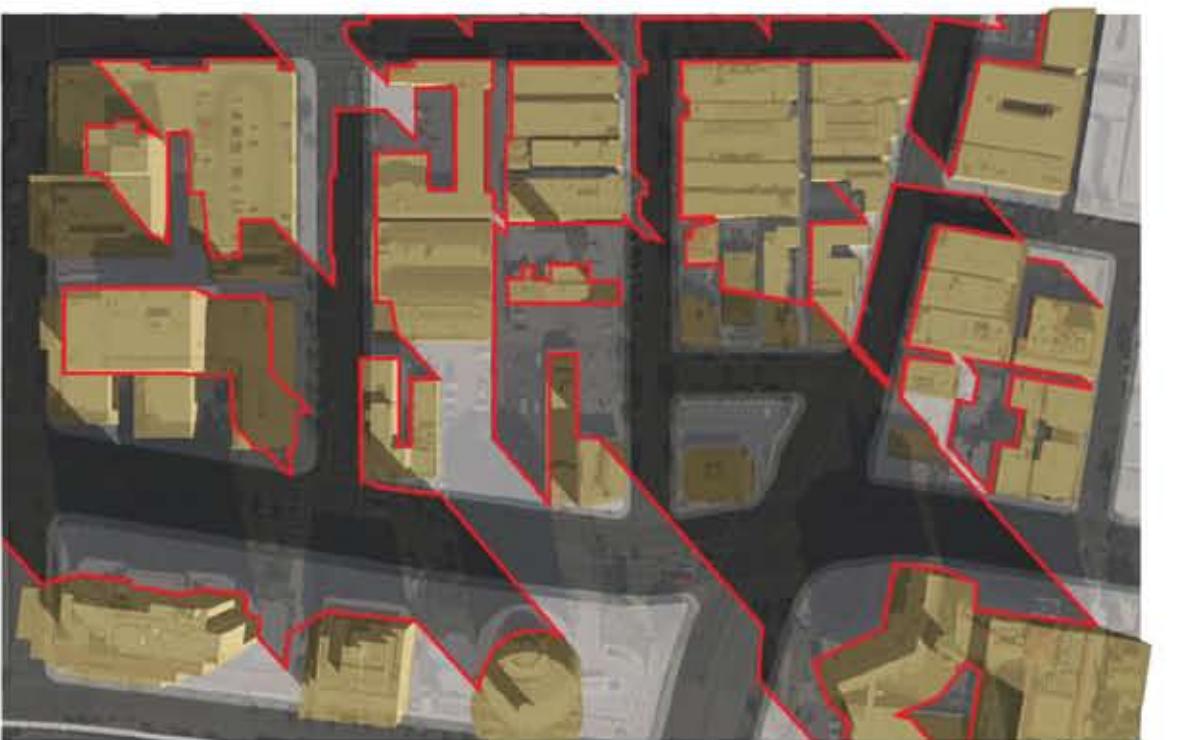
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Shoreline Gateway Project Environmental Impact Report**

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**City of Long Beach  
Shoreline Gateway Project Environmental Impact Report**

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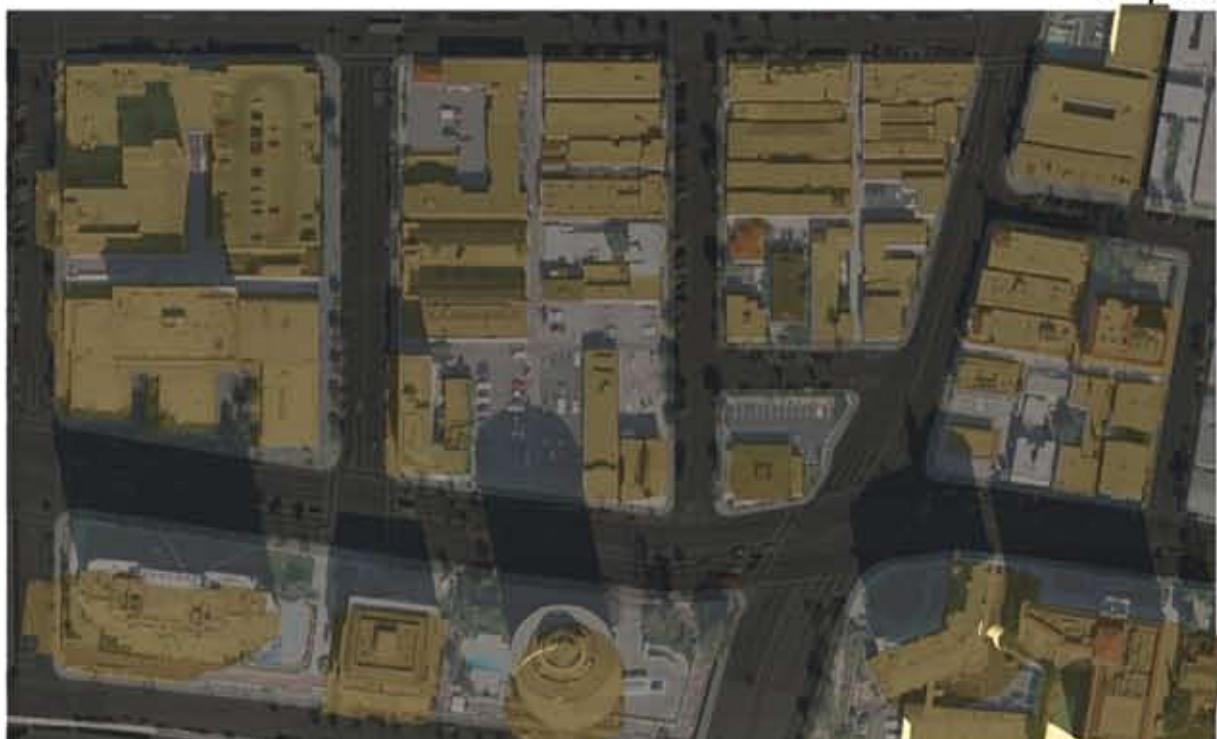
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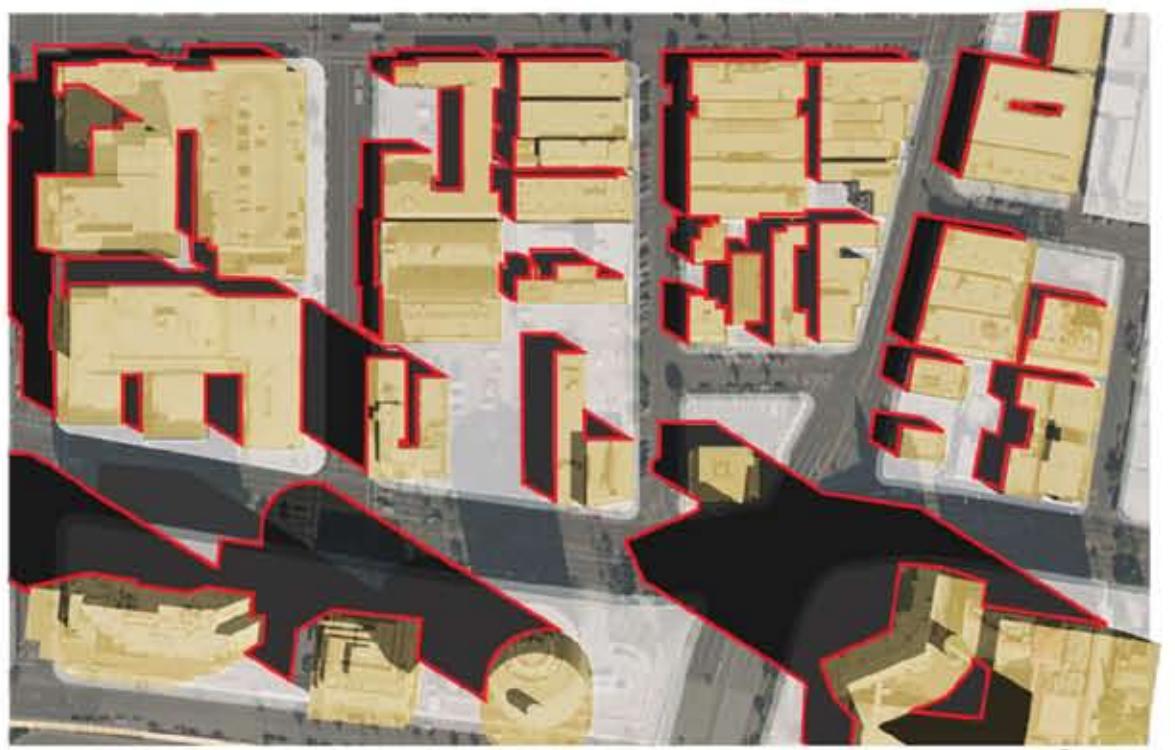
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Shoreline Gateway Project Environmental Impact Report**

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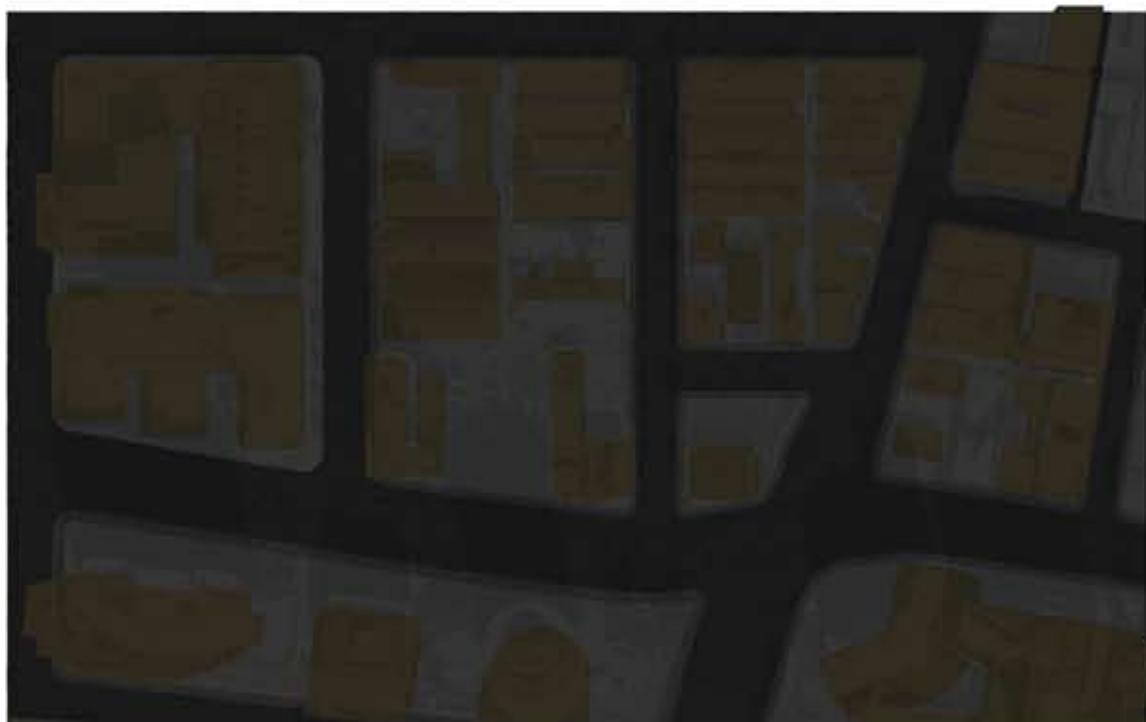
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Shoreline Gateway Project Environmental Impact Report**

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## **LONG BEACH GENERAL PLAN VISUAL RESOURCE REFERENCES**

The *City of Long Beach General Plan* identifies visual resources that exist in the City and provide goals and policies for their protection. City of Long Beach policies pertaining to visual character are contained in the Land Use, Conservation and Scenic Routes Elements of the *General Plan*.

The following goals and policies pertain to visual character and are contained in the Land Use Element:

- Long Beach will build its downtown into a multi-purpose activity center of regional significance, emphasizing a quality physical environment, a pedestrian focus, and a wide variety of activities and architectural styles.
- Quality design and materials are of paramount importance in the downtown. Although the City encourages a wide variety of architectural styles, design quality must be demonstrated. Architectural continuity within the downtown shall be achieved through consistency in the quality of design, workmanship and materials utilized. New buildings must respect and complement existing historic and significant structures.
- Long Beach will create safe, attractive and comfortable downtown streetscapes emphasizing a pedestrian focus and a quality physical environment. Long Beach will clearly define vehicular and pedestrian roles for each downtown street. Well-defined routes will create a clear linkage pattern between the various activity centers of the downtown proper and the downtown shoreline. In addition the City will implement specific traffic, transit, signage, street tree, landscaping and parking measures for the downtown.

The Conservation Element serves as a guideline for promoting policies, standards and programs essential for the economic and environmental well being of the City. This Element is directed towards recognizing natural resources and areas of special interest in Long Beach. The following conservation goals pertain to aesthetic or visual character:

- To create and maintain a productive harmony between man and his environment through conservation of natural resources and protection of significant areas having environmental and aesthetic value.
- To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential.

The Scenic Routes Element serves as a comprehensive plan for the development and protection of a system of scenic routes and corridors. This Element identifies scenic assets of historical, cultural, recreational, industrial and aesthetic importance; establishes a set of goals and policies; maps routes, which may have merit for inclusion in a designated system; and establishes criteria and design standards to protect the scenic corridors. In addition to restating the goals found in the



Conservation Element, as identified above, this Element also identifies the following goal and policy regarding visual character:

- Preserve and enhance natural and man-made aesthetic resources within and visible from scenic corridors.
- Develop land use regulations and apply standards to control and enhance the quality of new and existing development within the scenic corridors of designated routes.

According to the *General Plan*, there are no designated scenic vistas located within or adjacent to the project site and no officially designated State scenic routes or highways occur near the project site. The proposed project site is located adjacent to Ocean Boulevard, which is locally designated as a recreational, historical-cultural and bicycle scenic route in the Scenic Routes Element.

### **CITY OF LONG BEACH ZONING CODE**

The project site is located within the Downtown Planned Development District (PD-30). In accordance with Section 21.37.050 of the City's *Zoning Regulations*, development plans approved by the City Council serve as the applicable zoning regulations for a PD zone.

The PD-30 area is divided into eight districts. The project is located within the Downtown Core District. The Downtown Core District is intended for a mix of uses, including office, retail, entertainment and high density residential. The location of the project site serves as an entrance to the East Village Arts District and the eastern edge of downtown. Mid-rise and high-rise developments are permitted in this area. Setbacks, building heights, required screening, signs and landscaping requirements are identified for each PD-30 district.

The development standards applicable to the project site are outlined below:

- Frontage Setbacks – Ocean Boulevard is identified as having a 0-foot setback required subject to design standards. The purpose of these standards is to provide an urban downtown environment with the best possible streetscape for pedestrians. One of the primary purposes of the standards is to avoid the construction of large expanses of blank wall adjacent to sidewalks and street frontages. Alamitos Avenue, Atlantic Avenue and Medio Street are identified as having a 10-foot setback.
- Interior Setbacks – Setbacks from an alley are required to be 10 feet from an alley centerline. Setbacks from an interior property line are required to be zero feet for commercial buildings and five feet for residential buildings.
- Building Heights – The project site is located within an unlimited height district of PD-30. High-rise developments are subject to additional development standards.



- Required Screening – Rooftop equipment, utility meters and site equipment, trash receptacles and loading areas are all required to be screened from public views and/or public rights-of-way.
- Signs – Signs shall comply with the requirements of Chapter 21.44 of the *Zoning Regulations*, which identify standards for the specific type of sign proposed including height, projection, area and location.
- Landscaping Requirements – The project is required to comply with Chapter 21.42 of the *Zoning Regulations*, which provides general and specific landscaping requirements, including areas to be landscaped, types of landscaping and standards for the public right-of-way and parkways.

## **LONG BEACH REDEVELOPMENT AGENCY VISUAL RESOURCE REFERENCES**

### **The East Village Arts Guide for Development**

*The East Village Arts District Guide for Development (Guide for Development)*, October 1996, 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. Generally, specific view and visual image guidelines are not provided. However, generalized design specifications are provided based on the strategy area. The design specifications applicable to the proposed project are consistent with the guidelines identified in the *Strategy for Development Greater Downtown Long Beach* and *Strategic Guide for Development for the Central Study Area*, outlined below.

### **Strategy for Development Greater Downtown Long Beach**

*The Strategy for Development Greater Downtown Long Beach (Strategy for Development)*, May 2000, separates the Greater Downtown area into focused strategy areas. Area 1, which includes the project site, is comprised of the blocks fronting onto Ocean Boulevard, from the Los Angeles River to Alamitos Avenue. The Agency's strategy for Area 1 is for it to "continue as the City's premier location for corporate headquarters and other large-scale office projects, visitor and convention-oriented hotels, major civic offices and facilities, and high-density residential projects." The project site and surrounding area are generally identified as potential sites for development along Ocean Boulevard in the East Village area.

Features of the strategy applicable to the project site include preservation of views and visual image. The *Strategy for Development* provides the following in regards to views and visual image:

#### Views

*Since most new development in Area 1 must occur south of Ocean Boulevard, care should be taken to preserve the most important bay views from north of Ocean Boulevard, particularly those from pedestrian level along primary north-south streets. Tall buildings in Area 1 should be slender, should align with the downtown street grid and should not be placed in street*



*view corridors, thus maintaining an openness in the Greater Downtown with bay views of the waterfront.*

#### Visual Image

*Existing new buildings vary in quality and many are quite distinct in their architectural style. Historic buildings should be saved to the maximum extent possible, and integrated into new projects. Design review of new development should not only encourage quality in individual buildings; it should also create a harmonious composition for Area 1.*

The *Strategy for Development* establishes design guidelines for all new construction and renovation occurring within the areas covered by the Strategy. These guidelines are general and are reviewed based on the Redevelopment Agency's design review procedures, which include conceptual review, preliminary review, final review, design check and construction check.

The *Strategy for Development* provides the following guidelines in regards to views and visual image:

- Composition. Each building over 3 stories in height should have a clearly defined base. Each building over 10 stories in height should have a clearly defined base, middle and top; the middle portion should comprise at least half the building's height.
- Tower Form. Towers should preserve and enhance the image of Long Beach as a bright, airy coastal city. They should be slender and should be spaced and aligned to preserve sun and sky exposure and views to the bay.
  - Alignment. The major façade planes of towers north of Seaside Way should align with the downtown grid.
  - Bulk. The portions of buildings over 40 feet in height should have diagonal dimension of no greater than 200 feet. Bulk should be further de-emphasized by using changes in surface plane and other architectural means.
  - Placement. Towers should be designed and placed so that no more than 50 percent of the opposite sidewalk is in shadow during the hours of 10 am to 2 pm, from March 1<sup>st</sup> to October 1<sup>st</sup>.
- Height. The shape of the Long Beach skyline should reinforce the importance of Ocean Boulevard as the premier location for corporate headquarters or other signature buildings.
- Context. Where new buildings are built adjacent to existing buildings, they should employ architectural devices that provide a graceful transition from old to new.



- **Façade.** Style, details and materials should be consistent of all building facades. Facades should incorporate three-dimensional elements which break up large surfaces, and create a visual play of light and shadow. While neighboring facades should be compatible in design, they need not be uniform.
- **Roofscape.** All rooftop equipment should be enclosed and concealed; and the various rooftop components should be designed as an integral part of the project. On garage roofs, planting, paving, painting and shade structures should be utilized to improve their visual quality.
- **Materials and Colors.** The use of colors and materials should relate directly to the form and composition of the façade; surface patterns of colors and/or materials should not be used as an inexpensive substitute for three-dimensional articulation.
  - **Materials.** Stone, terra cotta, masonry and architectural grade precast concrete should be encouraged for major surfaces. Glazing should be clear or lightly tinted, and nonreflective.
  - **Colors.** Light to medium values of warm, muted hues should be used on major building surfaces.
- **Entrances.** Entrances to major projects should be grand, inviting and clearly identifiable. Lobby interiors should be visible and accessible from the street. Entrances directly from the street to individual residential units or clusters of units should be strongly encouraged.
- **Utilities and Services.** Utilities and service areas should be enclosed, buried or otherwise concealed from view, including views from nearby buildings.

Review and approval of development plans and discretionary permits in the PD-30 area are guided by the following:

- The goals and policies of the *General Plan*;
- The *Redevelopment Plan*;
- The Redevelopment Agency Design Review Process;
- The development and use standards set forth by the Planned Development Ordinance; and
- The procedures, development and use standards set forth in Title 21, *Zoning Regulations* of the *Long Beach Municipal Code*.

## **5.2.2 SIGNIFICANCE THRESHOLD CRITERIA**

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form used during preparation of the project Initial Study, which is contained in Appendix 15.1 of this EIR. The Initial Study 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 10.0, Effects Found Not to be Significant, which concludes that a less than significant impact would occur, as no designated scenic vistas are located within or adjacent to the project site;
- Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. Refer to Section 10.0, Effects Found Not to be Significant, which concludes that a less than significant impact would occur, as no officially designated State scenic routes or highways occur near the project site;
- 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.



## **5.2.3 IMPACTS AND MITIGATION MEASURES**

### **SHORT-TERM CONSTRUCTION AESTHETIC IMPACTS**

- DEVELOPMENT OF THE PROPOSED 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.

*Level of Significance Prior to Mitigation:* Potentially Significant Impact.

*Impact Analysis:* As described in Section 5.4, Air Quality and Section 5.5, Noise, construction activities associated with the proposed project would create short-term impacts. Demolition operations, graded surfaces, construction materials, equipment and truck traffic would be visible. Soil would be stockpiled and equipment for grading activities would be staged at various locations within the area. These visual impacts can be considered significant unless mitigated. With implementation of recommended mitigation pertaining to equipment staging areas and the use of screening, impacts would be reduced. Further, construction-related activities are anticipated to be short-term and are not considered significant.

Short-term light and glare impacts associated with construction activities would likely be limited to nighttime lighting for security purposes. Residential uses adjacent to the site may be impacted as a result of nighttime security lighting used during construction activities. Although lighting impacts are considered short-term, mitigation is identified to reduce the significance of the impact.

***Mitigation Measures:***

- AES-1 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 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 PROPOSED PROJECT WOULD NOT SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS.

*Level of Significance Prior to Mitigation:* Less Than Significant Impact.



**Impact Analysis:** The visual analysis of an area must consider visual quality and visual sensitivity. The project site's visual quality is generally defined as urbanized with low- to medium-intensity residential, retail, restaurant, office and parking uses. Development of the project site with higher intensity mixed-uses has been anticipated, as the site is designated in the *General Plan* as Mixed Use (LUD No. 7), which allows for employment centers, such as retail, offices and medical facilities; higher density residences; visitor-serving facilities; personal and professional services; or recreational facilities. Furthermore, the project site is located within an unlimited height district of the PD-30 Downtown Planned Development District.

Implementation of the proposed project would alter the existing visual character of the area, as the project proposes development at a greater intensity than currently exists. As described in Section 3.0, Project Description, the project proposes 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 proposed 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; refer to Exhibit 5.2-3, Proposed Project Rendering.

The Gateway Tower would 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 Gateway Tower would be a mix of an expressed structural frame, skinned in terra cotta tile with infill windows and a curtain wall façade on the Ocean Boulevard frontage. The Terrace Tower would continue the terra cotta frame, but with more transparency on the upper most floors and on the south facing side, complimented with terrace trellises. The Courtyard Tower would be a punched wall façade of terra cotta with generous glazing, but with more of a transitional texture, balanced against the adjacent Artaban building.

The major components of the proposed project would be setback from adjacent roadways and uses. The relocation of Bronce Way, north of the project site, would provide an additional setback between existing residential and hotel uses and the Terrace and Courtyard Towers. Smaller components including live/work units adjacent to Ocean Boulevard and townhouse units adjacent to the Bronce Way alley and Medio Street would provide lower scaled transitional areas for pedestrians adjacent to the project site and residential uses located north of the project site. An open space area with landscaping would be provided on Ocean Boulevard. Landscaping would also be provided along Alamitos Avenue, Medio Street and Bronce Way. A public paseo would provide a pedestrian path linking Ocean Boulevard with existing residential uses north of Medio Street.

### **Views North onto the Project Site**

Street level views northward from the Villa Riviera, International Tower and Long Beach Towers onto the project site would consist of the Gateway Tower, Terrace Tower and Courtyard Tower with live/work units and retail space fronting the podium.



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

**Exhibit 5.2-3**

Not to Scale  
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ENVIRONMENTAL IMPACT REPORT

## Proposed Project Rendering



The entrance to the public paseo area, situated between the Gateway Tower and Terrace Tower, and landscaped areas fronting the project would be visible. The existing Artaban building, immediately west of the project site would also be visible. Refer to Exhibit 5.2-4, Ocean Boulevard Elevation.

Due to the configuration and elevation of Shoreline Drive, views of the project site are relatively obstructed. As Shoreline Drive curves to the north toward Ocean Boulevard, views are primarily comprised of International Tower and the Villa Riviera. Portions of the proposed Gateway Tower would be visible. Views of the project site at the Shoreline Gateway and Ocean Boulevard intersection would consist of the Gateway Tower, Terrace Tower and the live/work and townhouse units fronting Ocean Boulevard; refer to Exhibit 5.2-4.

When compared to the existing condition, views of low-rise retail, restaurant and apartment uses and surface parking lots would be replaced with mid- and high-rise residential towers and a public paseo and landscaping. Street level views to the north from the Villa Riviera, International Tower and Long Beach Tower, located south of the project site, would remain relatively unobstructed, while views from Shoreline Drive would remain relatively obstructed.

### **Views East onto the Project Site**

The existing Artaban building would partially obstruct views eastward onto the project site. The western portion of the Courtyard Tower, located northeast of the Artaban building, would be visible from uses to the west. The viewshed would include the Terrace Tower and the upper levels of the Gateway Tower. From the Artaban building, views would consist of the garden rooftop of the podium and the Terrace Tower. Views from the Artaban toward Ocean Boulevard would not be obstructed, as the Courtyard Tower would be setback adjacent to Bronce Way.

Similar to existing conditions, 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, which is situated at the southeast corner of Shoreline Drive and Ocean Boulevard. From Ocean Boulevard, the existing Artaban Building would partially obstruct views of the project site. Upper levels of the Terrace and Gateway Towers would be visible at a distance. Along Ocean Boulevard, adjacent to the project site, the live/work and townhouse units and the lower levels of the Terrace and Gateway Towers would be visible refer to the eastern view indicated on Exhibit 5.2-5, Ocean Boulevard Perspective.

When compared to the existing condition, the Artaban building would continue to obstruct views eastward onto the project site; however, proposed uses within the site would be visible due to the placement and heights of the buildings. Traveling east on Ocean Boulevard adjacent to the project site, views consisting primarily of surface parking, low-rise apartment buildings and Video Choice would be replaced with live/work and townhouse units and the lower levels of the Terrace and Gateway Towers fronting Ocean Boulevard.



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



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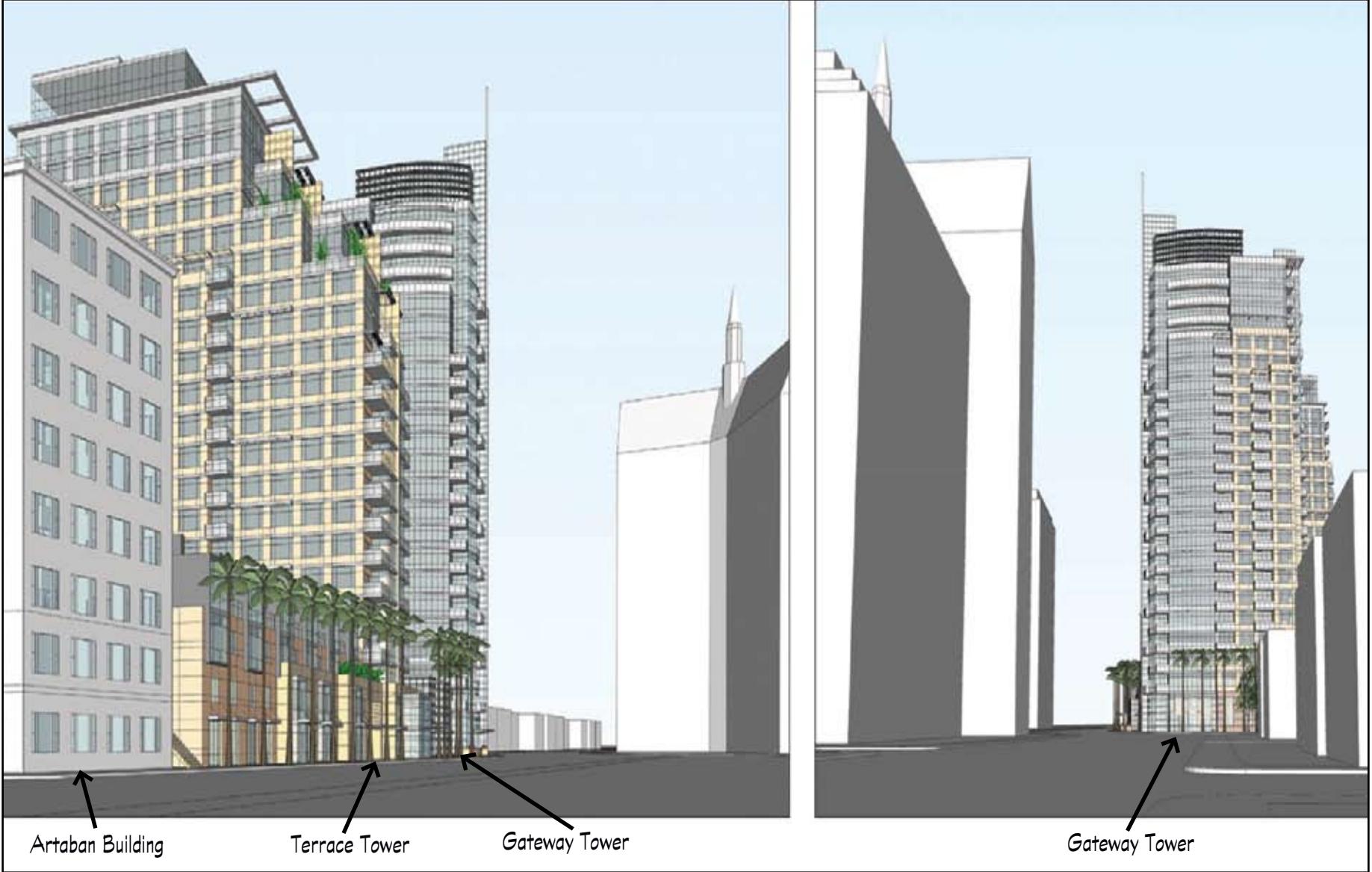
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**Exhibit 5.2-4**

SHORELINE GATEWAY PROJECT  
ENVIRONMENTAL IMPACT REPORT

## Ocean Boulevard Elevation



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

**Exhibit 5.2-5**

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ENVIRONMENTAL IMPACT REPORT

## Ocean Boulevard Perspective (east and west)



### **Views South onto the Project Site**

Street level views from the Roadway Inn located north of the project site would consist of the Courtyard Tower situated south of the relocated Bronce Way alley. The upper levels of the existing Artaban building would be visible. Views from existing residents to north of the project site would consist of the Courtyard and Terrace Towers south of the relocated Bronce Way alley and the Gateway Tower south of Medio Street. Due to the proximity of these uses to the project site, primary views from the hotel and residents would consist of the proposed townhouse units fronting Bronce Way and Medio Street and the mid to upper levels of the proposed structures; refer to Exhibit 5.2-6, Medio Street Elevation.

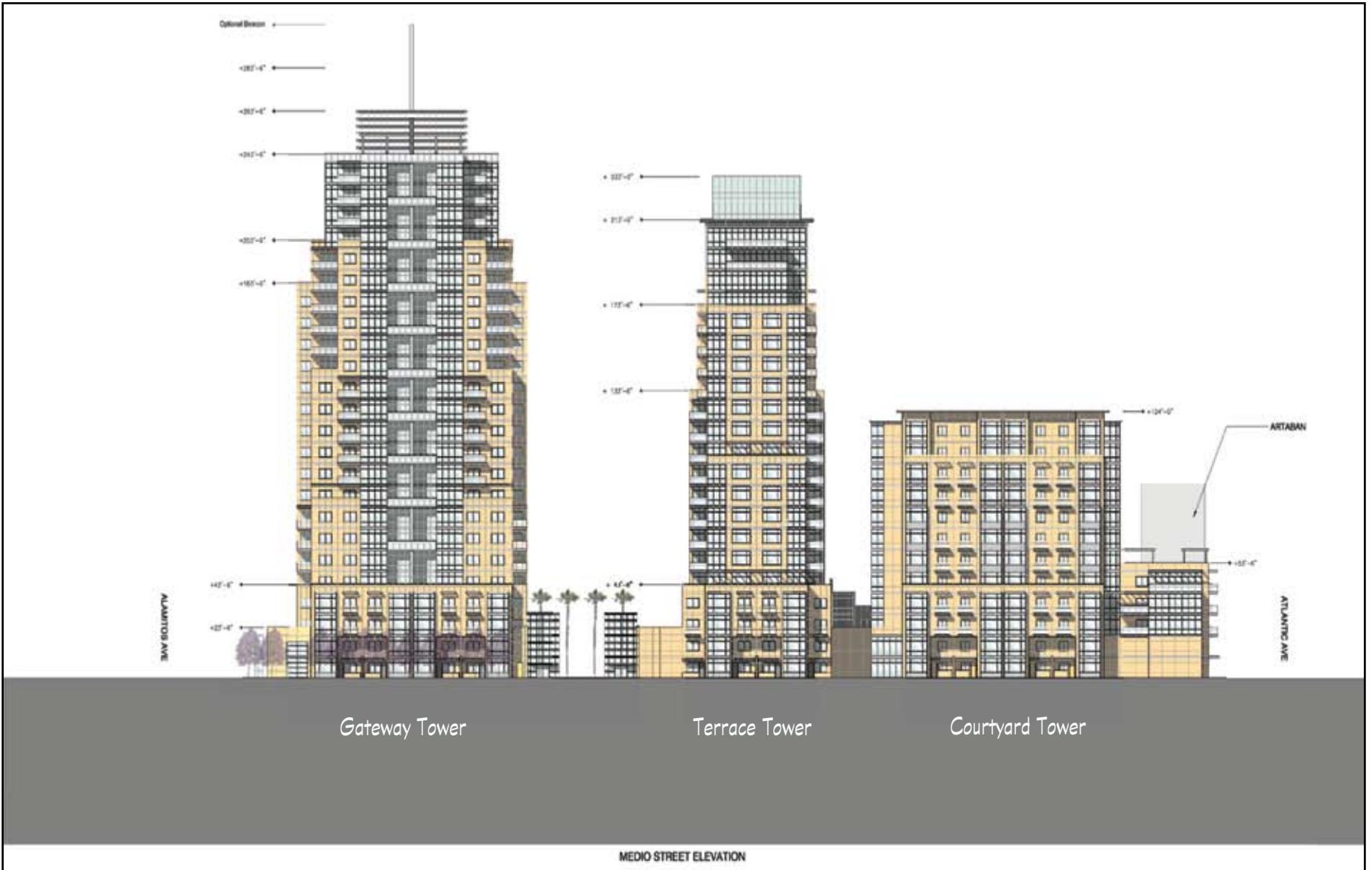
Similar to existing conditions, traveling south on Alamitos Avenue toward Ocean Boulevard, primary views include residential and retail uses adjacent to Alamitos Avenue. However, in addition to the Villa Riviera, the upper levels of the Gateway and Terrace Towers would be visible, which would also block existing views of International Tower. The upper levels of the Gateway and Terrace Towers would become more prominent as a person approaches Ocean Boulevard. Due to the transition of Alamitos Avenue (to the west) at Medio Street, the lower levels of the towers would not be fully visible until reaching the intersection of Alamitos Avenue and Medio Street.

When compared to existing conditions, street level views from the Roadway Inn of the low-rise office building and surface parking area would be replaced with the Bronce Way alley and Courtyard Tower. Views from residents north of the project site of the Long Beach Café, apartment complexes, Video Choice and surface parking areas would be replaced with townhouse units fronting Bronce Way and the Courtyard, Terrace and Gateway Towers. Traveling south on Alamitos Avenue, uses within the project site would be visible at a greater distance due to the heights of the buildings. Adjacent to the project site existing views of Video Choice would be replaced with the Gateway Tower.

### **Views West onto the Project Site**

Views westward onto the project site from the existing Shell gas station and residential/office uses would primarily consist of the Gateway Tower. The northernmost portion of the Terrace Tower, adjacent to Bronce Way, would be partially visible.

Due to the orientation of Ocean Boulevard and configuration of the intersection, the Gateway Tower would dominate views traveling west on Ocean Boulevard, toward Alamitos Avenue. Upon reaching the intersection, views would include the project site and high-rise uses south of Ocean Boulevard. Implementation of the proposed project would extend high-rise uses to Alamitos Avenue, providing a distinct feeling of entering downtown Long Beach at the Ocean Boulevard and Alamitos Avenue intersection. Continuing on Ocean Boulevard, through the intersection, views would then shift toward downtown Long Beach, with high-rise uses extending along Ocean Boulevard; refer to the western view indicated on Exhibit 5.2-5, Ocean Boulevard Perspective.



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



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**Exhibit 5.2-6**

SHORELINE GATEWAY PROJECT  
ENVIRONMENTAL IMPACT REPORT

## Medio Street Elevation



When compared to existing conditions, views westward of Video Choice surface parking and the apartment complexes would be replaced with the Gateway Tower and a portion of the Terrace Tower. Traveling west on Ocean Boulevard views of Video Choice, the apartment building and Artaban building would be replaced with the Gateway Tower.

### Impact Conclusion

As discussed in Section 5.1, Land Use and Relevant Planning, the proposed project would be consistent with the *General Plan* Land Use designation (LUD No. 7), which calls for higher density residences within the District. The project site is zoned Downtown Planned Development District (PD-30) and is located within the Downtown Core District of PD-30. The Downtown Core District is intended for a mix of uses, including office, retail, entertainment and high-density residential. The project site is located within an unlimited height district of PD-30. Development of the project site at a higher density has been anticipated in the Zoning and General Plan designations for this site and would be compatible with existing development along Ocean Boulevard. The project would relocate Bronec Way, north of the project site, providing an additional setback between existing uses and the proposed project. Townhouse units, compatible with residential uses north of the site, would be located adjacent to Bronec Way and Medio Street, providing a lower scaled transition between existing residential uses and the Terrace, Courtyard and Gateway Towers.

Development of the site would be subject to the City's discretionary review process including review of development plans and discretionary permits. Further, development of the site would be required to comply with all development standards established by the PD-30 Ordinance and the development standards established in Title 21, *Zoning Regulations*, of the *Long Beach Municipal Code* (unless Standards Variance approval is granted by the Planning Commission for relief from an applicable development standard, i.e., on-site parking requirements [refer to Section 5.3, Traffic and Circulation]).

The project site is located within the Central Redevelopment Project Area. The *Guide for Development* and *Strategy for Development* identify strategies for development within downtown, including the project site. These documents include recommendations regarding preservation of views and visual image and design guidelines addressing composition, architecture, massing, pedestrian and vehicular circulation.

The *Guide for Development* recommends the area be redeveloped and intensified, completing the high-density frontage to Alamitos Avenue. Further, it acknowledges that development of the site could serve as a "landmark" entry to the East Village from the east and Shoreline Drive. The Gateway Tower would 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 mass and scale of the tower would provide a distinct impression of entering a highly urbanized area. The base of the structure would be composed of a two-story transparent gallery-like space, suitable for the arts, retail, restaurant or institutional uses. Its transparency would reveal activities occurring within the space.



Development of the project, as proposed, 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 project implementation, 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. Views of the Long Beach skyline from the Pacific Ocean would also be altered as a result of the proposed project; refer to Exhibit 5.2-7a, *Downtown Long Beach Without Proposed Project* and Exhibit 5.2-7b, *Downtown Long Beach With Proposed Project*. The 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 proposed 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 would 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 proposed 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.

Although views from uses within the blocks surrounding the project area would not be significantly impacted, there would be view alterations experienced by some uses adjacent to the project site, although these changes would not degrade the surrounding visual character. More specifically, development of the project would place high-rise uses adjacent to existing low-rise residential uses immediately north of the project site and Medio Street. Currently, street level views southward from these residences are relatively unobstructed, extending south of and beyond Ocean Boulevard. The project proposes placing townhouse units adjacent to Medio Street to provide a lower scaled transition from existing residential uses. However, existing views and the general character of the area would be altered, as the single story Video Choice building would be replaced with the 24-story Gateway Tower.



Source: Anderson Pacific, LLC., January 9, 2006.

**Exhibit 5.2-7a**

Not to Scale



PLANNING ■ DESIGN ■ CONSTRUCTION

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ENVIRONMENTAL IMPACT REPORT

## Downtown Long Beach Without Proposed Project



Source: Anderson Pacific, LLC., January 9, 2006.

**Exhibit 5.2-7b**

Not to Scale



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## Downtown Long Beach With Proposed Project



Views of the project site and surrounding area would be altered along the Ocean Boulevard and Alamitos Avenue corridors, immediately adjacent to the project site. The development would build-out the site with high intensity uses where low intensity buildings from one- to three-stories and surface parking uses currently exist. The project would introduce prominent structures, altering the existing character and viewshed, which is oriented south of Ocean Boulevard. However, as previously stated, development of the project at a higher density has been anticipated in various planning documents for the downtown area (i.e., *General Plan*, Zoning Code, *The Guide for Development and Strategy for Development*) and would be compatible with existing development along Ocean Boulevard.

Development of the project would enhance views from within the project site. Street level views would include low-level retail, live/work and townhouse units with landscaping and plaza areas within and adjacent to the project site. The Courtyard Tower would be setback adjacent to Bronce Way to preserve views south of Ocean Boulevard from the existing Artaban building. The Courtyard Tower and Artaban building would overlook the rooftop garden, which would conceal the proposed parking structure. The heights and orientations of the towers would provide expansive views of the surrounding area, including the harbor, from residences within the mid to upper levels of the towers. Low building elements would be situated along Ocean Boulevard to preserve views for residents within the project.

**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:** Less Than Significant and not applicable.

## **LONG-TERM LIGHT AND GLARE**

- DEVELOPMENT OF THE PROPOSED PROJECT WOULD INTRODUCE NEW SOURCES OF LIGHT AND GLARE INTO THE PROJECT AREA.

**Level of Significance Prior to Mitigation:** Potentially Significant Impact.

**Impact Analysis:** Light pollution (also known as photopollution or luminous pollution) refers to light that people find annoying or harmful. Because not everyone is irritated by the same lighting sources, light pollution has a measure of subjectivity. It is common for one person's light "pollution" to be light that is desirable for another. Light trespass occurs when unwanted light enters one's property, for instance, by shining over a neighbor's fence. A common light trespass problem occurs when a strong light enters the window of one's home from outside, causing problems such as sleep deprivation or the blocking of an evening view.

Glare is the result of excessive contrast between bright and dark areas in the field of view and is primarily a road safety issue, as bright and/or badly shielded lights around roads may partially blind drivers or pedestrians unexpectedly. There are three types of glare: blinding glare which is completely blinding and leaves temporary vision deficiencies; disability glare which describes such effects as being blinded by automobile headlights thus causing a significant reduction in sight capabilities; and



discomfort glare, which does not typically cause a dangerous situation in itself, and is annoying and irritating at best.<sup>4</sup>

The analysis of light conditions associated with the Shoreline Gateway Project consisted of visual observations. The evaluation of nighttime illumination included an assessment of the lighting conditions within the surrounding vicinity, as well as the degree of exposure to light intensities experienced by surrounding land uses. Potential light sources from the proposed project would 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. A qualitative analysis of the potential for an increase in ambient light levels and light spillover onto off-site light-sensitive uses was conducted. Nearby sensitive receptors were identified through review of the aerial photographs and during a survey of the area. It should be noted that during nighttime conditions, the project area experiences a significant amount of sky glow. Sky glow is caused by poorly directed lights in an urbanized area being refracted in the surrounding atmosphere. This refraction is strongly related to the wavelength of the light. Rayleigh scattering, which makes the sky appear blue in the daytime, also affects light that comes from the earth into the sky and is then redirected to become sky-glow, seen from the ground.

The project area is highly urbanized and contains numerous sources of light and glare including lighting from the interior of buildings, street lighting, building illumination, signage and security lighting. Development of the proposed project would result in the removal of existing structures and development of new structures at a greater intensity than currently exists. Project implementation 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. Additionally, the proposed parking garage and retail uses may include lighting for entryways and signs. The current palette of building materials includes a terra cotta tile system, applied as a permanent material utilizing prefabricated connections. Natural stone will be utilized at the base of all buildings to add an additional texture to the streetscape experience. The base of the structure would be composed of a two-story transparent gallery-like space. Exterior glass surfaces would consist of clear and transparent glass.

On-site lighting fixtures would typically be recessed fluorescent types for the exterior of residential areas and surface mounted or pendant type fixtures for service, storage and utility areas. Lighting fixtures in the parking garage would be surface mounted fluorescent fixtures. Fluorescent lamps would be the high-efficiency rapid-start type, with all lamps being rated at current energy efficiency standards.

Unless mitigated, light and glare from the proposed project would have the potential to create significant impacts on surrounding residential uses, as well as traffic on local roadways. As stated, the project would be subject to design review by the Planning Commission and the Redevelopment Agency. Therefore, potential light and glare impacts would be minimized through the City's discretionary review process and approval of development proposals. In consideration of the existing

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<sup>4</sup> Bob Mizon, *Light Pollution: Responses and Remedies*, 2001.



urban environment and implementation of recommended mitigation measures, the project would not result in significant light and glare impacts to surrounding residences or other sensitive uses, resulting in less than significant impacts.

***Mitigation Measures:***

- AES-3 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 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 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 PROPOSED PROJECT WOULD INTRODUCE SHADE AND SHADOW EFFECTS ONTO ADJACENT BUILDINGS WITHIN THE PROJECT AREA.

***Level of Significance Prior to Mitigation:*** Potentially Significant Impact.

***Impact Analysis:*** The project includes the construction of a mixed-use development involving a 24-story Gateway Tower at the northwest corner of Ocean Boulevard and Alamitos Avenue, a 21-story Terrace Tower west of the existing Lime Avenue and Ocean Boulevard intersection and a 12-story Courtyard Tower northeast of the existing Artaban building.



The proposed buildings would cast new shadows on nearby buildings, public streets and sidewalks. As discussed below, project-generated shadows would be cast on portions of Medio Street, Lime Avenue, Malta Way, Atlantic Avenue, Alamitos Avenue and Ocean Boulevard. In addition, the proposed buildings would cast shadows on several neighboring buildings.

The shade/shadow diagrams, which are utilized in the analysis, are composed of a series of three dimensional rendered site plans. The site plan consists of the project massing models, as well as the surrounding context and geography. With the presence of the context, the renderings illustrate the shadow effects of other buildings on the project, as well as the new buildings proposed as part of the project application. 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. The following outlines the anticipated shadow patterns cast by the proposed project elements. The vernal and autumnal shadow patterns are similar in nature, thus the analysis has been grouped together.

June 21. On June 21, shadows cast by buildings within the project site are typically limited to the confines of the site; refer to Exhibit 5.2-8a, Proposed 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 project would create shadows on Lime Avenue, Medio Street and Alamitos Avenue. Off-site uses that would be impacted by the project include the apartment building at the northeast corner of the Medio Street/Lime Avenue intersection.

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 5.2-8b, Proposed 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. 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 impact the apartment buildings north of Medio Street. Note that shadows are not readily apparent at dusk.

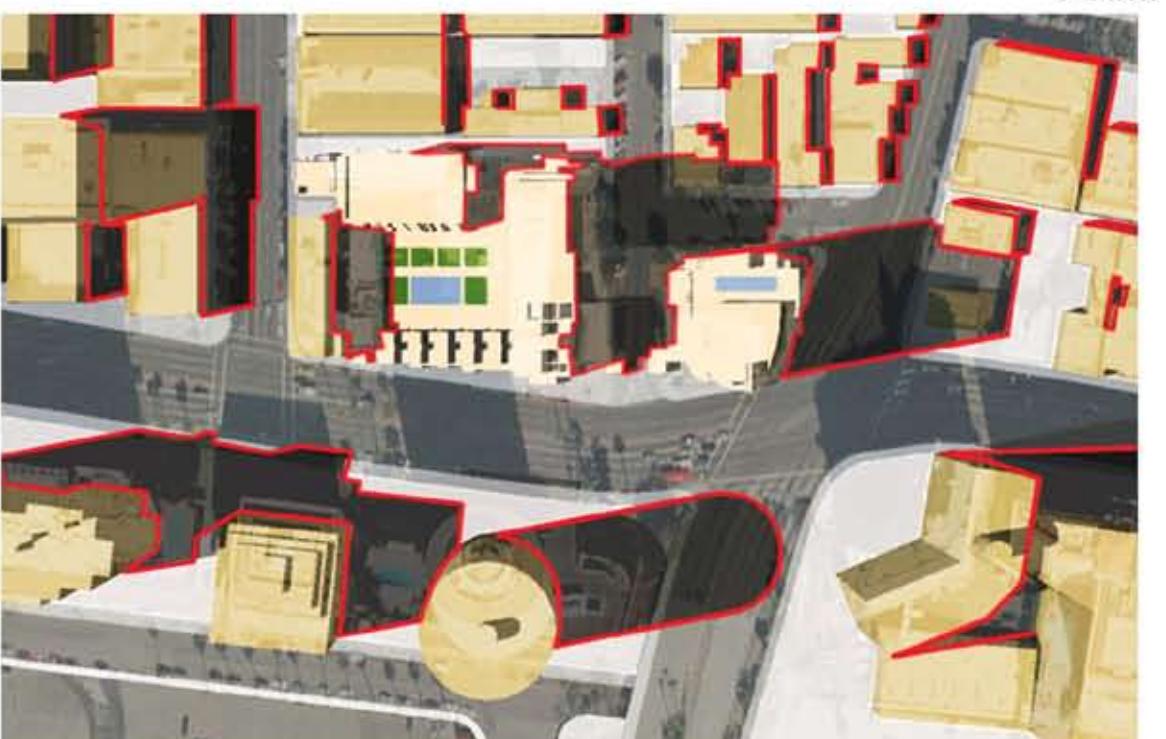
March 21/September 21. Shadows generated by buildings are similar on March 21 and September 21, when the sun shines at a moderate angle at noon. Morning shadows generated during these periods tend to extend to the northwest, while afternoon shadows extend to the northeast. Morning shadows on these dates generated from buildings within the project site extend to the hotel uses north of the project site and across Medio Street, Lime Avenue and Atlantic Avenue; refer to Exhibits 5.2-8c, Proposed Vernal Shadow Patterns and 5.2-8d, Proposed Autumnal Shadow Patterns. During noon, shadows are cast in a northerly direction, extending



9 a.m.



12 p.m.



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6 p.m.

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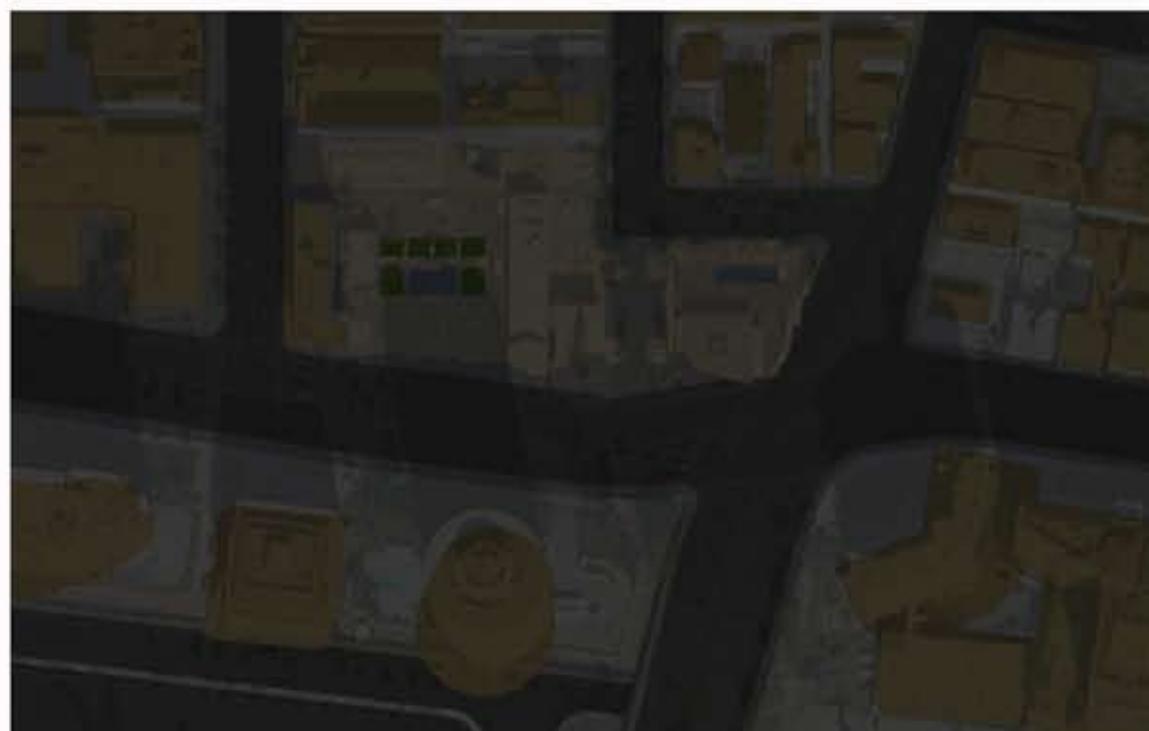
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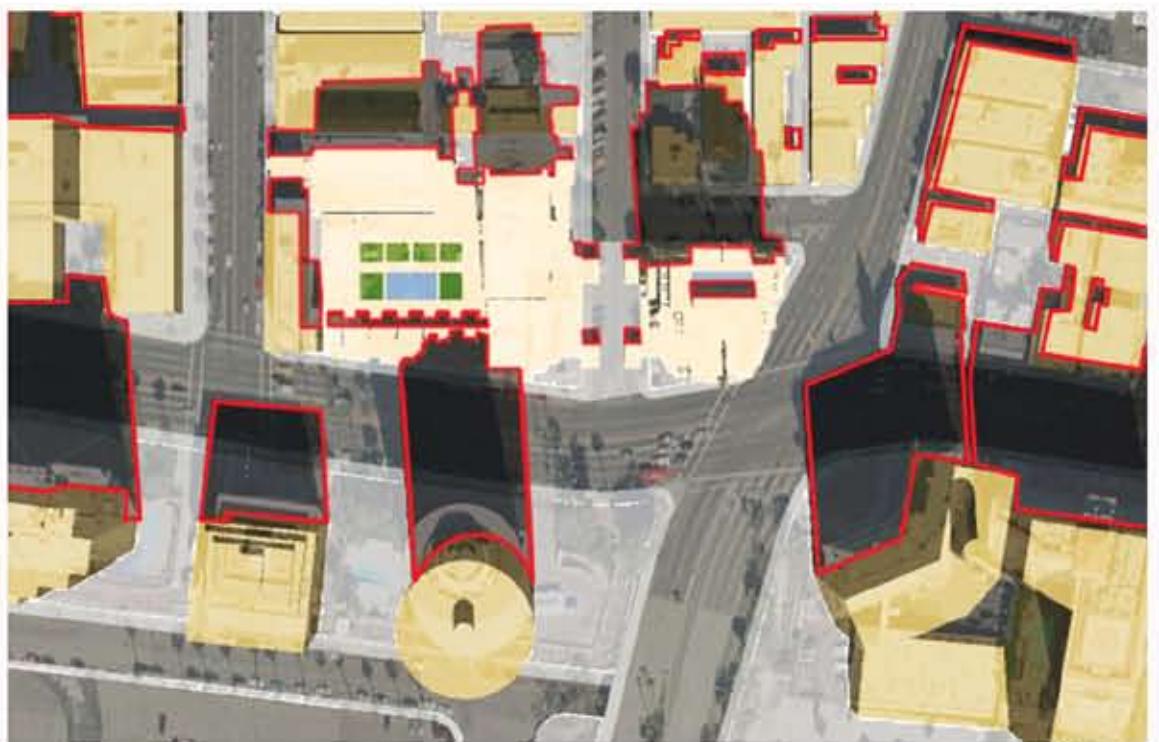
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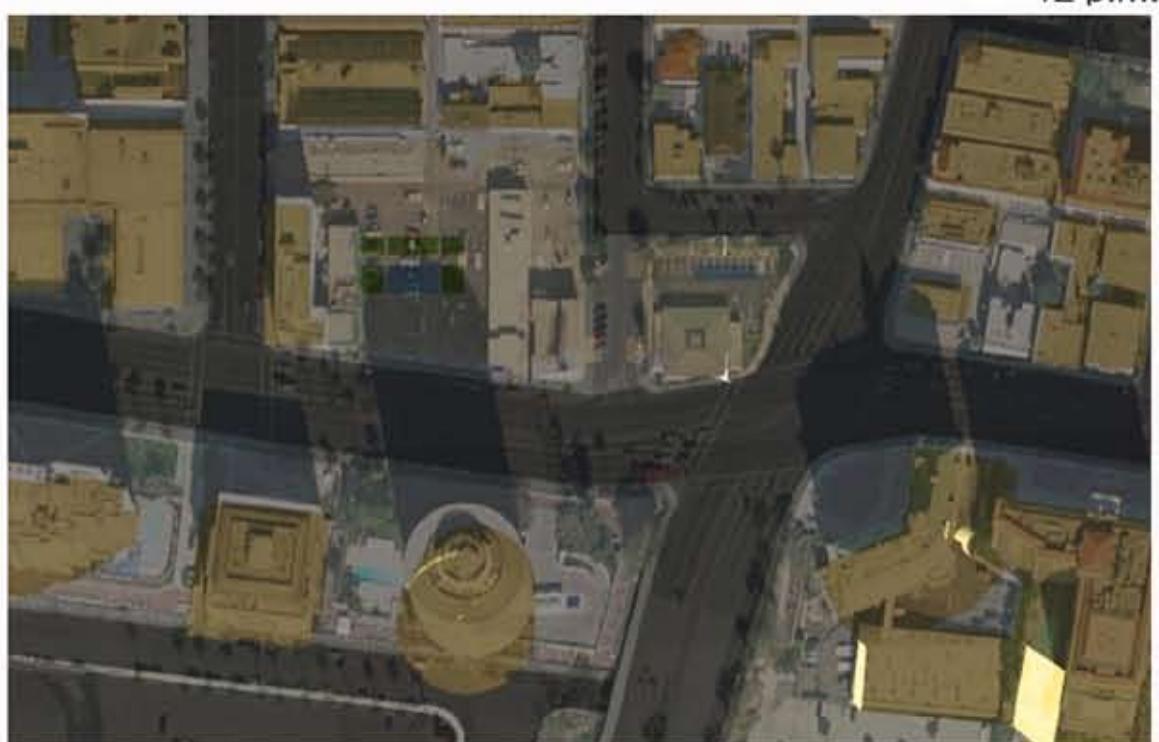
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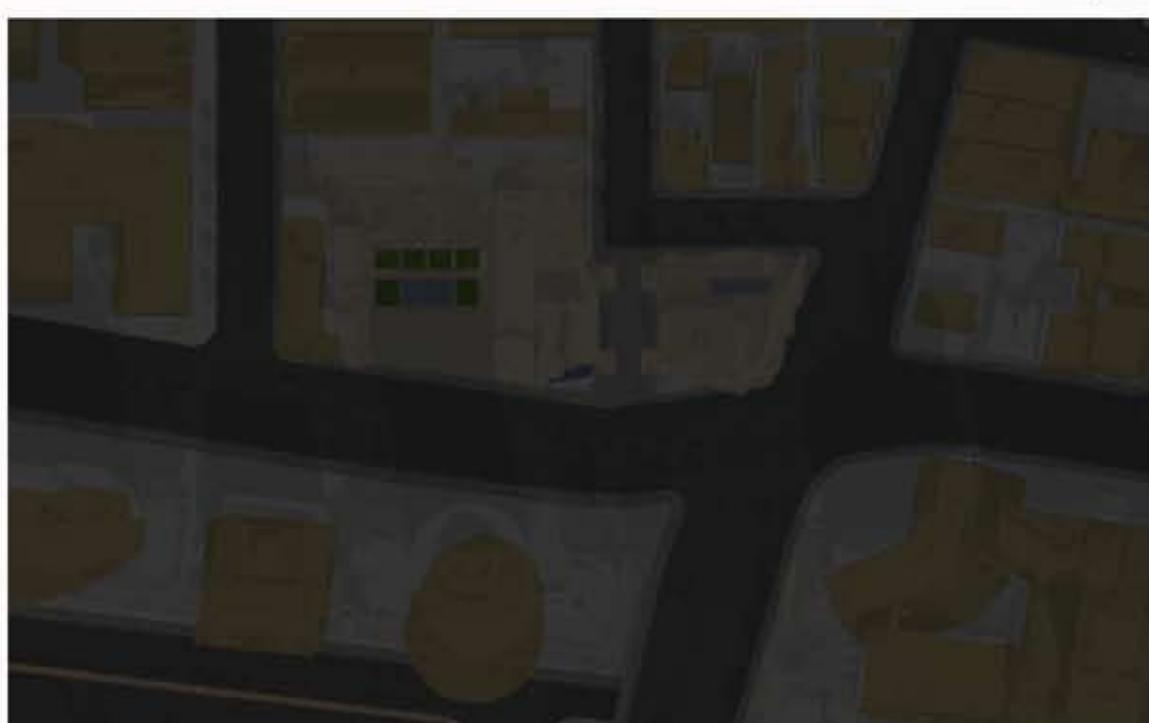
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to hotel and residential uses north of Bronce Way alley and Medio Street. In the early afternoon (i.e., 3:00 PM) the area northeast of Lime Avenue and Medio Street and northeast of Alamitos Boulevard is cast over by shadows. During this period, the project would impact the apartment buildings north of Medio Street and east of Alamitos Avenue. Note that shadows are not readily apparent at dusk.

### **Impact Conclusion**

As noted within the *Strategy for Development*, new tower forms should be slender in scale and aligned to preserve sun and sky exposure. Page 52 of the *Strategy for Development* indicates that portions of buildings over 40 feet in height should have diagonal dimension of no greater than 200 feet, and the bulk should be de-emphasized by using changes in surface plane and other architectural means. To reduce potential shade/shadow impacts, the towers should be designed and placed so that no more than 50 percent of the opposite sidewalk is in shadow during the hours of 10:00 AM to 2:00 PM, from March 1<sup>st</sup> to October 1<sup>st</sup>.

The proposed project would consist of 358 condominium units (i.e., loft, townhouse, studio, terrace apartment, flat and penthouse) in three towers, as well as retail, gallery and civic spaces. The desired effect is to create terraced views of the Pacific Ocean, while allowing the Gateway Tower to be the prominent structure at the southern exposure. The proposed buildings would transition with the neighboring residential communities by fronting the four-story townhouse units along Medio Street and the relocated Bronce Way. Additionally, a four-story residential base would be established on Atlantic Avenue over the parking entrance, and along Ocean Boulevard above the live/work units. By positioning the lower buildings along the project periphery, daylight would be allowed to pass through to the east facing units of the Artaban building. Although the proposed buildings have been designed to minimize the apparent mass and scale along Alamitos Avenue and Ocean Boulevard, the buildings would still significantly shadow the apartment buildings northwest of the project site along Medio Street and Lime Avenue.

Development of the site would not cast any shadow that would substantially impair the function of a building using passive solar heat collection, solar collectors for hot water heating or photovoltaic solar collectors. This was determined from a visual inspection with orthorectified aerial photographs depicting a one-foot/pixel resolution.<sup>5</sup> The review of the aerial photography determined that there are no rooftop solar collectors on the blocks surrounding the project site.

As previously stated, during the summer, the project would create shadows on Lime Avenue, Medio Street and Alamitos 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 from the project 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

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<sup>5</sup> An orthophoto is an aerial photograph that has been rectified such that it is equivalent to a map of the same scale. It is a photographic map that can be used to measure true distances, an accurate representation of the earth's surface.



Alamitos Avenue would also be impacted by project shadows. Due to the scale and orientation of proposed buildings, project implementation would result in significant and unavoidable shade and shadow impacts.

**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.

#### **5.2.4 CUMULATIVE IMPACTS**

- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND RELATED CUMULATIVE PROJECTS WOULD RESULT IN SIGNIFICANT CUMULATIVE AESTHETIC, LIGHT OR GLARE IMPACTS.

**Level of Significance Prior to Mitigation:** Potentially Significant Impact.

**Impact Analysis:** The proposed project would introduce a greater intensity of lighting to the area including lighting for activity areas involving nighttime uses, parking, lighting around the structures (security lighting and walkways) and lighting for interior of buildings. Light and glare impacts are considered less than significant with implementation of applicable mitigation measures. Sources of light and glare for cumulative projects would be evaluated on a project-by-project basis. 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. With implementation of recommended mitigation measures, impacts would be less than significant.

**Mitigation Measures:** Refer to Mitigation Measures AES-1, AES-2, AES-3, AES-4 and AES-5.

**Level of Significance After Mitigation:** Less Than Significant Impact.

#### **5.2.5 SIGNIFICANT UNAVOIDABLE IMPACTS**

Implementation of the proposed 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 proposed project would be consistent



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with the historically acceptable forms of high-rise urban development occurring within downtown Long Beach. However, the increase in building massing and scale would result in enlarged shade/shadow impacts to residential uses located north of Bronce Way alley and Medio Street and east of Alamitos Avenue, to hotel uses north of the project site and to adjacent roadways (i.e., Lime Avenue, Medio Street, Bronce Way Alley, Atlantic Avenue and Alamitos Avenue), thus creating a significant and unavoidable impact.

If the City of Long Beach approves the Shoreline Gateway Project, 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*.



## 5.3 TRAFFIC AND CIRCULATION

The purpose of this section is to evaluate the impacts of the proposed project on the local traffic system in the project vicinity. This analysis summarizes the findings of a Traffic Impact Study prepared for the proposed project by Meyer Mohaddes Associates, Inc. (MMA), dated June 2006. The traffic report is presented as a technical analysis in its subject and language; thus, this section presents a summary intended for the non-technical reader. For a detailed discussion of assumptions, calculations and conclusions utilized in the traffic analysis, refer to the Traffic Impact Study, included in its entirety in Appendix 15.3, *Traffic Impact Study*.

### 5.3.1 METHODOLOGY AND PERFORMANCE CRITERIA

#### STUDY AREA

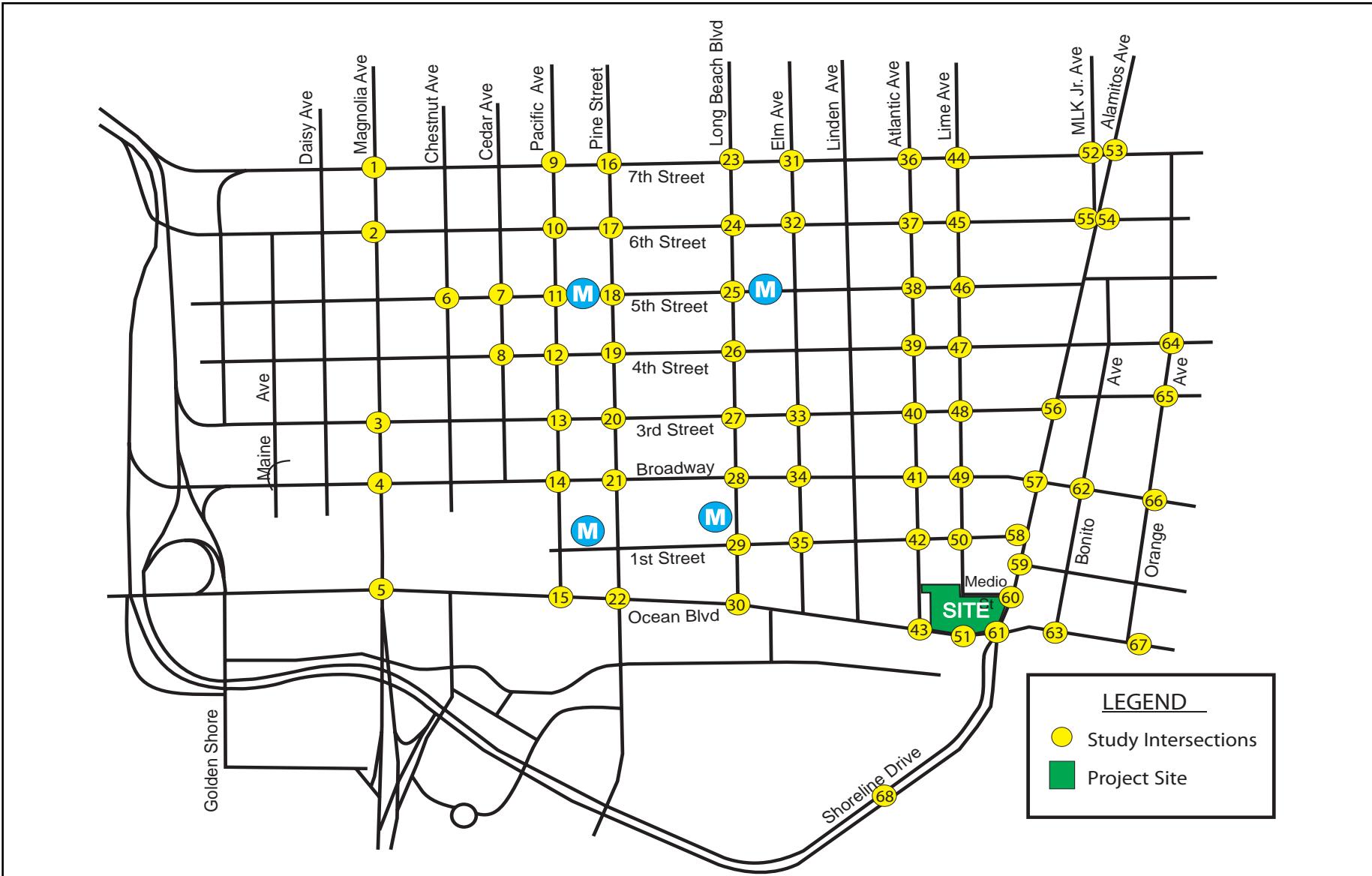
The study area includes the roadways and intersections near the project site and those locations where project-generated traffic could cause a significant impact. Exhibit 5.3-1, *Study Area Intersections*, illustrates the 68 intersections selected for study through consultations with City staff. These are intersections deemed most likely to experience potentially significant impacts from the proposed project and therefore warranted detailed analysis. Of the 68 study intersections, 13 are currently controlled by stop signs.

One of the existing intersections will be modified in the future as part of a City public works project. The intersection of Long Beach Boulevard and 5<sup>th</sup> Street is to be modified to allow full east and westbound movement. An existing pedestrian traffic signal located mid-block between 5<sup>th</sup> and 6<sup>th</sup> Streets will be moved to this intersection. Currently, the east and west approaches have only right-turn in/out movements.

#### METHODOLOGY

Consistent with City of Long Beach guidelines for traffic impact analyses, traffic conditions in the vicinity of the project were analyzed using intersection capacity-based methodology known as the Intersection Capacity Utilization Methodology (ICU Methodology).

The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS). LOS is a description of traffic performance at intersections. The LOS concept is a measure of average operating conditions at intersections during an hour. It is based on volume-to-capacity (V/C) ratio. Levels range from A to F with A representing excellent (free-flow) conditions and F representing extreme congestion. The ICU methodology compares the level of traffic during the peak hours at an intersection (volume) to the amount of traffic that intersection is able to carry (capacity). Intersections with vehicular volumes that are at or near capacity ( $V/C \geq 1.0$ ) experience greater congestion and longer vehicle delays. Table 5.3-1, *Level of Service Definitions for Signalized Intersections*, describes the LOS concept and the operating conditions expected under each LOS for signalized intersections.



Source: Meyer, Mohaddes Associates, Inc., April 2006.





**Table 5.3-1**  
**Level of Service Definitions for Signalized Intersections**

LOS	Interpretation	Volume to Capacity Ratio (V/C)
A	Excellent operation – free-flow	0.000 – 0.600
B	Very good operation – stable flow, little or no delays	0.601 – 0.700
C	Good operation – slight delays	0.701 – 0.800
D	Fair operation – noticeable delays, queuing observed	0.801 – 0.900
E	Poor operation – long delays, near or at capacity	0.901 – 1.000
F	Forced flow – congestion	Over 1.000

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 1985 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982.

Analysis of unsignalized intersections is conducted differently from signalized intersections due to different operating characteristics. Stop controlled intersections were analyzed using the delay-based Highway Capacity Manual (HCM) method of determining LOS. Table 5.3-2, Level of Service Definitions for Unsignalized Intersections, describes the LOS concept for unsignalized intersections.

**Table 5.3-2**  
**Level of Service Definitions for Unsignalized Intersections**

LOS	LOS Description	Highway Capacity Manual Average Control Delay (sec/veh)
A	Little or no delay	< 10
B	Short traffic delays	> 10 and $\leq$ 15
C	Average traffic delays	> 15 and $\leq$ 25
D	Long traffic delays	> 25 and $\leq$ 35
E	Very long traffic delays	> 35 and $\leq$ 50
F	Severe congestion	> 50

LOS = level of service; sec = seconds; veh = vehicle.

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 1985 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982.

## PERFORMANCE CRITERIA

For CEQA purposes, defined performance criteria are utilized to determine if a proposed project causes a significant impact. Based on the City of Long Beach Traffic Impact Guidelines, an impact is considered significant when the resulting LOS with project traffic is E or F and project related traffic contributes a V/C of 0.020 or more to the critical movements.

Since the City of Long Beach does not have official criteria to determine significant traffic impacts at a stop-controlled intersection, a review of the unsignalized intersections near the project was performed to determine the relative increase in



delay for the purpose of significant impact determination. For the unsignalized intersections operating at LOS D or worse with the proposed project, a traffic signal analysis was completed. The traffic signal warrant analysis was completed using the methodologies and criteria set forth in the Manual on Uniform Traffic Control Devices (MUTCD) and the California Supplement to the MUTCD. The warrants consider projected traffic volumes, vehicular delay on side streets and the location and spacing of other traffic signals in the area.

The Congestion Management Program (CMP) for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. The analysis has been conducted according to the guidelines set forth in the 2002 Congestion Management Program for Los Angeles County.

For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity ( $V/C \geq 0.02$ ), causing LOS F ( $V/C > 1.00$ ). If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity ( $V/C \geq 0.02$ ).

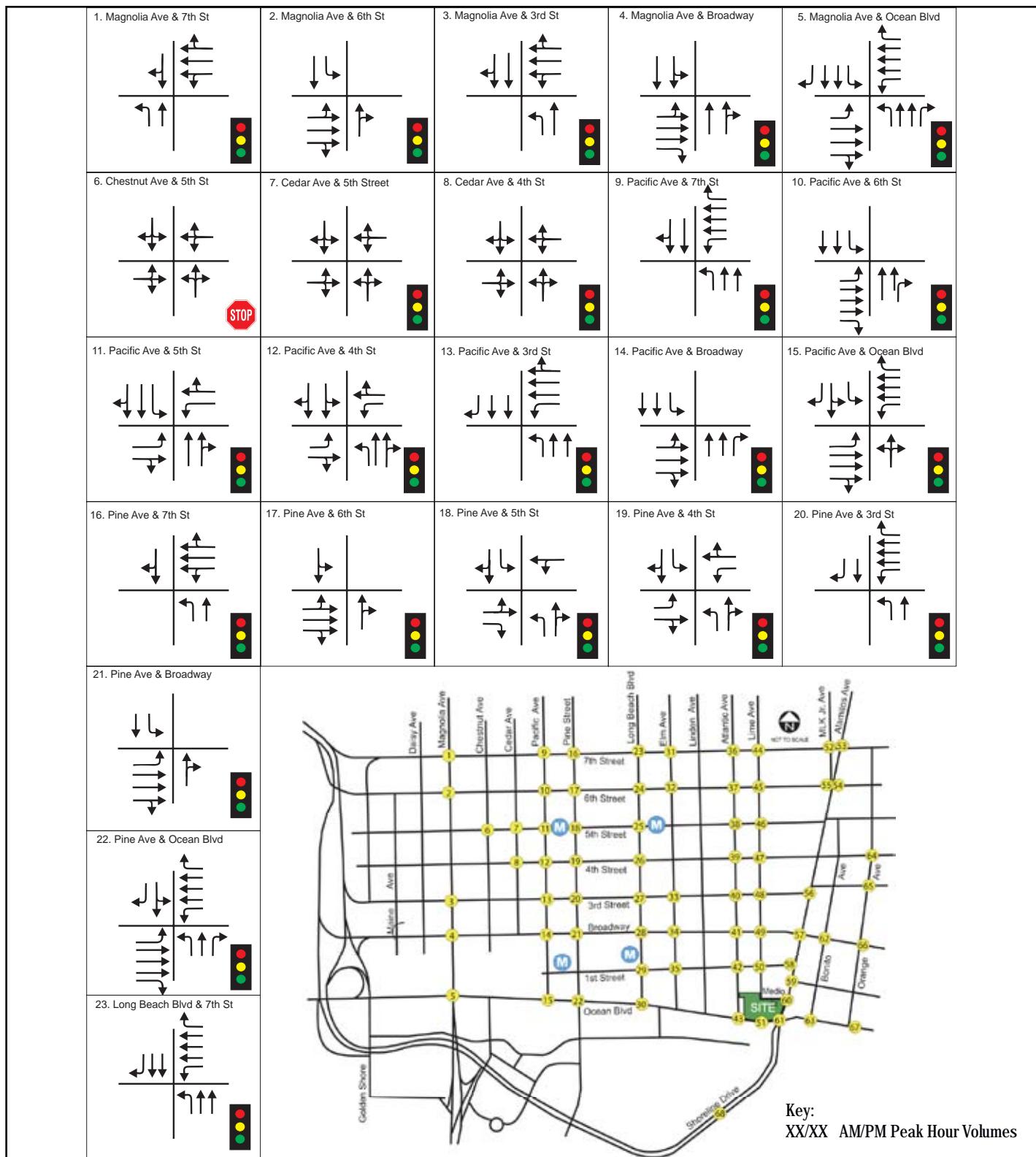
### **5.3.2 ENVIRONMENTAL SETTING**

The following describes the transportation setting for the traffic analysis. Existing traffic conditions and planned improvements/modifications are discussed. The traffic setting discussion includes a description of the study area roadway system, existing traffic volumes and corresponding levels of service, as defined by the performance criteria.

#### **EXISTING ROADWAY SYSTEM**

The existing roadway network in the study area is illustrated on Exhibits 5.3-2a, 5.3-2b and 5.3-2b, Existing Lane Configurations and Traffic Controls. Roadways within the study area are described below:

- Shoreline Drive is referenced as a Regional Corridor in the *Long Beach General Plan* and provides east-west access through the attraction portion of downtown Long Beach, as well as direct access to and from I-710. There are three lanes in each direction with a raised median. On-street parking is allowed along Shoreline Drive between Chestnut and Pine Avenues and the posted speed limit is 45 miles per hour (mph). The average daily trips (ADT) in the study area ranges between 14,000 and 16,000 vehicles per day.
- Ocean Boulevard provides east-west linkage through downtown and provides indirect access to the I-710 and I-110 freeways and eastern Long Beach. It is classified as a Major Arterial, west of Alamitos Avenue, and provides three lanes in each direction with a raised center median. To the east of Alamitos Avenue, it is a four-lane, Minor Arterial. Parking is allowed on both sides of the street west of Magnolia Avenue and the posted speed limit is 30 mph. The ADT along Ocean Boulevard in the study area ranges between 36,000 and 39,000 vehicles per day.



Source: Meyer, Mohaddes Associates, Inc., April 2006.

Note: Intersections without assigned volumes are at the periphery of the study area and are not forecast to be affected by project generated trips.

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## Existing Lane Configuration and Traffic Controls (Study Intersections 1 to 23)

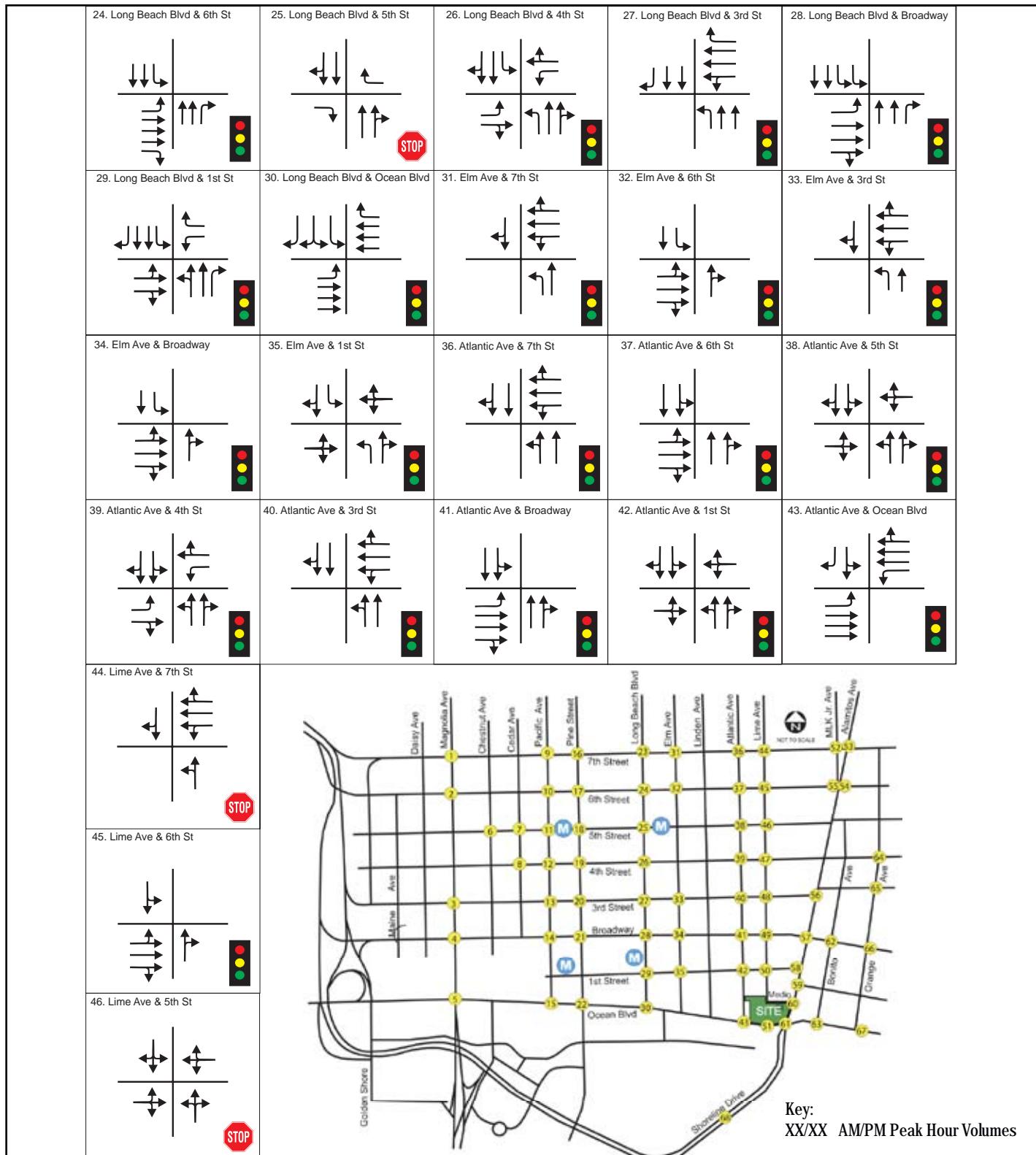


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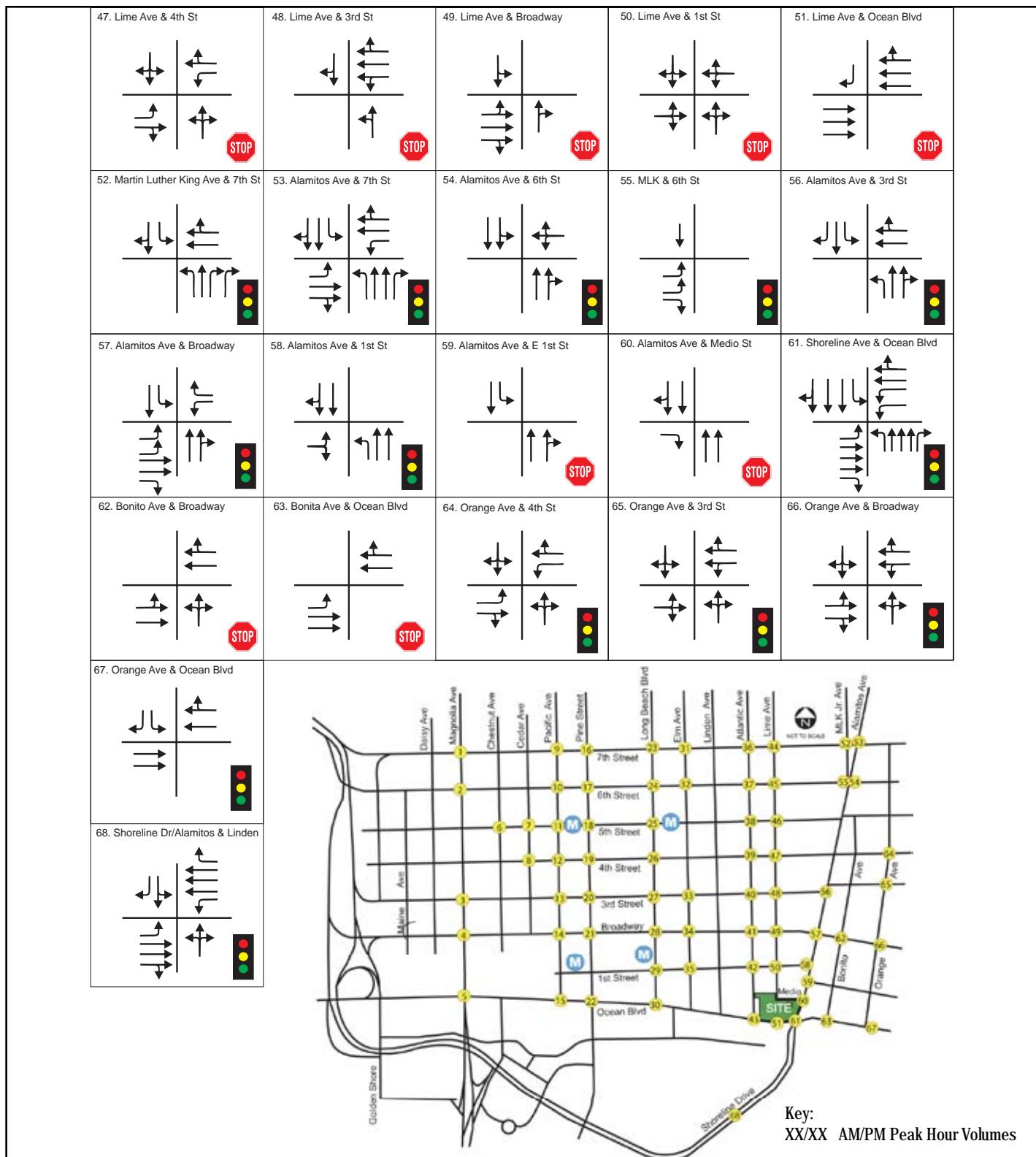
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Exhibit 5.3-2a



Source: Meyer, Mohaddes Associates, Inc., April 2006.

Note: Intersections without assigned volumes are at the periphery of the study area and are not forecast to be affected by project generated trips.



Source: Meyer, Mohaddes Associates, Inc., April 2006.

Note: Intersections without assigned volumes are at the periphery of the study area and are not forecast to be affected by project generated trips.



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SHORELINE GATEWAY PROJECT  
ENVIRONMENTAL IMPACT REPORT

## Existing Lane Configuration and Traffic Controls (Study Intersections 47 to 68)

Exhibit 5.3-2c



City of Long Beach  
Shoreline Gateway Project Environmental Impact Report

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- Broadway provides three lanes and is classified as a one-way eastbound Major Arterial between the I-710 Freeway and Alamitos Avenue and a two-way Minor Arterial east of Alamitos. Parking is allowed along the north side of the street and the posted speed limit is 30 mph. The ADT along West Broadway in the study area ranges between 15,000 and 21,000 vehicles per day.
- 3<sup>rd</sup> Street provides direct east-west access within the downtown. It is currently designated as a Major Arterial between the I-710 Freeway and Alamitos Avenue in the City of Long Beach Transportation Element of the General Plan. Within the project area, 3<sup>rd</sup> Street is one-way and provides three lanes in the westbound direction. Parking is allowed on both sides of the roadway. The typical posted speed limit is 30 mph. The ADT along West 3<sup>rd</sup> Street in the study area ranges between 12,000 and 16,100 vehicles per day.
- 6<sup>th</sup> Street provides three lanes and is classified as a one-way eastbound Major Arterial between the I-710 Freeway and Alamitos Avenue and a two-way Minor Arterial east of Alamitos. Parking is allowed along some sections of the street and the posted speed limit is 30 mph. The ADT along 6<sup>th</sup> Street in the study area ranges between 1,300 and 13,100 vehicles per day.
- 7<sup>th</sup> Street provides three-lanes and is classified as a one-way westbound Major Arterial between the I-710 Freeway and Alamitos Avenue, and a two-way Regional Corridor, east of Alamitos. Parking is allowed along some sections of the street and the posted speed limit is 30 mph. The ADT along 7<sup>th</sup> Street in the study area ranges between 13,100 and 31,300 vehicles per day.
- Alamitos Avenue is a north-south Regional Corridor extending south from Pacific Coast Highway to Shoreline Drive. In the study area, it generally has two northbound and one southbound lane, with left-turn lanes at most intersections. Alamitos Avenue is an important gateway street for traffic coming into and out of downtown Long Beach. On-street parking contributes to congestion along Alamitos Avenue and, along some blocks, restricts the southbound traffic to one through lane except between 7<sup>th</sup> and 3<sup>rd</sup> Streets where two southbound lanes are provided between 7:00 AM and 9:00 AM. In the study area, the ADT ranges between 14,400 and 25,200 vehicles per day.
- Atlantic Avenue is a four lane, north-south Major Arterial that extends north from Ocean Boulevard to north of I-405. On-street parking is allowed along most of Atlantic Avenue in the study area. In the study area, the ADT ranges between 5,600 and 12,600 vehicles per day.
- Long Beach Boulevard is a north-south Major Arterial that extends north from Ocean Boulevard to north of I-405. It has a wide median that accommodates the MTA Blue Line light rail, with mid-block turns restricted to accommodate train movements and limit vehicles turning across the tracks. In the study area, the ADT ranges between 8,900 and 17,700 vehicles per day.



- Pine Avenue is a two lane, north-south Minor Arterial that is a primary entertainment corridor in the downtown with many shops, restaurants and theaters. Pine Street extends north from Shoreline Drive to Willow Street. In the study area, the ADT ranges between 4,000 and 6,800 vehicles per day.
- Pacific Avenue is a north-south Major Arterial that provides access to the downtown area and contains the northbound portion of the MTA Blue Line transit route. Pacific Avenue has two travel lanes in each direction with no or limited on-street parking. The ADT along Pacific Avenue in the study area ranges between 3,000 and 11,200 vehicles per day.
- Magnolia Avenue provides a north-south linkage to downtown and central Long Beach. It is classified as a Major Arterial south of 3<sup>rd</sup> Street and a Minor Arterial to the north in the City of Long Beach Transportation Element. Magnolia Avenue provides two lanes in each direction south of Broadway and one through lane in each direction to the north, with two-way left-turn lanes and on-street parking on both sides north of Broadway. The ADT along Magnolia Avenue in the study area ranges between 4,500 and 13,700 vehicles per day.
- I-710 Freeway is a north-south Regional Highway and provides access to the project from the communities to the north, as well as the regional Interstate system. North of the study area, it is part of the Los Angeles County Congestion Management Program's regional freeway system. The ADT along the I-710 Freeway in the study area is approximately 145,000 vehicles per day.

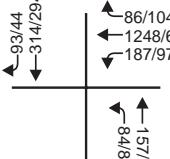
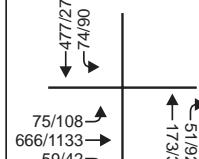
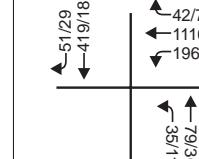
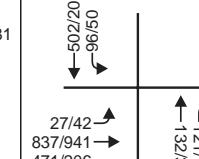
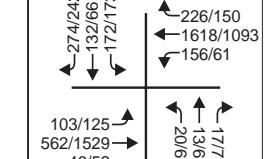
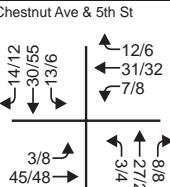
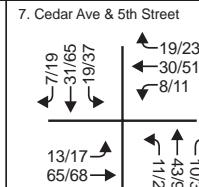
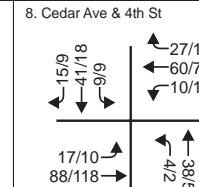
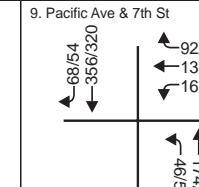
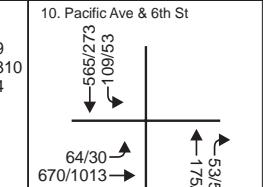
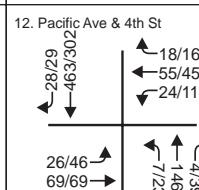
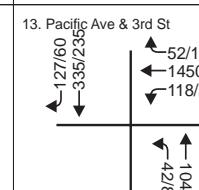
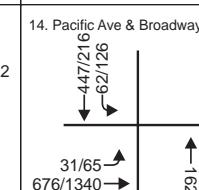
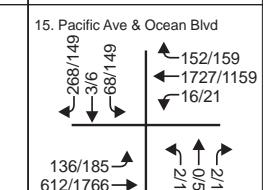
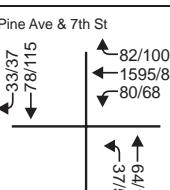
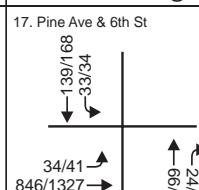
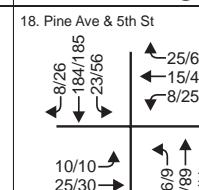
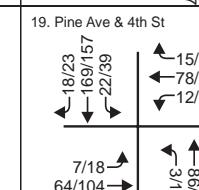
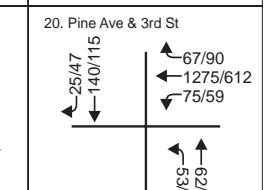
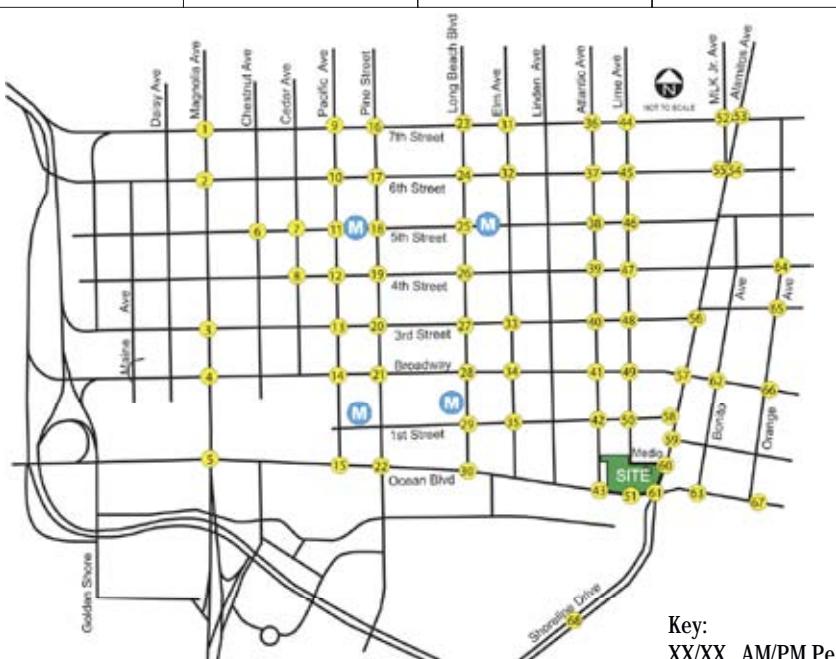
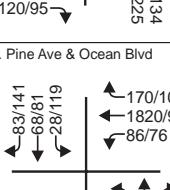
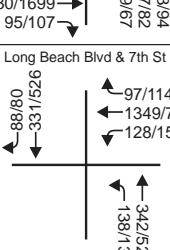
## **EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE**

The traffic analysis addresses typical morning (AM) and evening (PM) peak-hour intersection operations at each of the study intersections.

In order to determine the existing operation of the study intersections, existing intersection counts were taken in the AM and PM peak-hour periods. Peak hour turning movement volumes for each study area intersection are illustrated on Exhibit 5.3-3a, 5.3-3b and 5.3-3c, Existing Peak Hour Intersection Volumes. Detailed peak-hour count data are included in Appendix 15.3, Traffic Impact Analysis.

Table 5.3-3, Existing Peak Hour LOS at Study Area Intersections, summarizes the existing AM and PM peak-hour LOS of the study intersections. As indicated in Table 5.3-3, five of the study intersections are currently operating at an unacceptable LOS (LOS E or F), according to City of Long Beach performance criteria:

- Lime Avenue and 7<sup>th</sup> Street (AM peak hour only);
- Lime Avenue and Broadway (PM peak hour only);
- Alamitos Avenue and 3<sup>rd</sup> Street (AM peak hour only);
- Alamitos Avenue and Broadway (PM peak hour only); and
- Alamitos Avenue/Shoreline Drive and Ocean Boulevard (AM and PM peak hours).

1. Magnolia Ave & 7th St	2. Magnolia Ave & 6th St	3. Magnolia Ave & 3rd St	4. Magnolia Ave & Broadway	5. Magnolia Ave & Ocean Blvd
				
6. Chestnut Ave & 5th St	7. Cedar Ave & 5th Street	8. Cedar Ave & 4th St	9. Pacific Ave & 7th St	10. Pacific Ave & 6th St
				
11. Pacific Ave & 5th St	12. Pacific Ave & 4th St	13. Pacific Ave & 3rd St	14. Pacific Ave & Broadway	15. Pacific Ave & Ocean Blvd
				
16. Pine Ave & 7th St	17. Pine Ave & 6th St	18. Pine Ave & 5th St	19. Pine Ave & 4th St	20. Pine Ave & 3rd St
				
21. Pine Ave & Broadway				
22. Pine Ave & Ocean Blvd				
23. Long Beach Blvd & 7th St				
				
				

Key:  
XX/XX AM/PM Peak Hour Volumes

Source: Meyer, Mohaddes Associates, Inc., April 2006.

Note: Intersections without assigned volumes are at the periphery of the study area and are not forecast to be affected by project generated trips.



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Exhibit 5.3-3a

Source: Meyer, Mohaddes Associates, Inc., April 2006.

Note: Intersections without assigned volumes are at the periphery of the study area and are not forecast to be affected by project generated trips.



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### **Exhibit 5.3-3b**

47. Lime Ave & 4th St	48. Lime Ave & 3rd St	49. Lime Ave & Broadway	50. Lime Ave & 1st St	51. Lime Ave & Ocean Blvd
<p>34/15 366/306 19/10  8/11 212/444 4/15  2/8 13/35 24/32  2/3 11/3 11/1</p>	<p>2/24 1516/638 4/16  3/15 7/10  16/26 319/1752 10/28  18/14 18/13 18/14</p>	<p>16/21  16/26 319/1752 10/28  18/14 18/13 18/14</p>	<p>9/13 13/15 9/22  11/15 48/149 5/20  10/15 7/5 18</p>	<p>11/15 183/87 9/22  2/5/15 603/2028 7/15  6/7</p>
52. Martin Luther King Ave & 7th St	53. Alamitos Ave & 7th St	54. Alamitos Ave & 6th St	55. MLK & 6th St	56. Alamitos Ave & 3rd St
<p>12/29 1310/754  5/3/4 61/100  8/1 9/8/132 45/8/139  17/13 17/13</p>	<p>14/73 1455/752 422/79  2/25/44 29/22/109 63/45 424/950 15/9  10/1/338 62/6/55 20/34  5/7/4/1138</p>	<p>104/32  60/3/54 21/1/2  22/3 8/28  57/4/1138</p>	<p>56/61  469/1019 160/266  13/13 702/375 13/12  23/7/07</p>	<p>79/54 731/188  1-172/56 205/312  37/1/277 370/1030 3/5/113</p>
57. Alamitos Ave & Broadway	58. Alamitos Ave & 1st St	59. Alamitos Ave & E 1st St	60. Alamitos Ave & Medio St	61. Shoreline Ave & Ocean Blvd
<p>453/169  369/131  82/657 230/1096 33/44  4/0/202 348/681</p>	<p>17/9/61  53/101 30/46  19/4/670 24/1/13  1/5/24 218/23</p>	<p>715/388 28/60  715/388 28/60  1/5/24 218/23</p>	<p>13/13 702/375 13/12  13/13 702/375 13/12  23/7/07</p>	<p>42/69 1546/674 469/186  261/1/4 283/1/4 85/223 448/1534 21/21  5/7/55 34/33</p>
62. Bonito Ave & Broadway	63. Bonita Ave & Ocean Blvd	64. Orange Ave & 4th St	65. Orange Ave & 3rd St	66. Orange Ave & Broadway
<p>24/15 721/313  9/18  345/1199 36/59 4/7 1/2 36/59 4/7 1/2</p>	<p>20/37 1865/872  20/37 682/1961  20/37 682/1961</p>	<p>14/28 38/69 22/34  20/42 308/687 25/39  48/73 33/37 27/29</p>	<p>25/37 545/360 32/34  38/22 41/84 24/15  21/23 761/225 22/28  1/12/27 5/4/34 1/12/27</p>	<p>34/44 758/242 35/28  9/19 57/65 12/33  13/38 286/1263 19/36  4/0/45 6/9/61 4/0/13</p>
67. Orange Ave & Ocean Blvd	<p>NOT TO SCALE</p>			
68. Shoreline Dr/Alamitos & Linden	<p>Key: XX/XX AM/PM Peak Hour Volumes</p>			
<p>32/53 1943/913  8/2  630/2056  29/22  38/48  0/29  28/13 180/1048 23/7  25/41 727/254 20/5  3/0  16/7</p>	<p>Key: XX/XX AM/PM Peak Hour Volumes</p>			

Source: Meyer, Mohaddes Associates, Inc., April 2006.

Note: Intersections without assigned volumes are at the periphery of the study area and are not forecast to be affected by project generated trips.



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CONSULTING

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**Exhibit 5.3-3c**



**Table 5.3-3**  
**Existing Peak Hour LOS at Study Area Intersections**

Study Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay (sec/veh)	V/C	LOS	Delay (sec/veh)	V/C
Magnolia Avenue & 7 <sup>th</sup> Street	C		0.80	A		0.58
Magnolia Avenue & 6 <sup>th</sup> Street	B		0.63	C		0.76
Magnolia Avenue & 3 <sup>rd</sup> Street	A		0.60	A		0.48
Magnolia Avenue & Broadway	B		0.62	A		0.53
Magnolia Avenue & Ocean Boulevard	B		0.70	B		0.70
Chestnut Avenue & 5 <sup>th</sup> Street	A	10.0		B	10.3	
Cedar Avenue & 5 <sup>th</sup> Street	A		0.25	A		0.30
Cedar Avenue & 4 <sup>th</sup> Street	A		0.26	A		0.29
Pacific Avenue & 7 <sup>th</sup> Street	B		0.61	A		0.48
Pacific Avenue & 6 <sup>th</sup> Street	A		0.47	A		0.47
Pacific Avenue & 5 <sup>th</sup> Street	A		0.45	A		0.59
Pacific Avenue & 4 <sup>th</sup> Street	A		0.35	A		0.31
Pacific Avenue & 3 <sup>rd</sup> Street	A		0.60	A		0.41
Pacific Avenue & Broadway	A		0.45	B		0.68
Pacific Avenue & Ocean Boulevard	C		0.76	B		0.65
Pine Avenue & 7 <sup>th</sup> Street	A		0.57	A		0.45
Pine Avenue & 6 <sup>th</sup> Street	A		0.43	B		0.64
Pine Avenue & 5 <sup>th</sup> Street	A		0.29	A		0.40
Pine Avenue & 4 <sup>th</sup> Street	A		0.31	A		0.44
Pine Avenue & 3 <sup>rd</sup> Street	A		0.52	A		0.36
Pine Avenue & Broadway	A		0.44	C		0.79
Pine Avenue & Ocean Boulevard	B		0.63	C		0.71
Long Beach Boulevard & 7 <sup>th</sup> Street	B		0.64	A		0.54
Long Beach Boulevard & 6 <sup>th</sup> Street	A		0.47	B		0.65
Long Beach Boulevard & 5 <sup>th</sup> Street	A		0.20	A		0.26
Long Beach Boulevard & 4 <sup>th</sup> Street	A		0.42	A		0.56
Long Beach Boulevard & 3 <sup>rd</sup> Street	A		0.57	A		0.42
Long Beach Boulevard & Broadway	A		0.35	B		0.63
Long Beach Boulevard & 1 <sup>st</sup> Street	A		0.31	A		0.36
Long Beach Boulevard & Ocean Boulevard	B		0.70	A		0.58
Elm Avenue & 7 <sup>th</sup> Street	A		0.52	A		0.39
Elm Avenue & 6 <sup>th</sup> Street	A		0.32	A		0.38
Elm Avenue & 3 <sup>rd</sup> Street	A		0.54	A		0.37
Elm Avenue & Broadway	A		0.28	C		0.71
Elm Avenue & 1 <sup>st</sup> Street	A		0.38	A		0.47
Atlantic Avenue & 7 <sup>th</sup> Street	B		0.68	A		0.58
Atlantic Avenue & 6 <sup>th</sup> Street	A		0.40	A		0.57
Atlantic Avenue & 5 <sup>th</sup> Street	A		0.39	A		0.36
Atlantic Avenue & 4 <sup>th</sup> Street	A		0.58	A		0.55



**Table 5.3-3 [continued]**  
**Existing Intersections Peak Hour LOS**

Study Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay (sec/veh)	V/C	LOS	Delay (sec/veh)	V/C
Atlantic Avenue & 3 <sup>rd</sup> Street	A		0.58	A		0.36
Atlantic Avenue & Broadway	C		0.70	A		0.29
Atlantic Avenue & 1 <sup>st</sup> Street	A		0.36	A		0.40
Atlantic Avenue & Ocean Boulevard	B		0.64	A		0.57
<b>Lime Avenue &amp; 7<sup>th</sup> Street</b>	<b>F</b>	<b>72.4</b>		D	29.5	
Lime Avenue & 6 <sup>th</sup> Street	A		0.37	A		0.42
Lime Avenue & 5 <sup>th</sup> Street	A	7.8		A	7.5	
Lime Avenue & 4 <sup>th</sup> Street	C	15.3		C	17.7	
Lime Avenue & 3 <sup>rd</sup> Street	D	30.3		B	12.0	
<b>Lime Avenue &amp; Broadway</b>	<b>B</b>	<b>11.8</b>		<b>F</b>	<b>66.9</b>	
Lime Avenue & 1 <sup>st</sup> Street	B	10.6		B	10.9	
Lime Avenue & Ocean Boulevard	B	13.9		B	12.5	
Martin Luther King Avenue & 7 <sup>th</sup> Street	B		0.66	B		0.62
Alamitos Avenue & 7 <sup>th</sup> Street	D		0.82	C		0.78
Alamitos Avenue & 6 <sup>th</sup> Street	A		0.40	A		0.53
Martin Luther King Avenue & 6 <sup>th</sup> Street	A		0.32	A		0.54
<b>Alamitos Avenue &amp; 3<sup>rd</sup> Street</b>	<b>F</b>		<b>1.05</b>	B		0.66
<b>Alamitos Avenue &amp; Broadway</b>	<b>D</b>		<b>0.85</b>	<b>E</b>		<b>0.95</b>
Alamitos Avenue & 1 <sup>st</sup> Street	A		0.47	A		0.44
Alamitos Avenue & East 1 <sup>st</sup> Street	A	7.8		A	9.6	
Alamitos Avenue & Medio Street	B	11.0		A	9.6	
<b>Alamitos Avenue/Shoreline Drive &amp; Ocean Boulevard</b>	<b>E</b>		<b>0.94</b>	<b>E</b>		<b>0.93</b>
Bonito Avenue & Broadway	B	11.4		C	21.8	
Bonito Avenue & Ocean Boulevard	C	17.8		B	10.2	
Orange Avenue & 4 <sup>th</sup> Street	A		0.60	C		0.71
Orange Avenue & 3 <sup>rd</sup> Street	A		0.49	A		0.43
Orange Avenue & Broadway	A		0.55	B		0.69
Orange Avenue & Ocean Boulevard	C		0.79	D		0.81
Shoreline Drive & Linden	A		0.34	A		0.40

LOS = level of service; V/C = volume-to-capacity ratio; N/A = not applicable; sec = seconds; veh = vehicle.

Boldface = deficient intersection operation.

## PARKING

Parking for existing residential, retail and office uses is provided in five surface parking lots. The project site includes approximately 72 surface parking spaces in three pay lots. Of these spaces, 41 are available for lease by residents of the



adjacent Artaban building and existing on-site apartment units.<sup>1</sup> The remaining 31 spaces are in an hourly lot located along Ocean Boulevard. There are also two dedicated business lots. The first is associated with the Long Beach Café site and the second is part of the Video Exchange site. Additionally, approximately 18 non-metered on-street parking spaces are provided adjacent to the project site.

## PUBLIC TRANSPORTATION

There are five transit agencies that provide service within the project area: the Metropolitan Transportation Authority (MTA), Long Beach Transit (LBT), Torrance Transit, Los Angeles Department of Transportation (LADOT) and Orange County Transportation Authority (OCTA). The five transit agencies operate a total of 39 bus routes and one rail line in proximity to the proposed project, as described below:

### MTA Bus Service

The MTA operates two bus lines daily through the 1<sup>st</sup> Street transit mall:

- Metro Line 60/360 (Long Beach Boulevard – Santa Fe Avenue); and
- Metro Line 232 (LAX to Long Beach).

### MTA "Blue Line" Rail Service

In addition to the 39 bus lines operating in proximity to the proposed project, there is one Metro light rail line that travels through downtown Long Beach. The Metro Blue Line is part of the Metro Rail Transit System that runs north-south from Los Angeles to Long Beach. The Metro Blue Line starts at 7<sup>th</sup> Street/Metro Center/Julian Dixon in downtown Los Angeles and travels south via Long Beach Avenue, Willowbrook Avenue and Long Beach Boulevard to its final destination at the Long Beach Transit Mall. The train operates Monday through Sunday, including all major holidays.

### Long Beach Transit Bus Service

LBT operates 28 bus routes through the 1<sup>st</sup> Street transit mall:

- Long Beach Transit Line 1 (Easy Avenue);
- Long Beach Transit Line 7 (Orange Avenue);
- Long Beach Transit Line 21 (Cherry Avenue);
- Long Beach Transit Line 22 (Downey Avenue);
- Long Beach Transit Line 23 (Cherry to Carson Street Only);
- Long Beach Transit Line 46 (Anaheim Street to downtown Long Beach);
- Long Beach Transit Line 51 (Long Beach Boulevard to Artesia Station);
- Long Beach Transit Line 52 (Long Beach Boulevard to Artesia Boulevard);
- Long Beach Transit Line 61 (Atlantic Avenue to Artesia Station);
- Long Beach Transit Line 62 (Atlantic Avenue to Alondra Boulevard);
- Long Beach Transit Line 63 (Atlantic Avenue to Artesia Boulevard);
- Long Beach Transit Line 66 (ZAP Atlantic);

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<sup>1</sup> Based on parking survey conducted by Anderson Pacific LLC.



- Long Beach Transit Line 81 (10<sup>th</sup> Street to CSULB);
- Long Beach Transit Line 91 (7<sup>th</sup> Street/Bellflower Boulevard);
- Long Beach Transit Line 92 (7<sup>th</sup> Street/Woodruff Avenue);
- Long Beach Transit Line 93 (7<sup>th</sup> Street/Clark Avenue);
- Long Beach Transit Line 94 (7<sup>th</sup> Street to Los Altos Only);
- Long Beach Transit 96 ZAP (The 96 ZAP 7<sup>th</sup> Street);
- Long Beach Transit Line 111 (Broadway/Lakewood Boulevard);
- Long Beach Transit Line 112 (Broadway/Clark Avenue);
- Long Beach Transit Line 172 (PCH/Palo Verde);
- Long Beach Transit Line 173 (PCH/Studebaker);
- Long Beach Transit Line 174 (PCH/Ximeno Avenue Only);
- Long Beach Transit Line 181 (Magnolia/4<sup>th</sup> Street);
- Long Beach Transit Line 182 (Pacific Avenue/4<sup>th</sup> Street);
- Long Beach Transit Line 191 (Santa Fe/Del Amo Boulevard);
- Long Beach Transit Line 192 (Santa Fe/South Street); and
- Long Beach Transit Line 193 (Santa Fe via McHelen to Del Amo Station).

In addition, LBT operates free shuttle buses (the Passport) in the downtown area and between major attractions near the downtown. Passport routes in the project vicinity include:

- Passport A (Alamitos Bay Landing);
- Passport C (Queen Mary);
- Passport D (Los Altos); and
- Tour D'Art.

### **Torrance Transit Bus Service**

Torrance Transit Line 3 (Redondo Beach to downtown Long Beach) travels east-west from the Redondo Beach Pier to downtown Long Beach. It operates Monday through Sunday, excluding New Year's Day, Thanksgiving Day and Christmas.

### **LADOT Transit Service**

Los Angeles Department of Transportation (LADOT) Commuter Express Line 142 (San Pedro/Terminal Island/Long Beach Express) runs predominately east-west from Ports O'Call and Sampson in San Pedro to the Long Beach Transit Mall via 10<sup>th</sup> Street, SR-47, Ocean Boulevard and Long Beach Boulevard. It operates Monday through Sunday, including all major holidays.

### **OCTA Transit Service**

Orange County Transportation Authority (OCTA) Route 60 (Long Beach to Tustin) operates through the 1<sup>st</sup> Street transit mall. It runs east-west from the Long Beach Transit Mall to Larwin Square in Tustin via 7<sup>th</sup> Street, Westminster and 17<sup>th</sup> Street. It operates Monday through Sunday, including all major holidays.



### **5.3.3 SIGNIFICANCE THRESHOLD CRITERIA**

To determine whether the addition of project-generated trips results in a significant impact at a study intersection and thus requires mitigation, the City of Long Beach utilizes the following threshold of significance:

- An impact is considered significant when the resulting LOS with project traffic is E or F and project-related traffic contributes a V/C of 0.020 or more to the critical movements.

To determine whether the addition of project-generated trips results in a significant impact at a CMP study facility and thus requires mitigation, the CMP utilizes the following threshold of significance:

- A significant impact would occur when the proposed project increases traffic demand on a CMP facility by two percent of capacity ( $V/C \geq 0.02$ ), causing LOS F ( $V/C > 1.00$ ). If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity ( $V/C \geq 0.02$ ).

According to Appendix G, the Initial Study Checklist, of the *CEQA Guidelines*, a project would typically have a significant impact on traffic and circulation if the project would:

- Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, an LOS standard established by the County CMP agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; refer to Section 10.0, Effects Found Not To Be Significant,
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); refer to Section 10.0, Effects Found Not To Be Significant,
- Result in inadequate emergency access; refer to Section 10.0, Effects Found Not To Be Significant, and Section 5.6, Public Services and Utilities;
- Result in inadequate parking capacity; and/or
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

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.

## 5.3.4 IMPACTS AND MITIGATION MEASURES

### PROJECT TRIP GENERATION

In order to calculate trips forecasted to be generated by the proposed project, Institute of Transportation Engineers (ITE) Trip Generation rates were utilized. Buildout of the proposed project is anticipated to be completed by 2015.

Table 5.3-4, *Proposed Project Trip Generation*, summarizes the trips forecast to be generated by the proposed project. As shown in Table 5.3-4, the proposed project is forecast to generate approximately 3,080 daily trips, which includes 148 AM peak hour trips and 278 PM peak-hour trips.

**Table 5.3-4**  
**Proposed Project Trip Generation**

Land Use	Size	Units	ITE Code	Trips Generated						Daily 24-Hour	
				AM Peak-Hour Trips			PM Peak-Hour Trips				
				Total	In	Out	Total	In	Out		
Residential	358	DU	230	143	24	119	171	115	56	1,898	
Non Auto Trips Reduction <sup>1</sup>				-7	-1	-6	-9	-6	-3	-95	
<b>Residential Subtotal</b>				136	23	113	162	109	53	1,803	
Retail	13,561	SF	820	47	29	18	167	80	87	1,853	
Non Auto Trips Reduction <sup>1</sup>				-2	-1	-1	-8	-4	-4	-93	
<b>Retail Subtotal</b>				45	28	17	159	76	83	1,760	
Existing Residential to be Removed	63	DU		-20	-6	-14	-14	-11	-3	-152	
Existing Retail to be Removed	20,981	SF		-13	-8	-5	-29	-17	-12	-331	
<b>Existing to be Removed Subtotal</b>				-33	-14	-19	-43	-28	-15	-483	
<b>PROJECT TOTAL</b>				<b>148</b>	<b>37</b>	<b>111</b>	<b>278</b>	<b>157</b>	<b>121</b>	<b>3,080</b>	

DU = dwelling unit; SF = square feet; ITE 230 = condominiums/townhouse; ITE 820 = shopping center.

Note:

<sup>1</sup> Non-Auto Trip Reduction is equivalent to five percent.

Existing trips based on field survey of the existing parking areas.

Source: Institute of Transportation Engineers, Trip Generation, 7<sup>th</sup> Edition.



## Transit Trip Generation and Mode Assignment

Transit usage by the proposed project residents and patrons is expected to be higher than average because of the availability of bus and rail service in the area. However, to provide a conservative analysis of auto use, the transit usage rate was assumed to be 3.5 percent, which is the average for this area of Los Angeles County.

The projected future transit ridership for the proposed project was estimated based on the overall trip generation for the project using the ITE rates and then multiplying that total trip generation by the 3.5 percent transit usage rate. A 5.0 percent non-auto use factor was included in the trip assignments. This includes a reduction for transit and walking trips.

The assumptions and analyses used to determine the number of percentage trips assigned to transit were calculated using guidelines set forth in the 2004 Congestion Management Program for Los Angeles County. The total number of additional transit riders that the proposed project could create is projected to be approximately 8 in the AM peak hour and 14 in the PM peak hour; refer to Table 5.3-5, Proposed Project Transit Trip Generation.

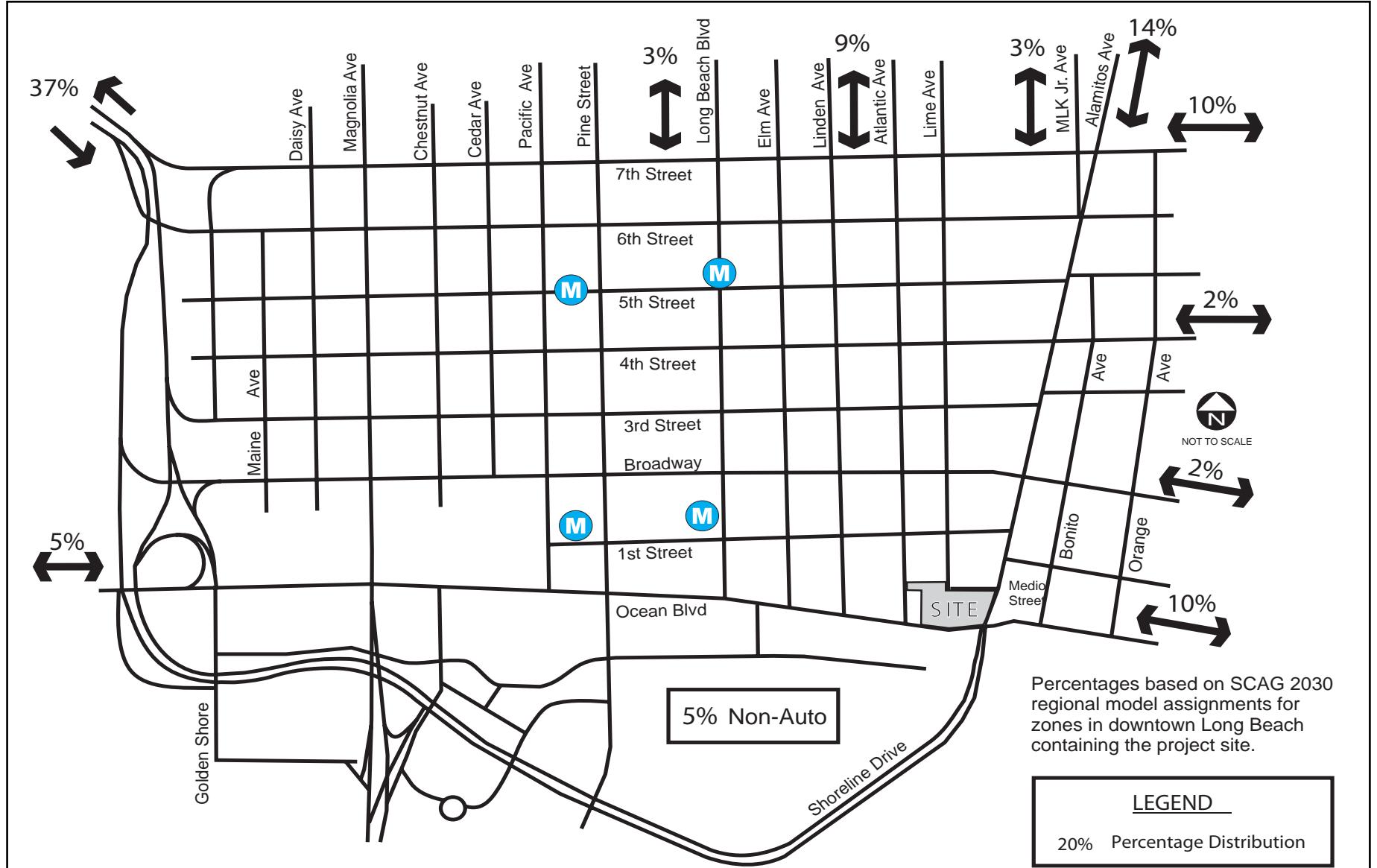
**Table 5.3-5**  
**Proposed Project Transit Trip Generation**

Land Use	Total Trips	
	AM Peak Hour	PM Peak Hour
Proposed Residential	143	171
Proposed Retail	47	167
Existing Residential	-20	-14
Existing Retail	-13	-29
<b>Subtotal</b>	<b>157</b>	<b>295</b>
Total Person Trips <sup>1</sup>	220	413
<b>Total New Transit Riders</b>	<b>8</b>	<b>14</b>

<sup>1</sup>Based on a person trip rate of 1.4.

## Project Trip Distribution and Assignment

Trip distribution to and from the proposed project site was determined based on the patterns of existing area traffic for similar types of developments, patterns listed in previous traffic studies for the area and on a select-zone analysis using the SCAG 2030 regional model for the downtown Long Beach area. For the proposed project, trip assignment is primarily based on the residential component of the development, as the retail/commercial component would serve predominantly local uses. Exhibit 5.3-4, Forecast Proposed Project Trip Distribution, illustrates the trip distribution for the proposed project.



Source: Meyer, Mohaddes Associates, Inc., April 2006.





The forecast trips generated by the proposed project were assigned to the area street system using the trip directional distribution described above. Because there are multiple access routes from the north, south, east and west, the routes used for each user type (i.e., resident, guest, patron, etc.) was considered depending on the user type's access route location. Exhibit 5.3-5a, 5.3-5b and 5.3-5c, Forecast Proposed Project Peak Hour Intersection Volumes, illustrates the trip assignment for the proposed project.

## PROJECT IMPACTS

- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN ADVERSE IMPACTS TO THE FUNCTION OF INTERSECTIONS IN THE PROJECT AREA.

***Level of Significance Prior to Mitigation:*** Potentially Significant Impact.

***Impact Analysis:*** The following discussion addresses impacts under 2015 without project and 2015 with project conditions.

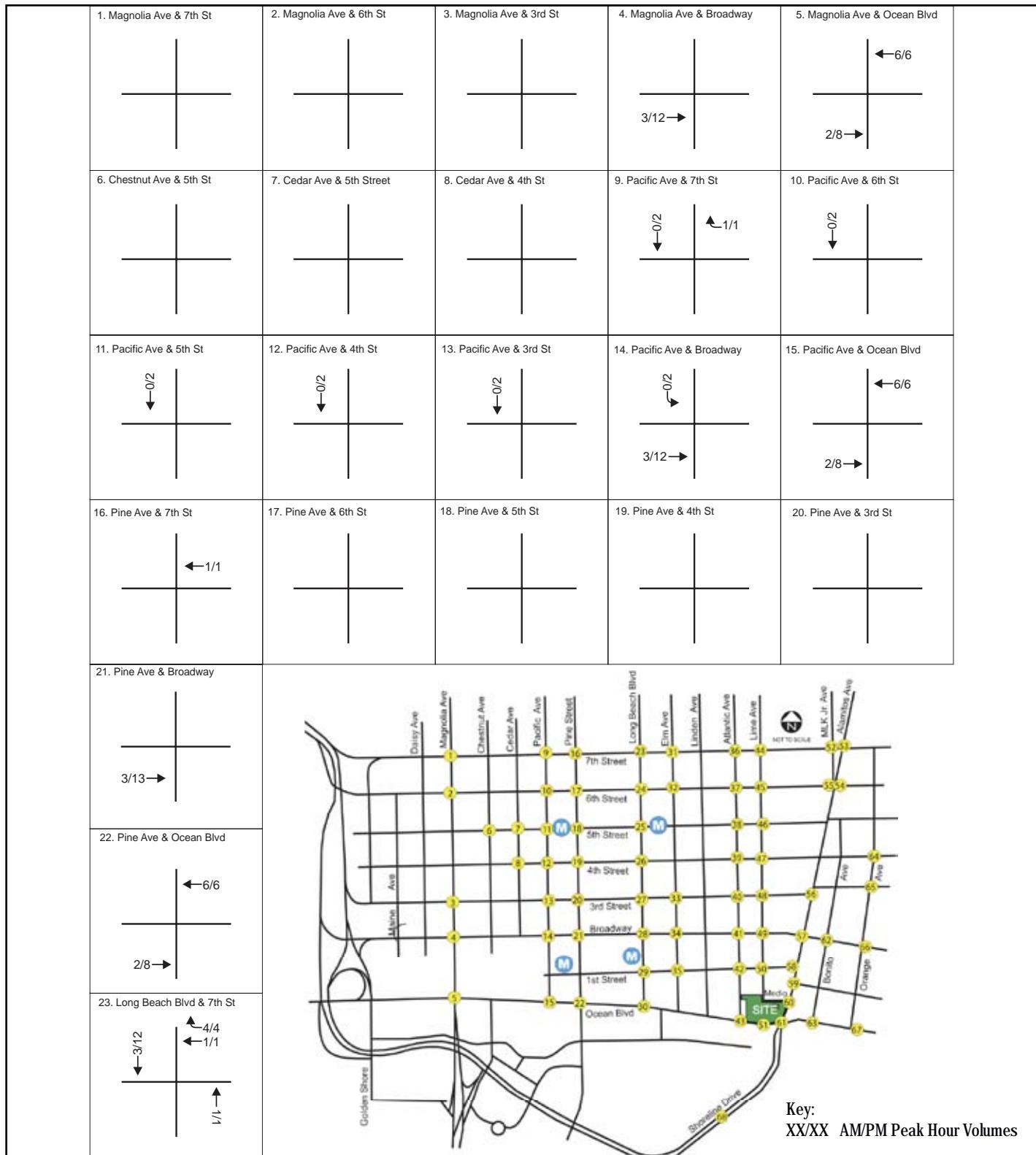
### FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS

Forecast year 2015 without project traffic conditions were generated by applying ambient traffic growth (general background regional growth) to existing traffic volumes plus growth in traffic volumes generated by specific cumulative projects expected to be completed by 2015.

Ambient growth is considered regional background growth from development and growth located outside the study area and increased activity at existing developments within the study area. Based on discussions and feedback from City of Long Beach staff, MMA applied an annual background growth rate of 1.00 percent to existing traffic volumes to account for forecast year 2015 ambient growth in the project vicinity.

Several related cumulative projects within the downtown area are anticipated to be operating by 2015, as outlined in Section 4.0, Basis of Cumulative Analysis. The City provided a list of new development and redevelopment projects in the general area including the location, number of units or square footage and percent complete for each project. Cumulative projects already constructed, but not occupied, were also included within the analysis. Forecast trip estimates for the related cumulative projects were developed based on ITE rates. Adjustments were included for pass-by and non-auto trips based on information in the ITE trip generation publication and rates developed for other developments in downtown Long Beach. While transit access to the project site is available, an explicit reduction in trips for transit use was not included. This is because the overall use of transit in the area could not be defined and the trip rates for uses, such as apartments, in the ITE manual include some use of transit in their calculations.

Table 5.3-6, Forecast Cumulative Projects Trip Generation, summarizes the peak hour trips forecast to be generated from the related cumulative projects; refer to Appendix 15.3 for detailed trip generation development.



Source: Meyer, Mohaddes Associates, Inc., April 2006.

Note: Intersections without assigned volumes are at the periphery of the study area and are not forecast to be affected by project generated trips.



Not to Scale

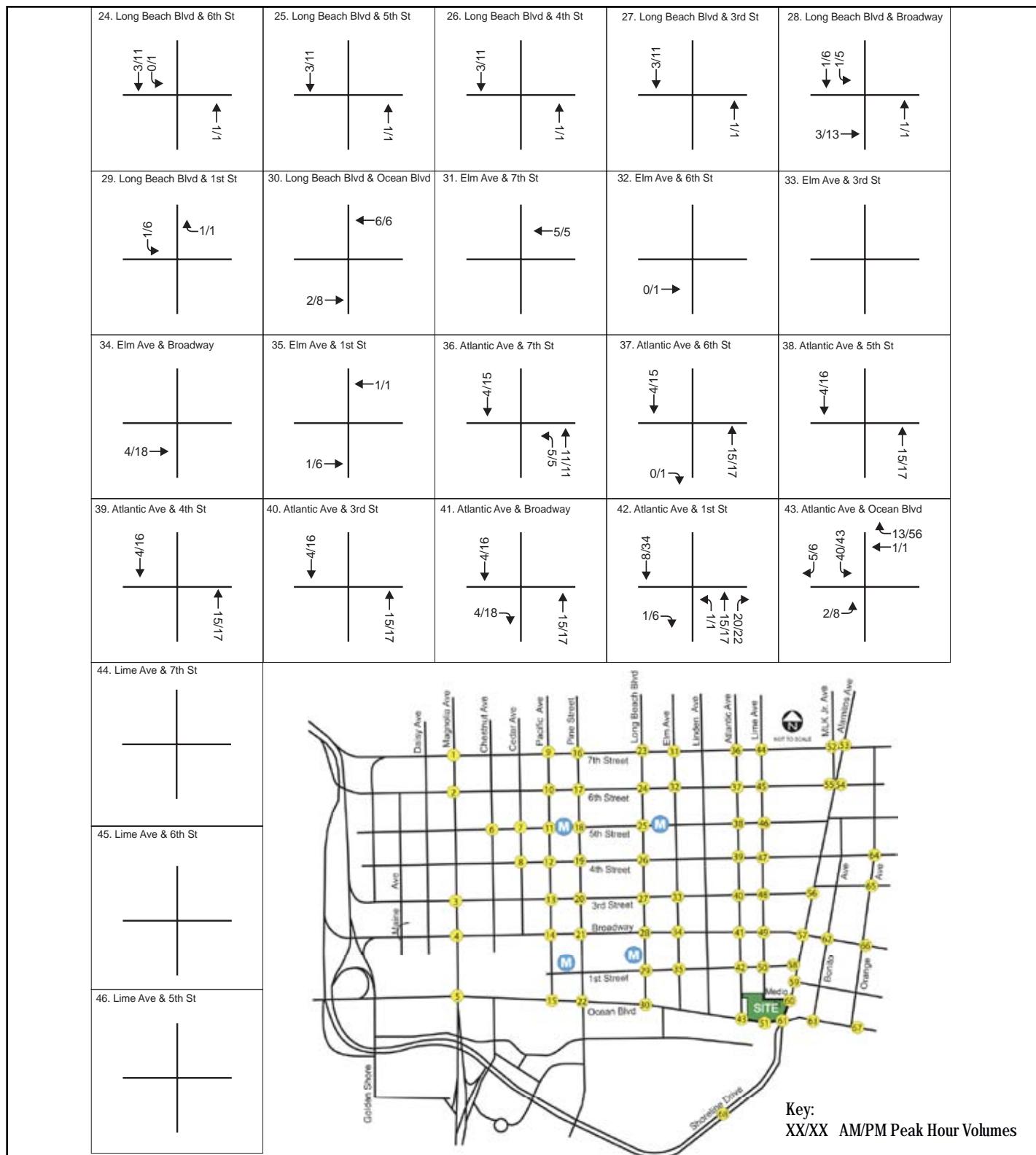


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SHORELINE GATEWAY PROJECT  
ENVIRONMENTAL IMPACT REPORT

## Forecast Proposed Project Peak Hour Intersection Volumes (Study Intersections 1 to 23)

Exhibit 5.3-5a



Source: Meyer, Mohaddes Associates, Inc., April 2006.

Note: Intersections without assigned volumes are at the periphery of the study area and are not forecast to be affected by project generated trips.



Not to Scale

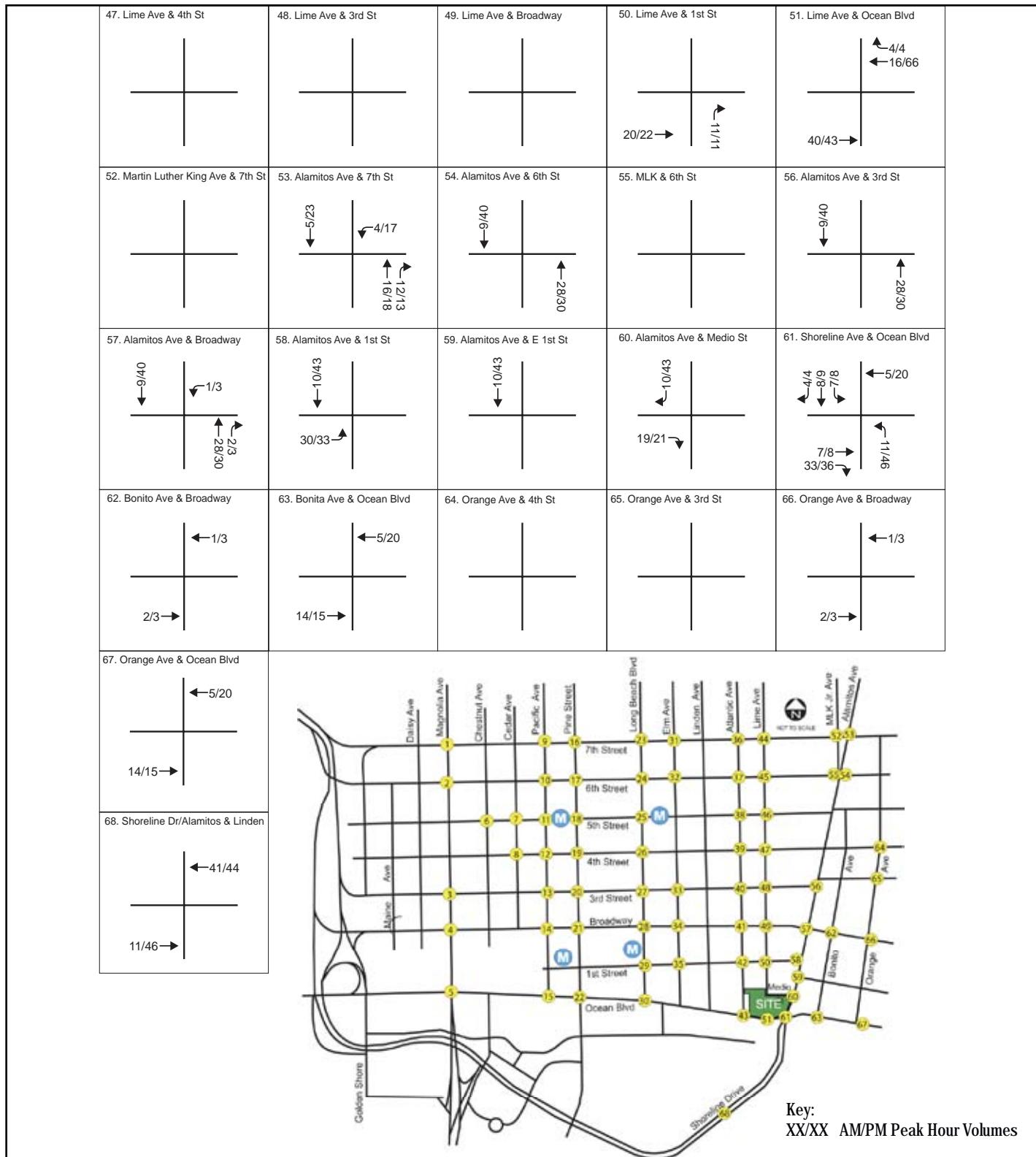


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SHORELINE GATEWAY PROJECT  
ENVIRONMENTAL IMPACT REPORT

## Forecast Proposed Project Peak Hour Intersection Volumes (Study Intersections 24 to 46)

Exhibit 5.3-5b



Source: Meyer, Mohaddes Associates, Inc., April 2006.

Note: Intersections without assigned volumes are at the periphery of the study area and are not forecast to be affected by project generated trips.



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SHORELINE GATEWAY PROJECT  
ENVIRONMENTAL IMPACT REPORT

## Forecast Proposed Project Peak Hour Intersection Volumes (Study Intersections 47 to 68)

Exhibit 5.3-5c



As indicated in Table 5.3-6, the related cumulative projects are forecasted to generate approximately 72,722 daily trips, which include 3,945 AM peak hour trips and 5,358 PM peak hour trips.

Trip distribution from the cumulative projects was determined based on the patterns of existing area traffic for similar types of developments and on patterns listed in previous traffic studies for the area. The trips generated by the cumulative projects were assigned to the area street system based on this directional distribution.

Exhibit 5.3-6a, 5.3-6b and 5.3-6c, Forecast Year 2015 Without Project Peak Hour Intersection Volumes, shows forecast year 2015 without project conditions peak-hour intersection traffic volumes.

Table 5.3-7, Forecast Year 2015 Without Project Conditions Peak Hour Intersection LOS, summarizes the AM and PM peak hour LOS of the study intersections.

As indicated in Table 5.3-7, 14 study intersections are forecasted to operate at a deficient LOS (LOS E or F) according to City of Long Beach performance criteria for forecast year 2105 without project conditions:

- Magnolia Avenue and 7<sup>th</sup> Street (AM peak hour only);
- Magnolia Avenue and 6<sup>th</sup> Street (PM peak hour only);
- Pacific Avenue and Broadway (PM peak hour only);
- Pacific Avenue and Ocean Boulevard (AM peak hour only);
- Pine Avenue and Broadway (PM peak hour only);
- Pine Avenue and Ocean Boulevard (PM peak hour only);
- Lime Avenue and 7<sup>th</sup> Street (AM and PM peak hours);
- Lime Avenue and 3<sup>rd</sup> Street (AM peak hour only);
- Lime Avenue and Broadway (PM peak hour only);
- Alamitos Avenue and 7<sup>th</sup> Street (AM and PM peak hours);
- Alamitos Avenue and 3<sup>rd</sup> Street (AM peak hour only);
- Alamitos Avenue and Broadway (AM and PM peak hours);
- Alamitos Avenue/Shoreline Drive and Ocean Boulevard (AM and PM peak hours); and
- Orange Avenue and Ocean Boulevard (AM and PM peak hours).

## FORECAST YEAR 2015 WITH PROJECT CONDITIONS

Forecast year 2015 with project traffic volumes were derived by adding forecast project-generated trips to forecast year 2015 without-project traffic volumes.

Exhibits 5.3-7a, 5.3-7b and 5.3-7c, Forecast Year 2015 With Project Peak Hour Intersection Volumes, shows forecast year 2015 with project AM and PM peak hour intersection traffic volumes.



**Table 5.3-6**  
**Forecast Cumulative Projects Trip Generation**

Pending/Approved Project Location	Proposed Uses	AM Peak-Hour Trips			PM Peak-Hour Trips			Daily 24-Hour Trips
		Total	In	Out	Total	In	Out	
201 The Promenade	162 hotel rooms	74	45	29	96	51	45	1,823
	4,000 Sq. ft. retail	23	14	9	37	36	1	838
	7,000 Sq. ft. restaurant	65	42	23	61	37	24	890
517 E. 1 <sup>st</sup> Street	69 hotel rooms	26	16	10	41	22	19	991
224-248 E. Broadway	48 condo units	29	5	24	33	22	11	344
	14,000 Sq. ft. retail	47	29	18	84	80	3	1,853
	3,000 Sq. ft. restaurant	27	19	8	20	12	8	400
835 Locust Avenue	82 condo units	54	14	41	68	39	29	542
201 E. Broadway	11 condo units	9	2	7	10	7	3	98
100 E. Ocean Boulevard	155 apartment units	80	16	64	103	67	36	1,082
350 E. Ocean Boulevard	556 apartment units	276	55	221	323	210	113	3,492
200 E. Broadway	62 apartment units	34	7	27	52	34	18	523
	9,000 Sq. ft. retail	38	23	15	66	63	3	1,467
640 Long Beach Boulevard	12,000 Sq. ft. retail	44	25	19	51	76	-25	1,058
400 W. Ocean Boulevard	246 apartment units	124	25	99	153	99	54	1,629
150 W. Ocean Boulevard	216 apartment units	110	22	88	136	89	48	1,449
110 W. Ocean Boulevard	45 apartment units	26	5	21	42	28	15	421
4 <sup>th</sup> Street and Elm Avenue	72 apartment units	39	8	31	57	37	20	583
Promenade site between Broadway and 3 <sup>rd</sup> Street	96 apartment units	51	10	41	70	46	25	727
	14,000 Sq. ft. retail	48	29	19	86	82	3	1,892
133 The Promenade	83 apartment units	44	9	36	63	41	22	649
	22,000 Sq. ft. retail	64	39	25	117	112	5	2,570
433 Pine Avenue	30 apartment units	18	4	15	34	22	12	331
600 W. Broadway	1,329 condo units	409	70	339	501	336	165	5,787
	10,000 Sq. ft. retail	39	24	15	68	66	3	1,520
745 W. 3 <sup>rd</sup> Street	64 apartment units	35	7	28	53	34	18	535
427 W. 6 <sup>th</sup> Street	10 apartment units	9	2	7	23	15	8	210
125 Linden Avenue	30 condo units	20	3	16	22	15	7	231
	2,000 Sq. ft. retail	15	9	6	31	23	9	534
250 Pacific Avenue	142 condo units	68	12	57	80	54	26	865
210 W. 3 <sup>rd</sup> Street	94 apartment units	50	10	40	69	45	24	715
	3,000 Sq. ft. retail	19	12	7	20	29	-9	689
	123,000 Sq. ft. office	190	167	23	183	31	152	1,560



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**Table 5.3-6 [continued]**  
**Forecast Related Cumulative Projects Trip Generation**

Pending/Approved Project Location	Proposed Uses	AM Peak-Hour Trips			PM Peak-Hour Trips			Daily 24-Hour Trips
		Total	In	Out	Total	In	Out	
643 W. Broadway	345 apartment units	173	35	138	207	135	73	2,224
	15,000 Sq. ft. retail	0	0	0	0	0	0	1,979
505 W. Broadway	164 condo units	77	13	64	90	60	30	977
421 W. Broadway	190 condo units	86	15	72	102	68	34	1,108
285 Bay Street	140 hotel rooms	62	38	24	83	44	39	1,626
350 Long Beach Boulevard	82 condo units	44	7	37	51	34	17	542
	7,000 Sq. ft. retail	32	19	12	54	52	2	1,206
Shoreline Drive and Pine Avenue	96,000 Sq. ft. retail	114	70	45	402	219	183	6,603
	14,000 Sq. ft. restaurant	152	83	69	87	52	35	1,771
604 Pine Avenue	482 condo units	182	31	151	218	146	72	2,444
	9,000 Sq. ft. retail	37	23	14	64	61	3	1,420
432 West Ocean	80 condo units	43	7	36	50	34	17	531
	140 hotel rooms	62	38	24	83	44	39	1,626
Pacific Avenue between 3 <sup>rd</sup> and 4 <sup>th</sup> Streets	171 condo units 20,000 Sq. ft. retail	88	20	68	141	85	56	1,538
Long Beach Boulevard between 1 <sup>st</sup> Street and Broadway	446 condo units 11,000 Sq. ft. retail	203	53	150	337	198	139	3,748
Block bounded by 3 <sup>rd</sup> Street, Elm Avenue, Broadway and Long Beach Boulevard	179 condo units 16,000 Sq. ft. retail	172	68	104	192	120	72	2,038
1 <sup>st</sup> Street and Elm Avenue	54 condo units	14	3	11	3	3	0	43
100 Long Beach Boulevard	72 condo units	8	-24	32	9	25	-16	248
600 East Broadway and 631-633 East 1 <sup>st</sup> Street	62,000 Sq. ft. retail	148	100	48	341	164	177	2,933
Block bounded by 5 <sup>th</sup> Street, Pacific Avenue, 4 <sup>th</sup> Street and Cedar	141 condo units 23,000 Sq. ft. retail	33	4	29	28	20	8	318
Pacific Avenue between 4 <sup>th</sup> and 5 <sup>th</sup> Streets	118 apartment units	12	-10	22	-39	-9	-30	-499
<b>Total</b>		<b>3,945</b>	<b>1,369</b>	<b>2,576</b>	<b>5,358</b>	<b>3,514</b>	<b>1,844</b>	<b>72,722</b>

Sq. ft. = square feet

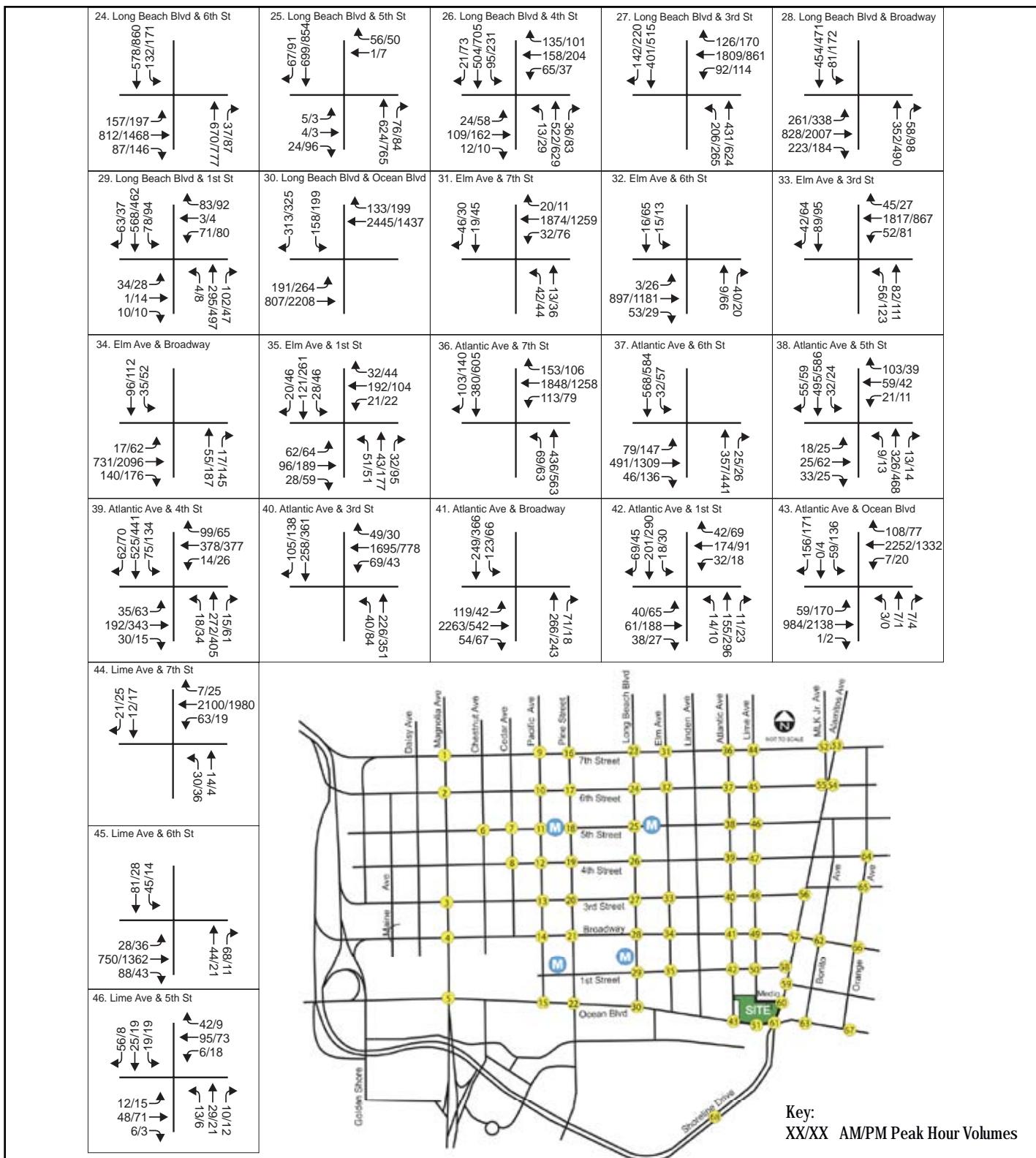
Note: Portions of projects that were complete and occupied at the time of the traffic counts were not included as their trips would have been included in the existing intersection traffic volumes.

Source: ITE Trip Generation Manual, 7<sup>th</sup> Ed., 2003. Equation-based rates were used where available; otherwise average trip rates were utilized.

1. Magnolia Ave & 7th St	2. Magnolia Ave & 6th St	3. Magnolia Ave & 3rd St	4. Magnolia Ave & Broadway	5. Magnolia Ave & Ocean Blvd
 102/48 354/346 100/118 1537/770 239/211 188/374 92/297 183/374	 565/420 84/104 83/119 820/1474 69/63 205/378 60/114 145/360	 80/136 485/237 49/86 1521/988 227/102 103/360	 580/261 113/66 36/49 1400/1710 634/317 148/196 162/334 148/196	 348/291 277/286 260/196 2103/1441 176/70 128/165 669/1821 51/57 21/89 23/6 20/89 21/89
6. Chestnut Ave & 5th St	7. Cedar Ave & 5th Street	8. Cedar Ave & 4th St	9. Pacific Ave & 7th St	10. Pacific Ave & 6th St
 15/13 33/61 14/77 13/7 38/43 8/9 3/9 51/56 15/6 34/34 34/34 9/9 14/19 73/78 24/13 12/13 11/14 56/15	 8/21 87/82 22/48 31/28 37/64 9/12 14/19 111/145 11/10 42/12 19/11 12/13 11/14	 17/10 98/30 10/10 30/19 76/111 11/14 111/145 11/10 42/12 19/11 12/13 11/14	 77/60 433/463 111/126 1642/1050 196/128 77/60 266/48 87/74 22/4/196	 675/419 126/74 76/50 802/1356 54/35 229/384 74/70
11. Pacific Ave & 5th St	12. Pacific Ave & 4th St	13. Pacific Ave & 3rd St	14. Pacific Ave & Broadway	15. Pacific Ave & Ocean Blvd
 12/58 64/143 4/21 21/21 214/570 0/1 39/45 521/286 41/33 15/25 7/17 12/20 10/18	 31/33 564/452 1/3 48/41 70/75 35/16 29/51 96/94 22/27 19/48 24/14 19/14 14/13	 165/90 411/362 68/122 1861/927 139/91 165/90 20/15 14/11 9/14 19/14 14/13	 519/271 102/217 61/112 1200/2139 221/135 84/281 22/4/196	 308/163 4/11 98/196 202/208 2166/1580 32/84 173/257 835/2103 19/60 50/51 48/48
16. Pine Ave & 7th St	17. Pine Ave & 6th St	18. Pine Ave & 5th St	19. Pine Ave & 4th St	20. Pine Ave & 3rd St
 52/52 96/156 1938/1064 88/76 92/110 16/212 47/60 88/191 47/60 1166/2416 147/134 50/52 8/258	 16/212 37/39 38/47 1012/1699 61/99 96/24 30/94	 9/36 216/248 25/62 28/73 18/45 11/36 14/7 32/35 10/47 9/10 18/45 9/10 32/35 10/47	 26/50 197/91 24/43 18/39 104/180 17/25 10/22 131/151 27/20 3/20 11/19 9/9 3/20 11/19	 30/55 176/153 76/101 1688/1043 157/213 58/57 68/57 58/57
21. Pine Ave & Broadway	 <b>Key:</b> XX/XX AM/PM Peak Hour Volumes			
22. Pine Ave & Ocean Blvd				
 98/159 84/117 47/137 212/176 2276/1432 148/188 39/105 813/2073 114/129 39/105 115/154 78/93 33/92 115/154 78/93 33/92				
23. Long Beach Blvd & 7th St				
 115/123 494/902 153/213 115/142 1561/970 153/213 115/142 1561/970 153/213 115/142 1561/970 153/213 115/142 1561/970 153/213				

Source: Meyer, Mohaddes Associates, Inc., April 2006.

Note: Intersections without assigned volumes are at the periphery of the study area and are not forecast to be affected by project generated trips.



Source: Meyer, Mohaddes Associates, Inc., April 2006.

Note: Intersections without assigned volumes are at the periphery of the study area and are not forecast to be affected by project generated trips.

47. Lime Ave & 4th St	48. Lime Ave & 3rd St	49. Lime Ave & Broadway	50. Lime Ave & 1st St	51. Lime Ave & Ocean Blvd
<p>Arrows indicating traffic flow:          - Top: 37/17, ←429/422, ↓33/31          - Left: ←14/14, ↓21/12          - Right: 9/12, →28/42, ←29/16          - Bottom: 305/525, →4/17, ←28/42</p>	<p>Arrows indicating traffic flow:          - Top: ←2/26, ←1821/1074, ↓16/38          - Left: ←3/17, ↓20/31          - Right: →1/10, ←12/12          - Bottom: 18/29, →694/2146, →11/31, ←15/22, →14/10, ←12/17</p>	<p>Arrows indicating traffic flow:          - Top: →42/62, ↓9/20          - Left: ↓18/29, →694/2146, →11/31, ←15/22, →14/10, ←12/17          - Right: →15/22, ←14/17, ↓8/11, →11/17, ←10/24          - Bottom: 6/2, →84/170, →6/22, ←8/16, →11/17</p>	<p>Arrows indicating traffic flow:          - Top: ←12/17, ↓14/17, →10/14, ←221/144, ↓10/24          - Left: ↓8/11          - Right: →2/20, ←8/16, →11/17          - Bottom: 1096/2528, →8/17</p>	<p>Arrows indicating traffic flow:          - Top: ←28/17          - Left: →12/17, ←2228/1436          - Right: →7/8</p>
52. Martin Luther King Ave & 7th St	53. Alamitos Ave & 7th St	54. Alamitos Ave & 6th St	55. MLK & 6th St	56. Alamitos Ave & 3rd St
<p>Arrows indicating traffic flow:          - Top: ←58/37, ↓51/98, →6/7/110          - Left: ←13/32, ←1529/1058          - Right: →9/12, →28/42, ←29/16          - Bottom: 305/525, →25/41/15, ←39/59</p>	<p>Arrows indicating traffic flow:          - Top: ←15/80, ←1648/952, ↓564/336          - Left: ←321/153, ↓6/1/120          - Right: →103/73, →498/1066, →17/10, ←22/37, →350/352          - Bottom: →401/393, ←350/352</p>	<p>Arrows indicating traffic flow:          - Top: ←114/35, ↓24/3          - Left: ←872/103, ↓23/13          - Right: →120/3/16, ←19/31          - Bottom: →120/3/16, ←19/31</p>	<p>Arrows indicating traffic flow:          - Top: →6/27          - Left: 582/1164          - Right: 176/293</p>	<p>Arrows indicating traffic flow:          - Top: ←87/59, ←834/275, ↓0/1          - Left: ←324/336, ↓30/73          - Right: →47/21/14, ←95/21/55, →48/308</p>
57. Alamitos Ave & Broadway	58. Alamitos Ave & 1st St	59. Alamitos Ave & E 1st St	60. Alamitos Ave & Medio St	61. Shoreline Ave & Ocean Blvd
<p>Arrows indicating traffic flow:          - Top: ←55/1/569, ↓45/79          - Left: ←498/186, ↓412/159          - Right: →422/982, →285/1245, ←36/48          - Bottom: →60/3/914, ←69/5/21</p>	<p>Arrows indicating traffic flow:          - Top: ←217/115, ↓88/9/699          - Left: ←89/117, ↓33/51          - Right: →415/9/0, ←14/15/14          - Bottom: →14/15/14, ←14/15/14</p>	<p>Arrows indicating traffic flow:          - Top: →892/684, ↓31/66          - Left: →17/26, ←17/26          - Right: →44/21/96, ←44/21/96          - Bottom: →44/21/96, ←44/21/96</p>	<p>Arrows indicating traffic flow:          - Top: ←14/14, ↓877/670          - Left: 14/13          - Right: →485/9/46, ←485/9/46          - Bottom: →485/9/46, ←485/9/46</p>	<p>Arrows indicating traffic flow:          - Top: ←357/308, ↓344/155, →7/394          - Left: 269/366, →751/1863, →23/23          - Right: →3/7/39, ←114/5/42, →9/0/698</p>
62. Bonito Ave & Broadway	63. Bonita Ave & Ocean Blvd	64. Orange Ave & 4th St	65. Orange Ave & 3rd St	66. Orange Ave & Broadway
<p>Arrows indicating traffic flow:          - Top: ←26/17, ↓799/359          - Left: 10/20          - Right: →425/1367, ←40/65          - Bottom: →40/65, ←40/65</p>	<p>Arrows indicating traffic flow:          - Top: ←22/41, ↓2200/1332          - Left: 22/41          - Right: →1021/2359, ←1021/2359          - Bottom: →1021/2359, ←1021/2359</p>	<p>Arrows indicating traffic flow:          - Top: ←15/31, ↓43/76, →24/37          - Left: 22/46, →388/804, →29/43          - Right: →36/41, ←30/32          - Bottom: →36/41, ←30/32</p>	<p>Arrows indicating traffic flow:          - Top: ←42/24, ↓45/92, →27/17          - Left: 2/21, →92/254, →6/26          - Right: →59/37, ←59/37          - Bottom: →13/30, ←13/30</p>	<p>Arrows indicating traffic flow:          - Top: ←10/18, ↓63/72, →13/36          - Left: 14/42, →360/1437, →21/40          - Right: →6/26, ←6/26          - Bottom: →6/26, ←6/26</p>
67. Orange Ave & Ocean Blvd	<p>A detailed map of the study area showing a grid of streets from 1st to 7th Street and Bonito to Bonita Ave. Key features include the SITE at 1st and Bonito, and several Muni (M) symbols indicating transit stops. The map also shows various alleys and the location of the Golden Shore Shopping Center.</p>			
68. Shoreline Dr/Alamitos & Linden	<p>Key:          XX/XX AM/PM Peak Hour Volumes</p>			
<p>Arrows indicating traffic flow:          - Top: ←42/53, ↓32/24          - Left: 10/4          - Right: →964/2462, ←964/2462          - Bottom: →3/2, ←10/7          - Middle: ←31/14, ←247/1232, ↓25/8          - Bottom Middle: →28/45, ←840/353, →22/6, ←22/6       </p>	<p>Key:          XX/XX AM/PM Peak Hour Volumes</p>			

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Source: Meyer, Mohaddes Associates, Inc., April 2006.

Note: Intersections without assigned volumes are at the periphery of the study area and are not forecast to be affected by project generated trips.



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ENVIRONMENTAL IMPACT REPORT

# SHORELINE GATEWAY PROJECT ENVIRONMENTAL IMPACT REPORT

Exhibit 5.3-6c



**Table 5.3-7**  
**Forecast Year 2015 Without Project Conditions Peak Hour Intersection LOS**

Study Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay (sec/veh)	V/C	LOS	Delay (sec/veh)	V/C
Magnolia Avenue & 7 <sup>th</sup> Street	E		0.922	B		0.683
Magnolia Avenue & 6 <sup>th</sup> Street	C		0.731	E		0.904
Magnolia Avenue & 3 <sup>rd</sup> Street	C		0.736	B		0.618
Magnolia Avenue & Broadway	C		0.759	C		0.750
Magnolia Avenue & Ocean Boulevard	D		0.866	D		0.812
Chestnut Avenue & 5 <sup>th</sup> Street	B	10.2		B	10.6	
Cedar Avenue & 5 <sup>th</sup> Street	A		0.296	A		0.371
Cedar Avenue & 4 <sup>th</sup> Street	A		0.329	A		0.361
Pacific Avenue & 7 <sup>th</sup> Street	C		0.737	A		0.594
Pacific Avenue & 6 <sup>th</sup> Street	A		0.536	A		0.587
Pacific Avenue & 5 <sup>th</sup> Street	A		0.517	B		0.668
Pacific Avenue & 4 <sup>th</sup> Street	A		0.414	A		0.404
Pacific Avenue & 3 <sup>rd</sup> Street	C		0.765	A		0.575
Pacific Avenue & Broadway	B		0.608	E		0.985
Pacific Avenue & Ocean Boulevard	E		0.938	D		0.825
Pine Avenue & 7 <sup>th</sup> Street	B		0.675	A		0.552
Pine Avenue & 6 <sup>th</sup> Street	A		0.485	C		0.766
Pine Avenue & 5 <sup>th</sup> Street	A		0.326	A		0.453
Pine Avenue & 4 <sup>th</sup> Street	A		0.392	A		0.518
Pine Avenue & 3 <sup>rd</sup> Street	B		0.642	A		0.481
Pine Avenue & Broadway	B		0.608	F		1.180
Pine Avenue & Ocean Boulevard	C		0.784	E		0.923
Long Beach Boulevard & 7 <sup>th</sup> Street	C		0.779	C		0.738
Long Beach Boulevard & 6 <sup>th</sup> Street	B		0.627	C		0.796
Long Beach Boulevard & 5 <sup>th</sup> Street	A		0.410	A		0.399
Long Beach Boulevard & 4 <sup>th</sup> Street	A		0.581	C		0.766
Long Beach Boulevard & 3 <sup>rd</sup> Street	C		0.776	B		0.664
Long Beach Boulevard & Broadway	A		0.503	D		0.828
Long Beach Boulevard & 1 <sup>st</sup> Street	A		0.371	A		0.438
Long Beach Boulevard & Ocean Boulevard	D		0.881	C		0.710
Elm Avenue & 7 <sup>th</sup> Street	A		0.579	A		0.472
Elm Avenue & 6 <sup>th</sup> Street	A		0.366	A		0.436
Elm Avenue & 3 <sup>rd</sup> Street	B		0.638	A		0.514
Elm Avenue & Broadway	A		0.418	D		0.871
Elm Avenue & 1 <sup>st</sup> Street	A		0.435	A		0.552
Atlantic Avenue & 7 <sup>th</sup> Street	C		0.775	C		0.716
Atlantic Avenue & 6 <sup>th</sup> Street	A		0.465	B		0.655
Atlantic Avenue & 5 <sup>th</sup> Street	A		0.436	A		0.424
Atlantic Avenue & 4 <sup>th</sup> Street	B		0.655	B		0.673

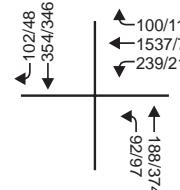
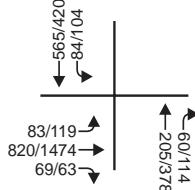
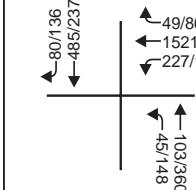
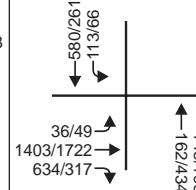
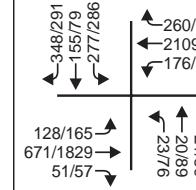
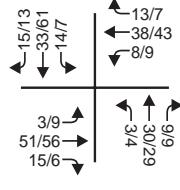
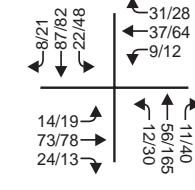
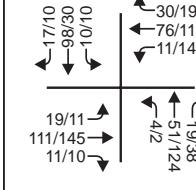
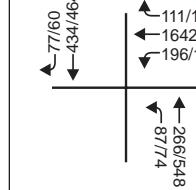
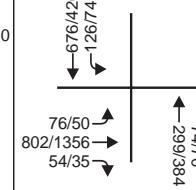
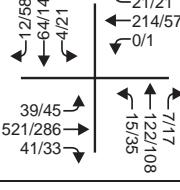
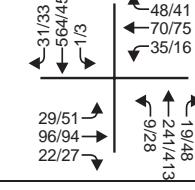
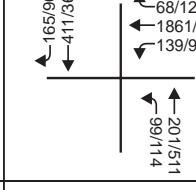
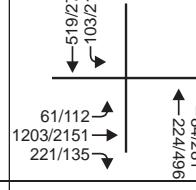
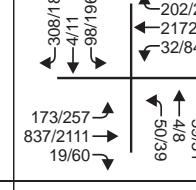
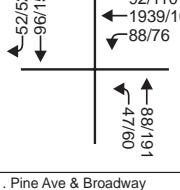
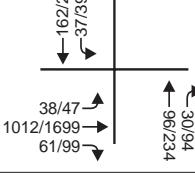
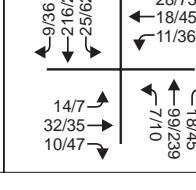
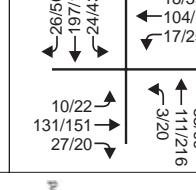
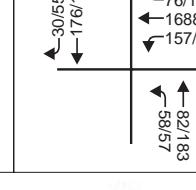
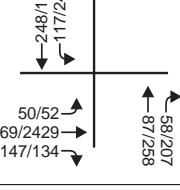
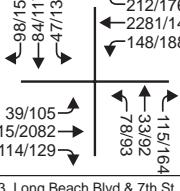
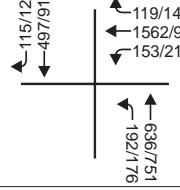


**Table 5.3-7 [continued]**  
**Forecast Year 2015 Without Project Conditions Peak Hour Intersection LOS**

Study Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay (sec/veh)	V/C	LOS	Delay (sec/veh)	V/C
Atlantic Avenue & 3 <sup>rd</sup> Street	B		0.680	A		0.521
Atlantic Avenue & Broadway	D		0.862	A		0.379
Atlantic Avenue & 1 <sup>st</sup> Street	A		0.413	A		0.454
Atlantic Avenue & Ocean Boulevard	C		0.761	B		0.695
<b>Lime Avenue &amp; 7<sup>th</sup> Street</b>	<b>F</b>	<b>176.3</b>		<b>F</b>	<b>56.3</b>	
Lime Avenue & 6 <sup>th</sup> Street	A		0.410	A		0.457
Lime Avenue & 5 <sup>th</sup> Street	A	7.9	0.191	A	7.6	0.120
Lime Avenue & 4 <sup>th</sup> Street	C	19.7		D	25.9	
<b>Lime Avenue &amp; 3<sup>rd</sup> Street</b>	<b>F</b>	<b>66.1</b>		C	23.8	
<b>Lime Avenue &amp; Broadway</b>	<b>C</b>	<b>20.8</b>		<b>F</b>	<b>773.8</b>	
Lime Avenue & 1 <sup>st</sup> Street	B	11.3		B	11.7	
Lime Avenue & Ocean Boulevard	C	16.2		B	14.2	
Martin Luther King Avenue & 7 <sup>th</sup> Street	C		0.744	C		0.774
<b>Alamitos Avenue &amp; 7<sup>th</sup> Street</b>	<b>E</b>		<b>0.987</b>	<b>F</b>		<b>1.137</b>
Alamitos Avenue & 6 <sup>th</sup> Street	B		0.628	C		0.706
Martin Luther King Avenue & 6 <sup>th</sup> Street	A		0.360	A		0.595
<b>Alamitos Avenue &amp; 3<sup>rd</sup> Street</b>	<b>F</b>		<b>1.246</b>	D		<b>0.875</b>
<b>Alamitos Avenue &amp; Broadway</b>	<b>F</b>		<b>1.081</b>	<b>F</b>		<b>1.101</b>
Alamitos Avenue & 1 <sup>st</sup> Street	A		0.568	A		0.533
Alamitos Avenue & East 1 <sup>st</sup> Street	A	8.4		B	11.0	
Alamitos Avenue & Medio Street	B	12.0		B	11.0	
<b>Alamitos Avenue/Shoreline Drive &amp; Ocean Boulevard</b>	<b>F</b>		<b>1.224</b>	<b>F</b>		<b>1.211</b>
Bonito Avenue & Broadway	B	12.4		D	28.9	
Bonito Avenue & Ocean Boulevard	C	23.1		B	13.3	
Orange Avenue & 4 <sup>th</sup> Street	B		0.668	C		0.799
Orange Avenue & 3 <sup>rd</sup> Street	A		0.538	A		0.459
Orange Avenue & Broadway	A		0.596	C		0.766
<b>Orange Avenue &amp; Ocean Boulevard</b>	<b>E</b>		<b>0.901</b>	<b>E</b>		<b>0.944</b>
Shoreline Drive & Linden	A		0.373	A		0.453

LOS = level of service; V/C = volume-to-capacity ratio; N/A = not applicable; sec = seconds; veh = vehicle.

**Boldface** = deficient intersection operation.

1. Magnolia Ave & 7th St 	2. Magnolia Ave & 6th St 	3. Magnolia Ave & 3rd St 	4. Magnolia Ave & Broadway 	5. Magnolia Ave & Ocean Blvd 
6. Chestnut Ave & 5th St 	7. Cedar Ave & 5th Street 	8. Cedar Ave & 4th St 	9. Pacific Ave & 7th St 	10. Pacific Ave & 6th St 
11. Pacific Ave & 5th St 	12. Pacific Ave & 4th St 	13. Pacific Ave & 3rd St 	14. Pacific Ave & Broadway 	15. Pacific Ave & Ocean Blvd 
16. Pine Ave & 7th St 	17. Pine Ave & 6th St 	18. Pine Ave & 5th St 	19. Pine Ave & 4th St 	20. Pine Ave & 3rd St 
21. Pine Ave & Broadway 	 <p>Key: XX/XX AM/PM Peak Hour Volumes</p>			
22. Pine Ave & Ocean Blvd 				
23. Long Beach Blvd & 7th St 				

Source: Meyer, Mohaddes Associates, Inc., April 2006.

Note: Intersections without assigned volumes are at the periphery of the study area and are not forecast to be affected by project generated trips.

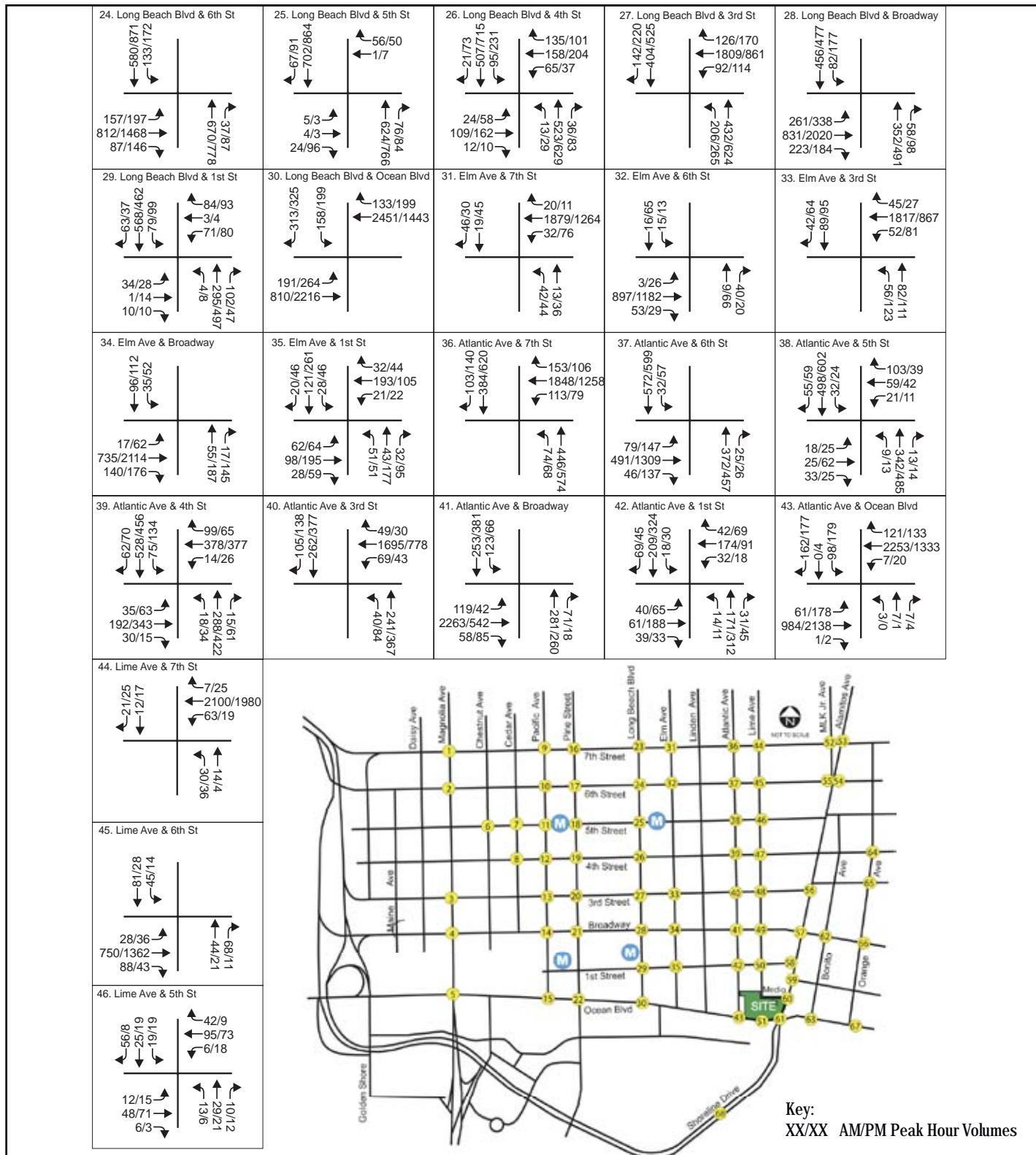


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## SHORELINE GATEWAY PROJECT ENVIRONMENTAL IMPACT REPORT

### Forecast Year 2015 With Project Peak Hour Intersection Volumes (Study Intersections 1 to 23)

Exhibit 5.3-7a



Source: Meyer, Mohaddes Associates, Inc., April 2006.

Note: Intersections without assigned volumes are at the periphery of the study area and are not forecast to be affected by project generated trips.

Source: Meyer, Mohaddes Associates, Inc., April 2006.

Note: Intersections without assigned volumes are at the periphery of the study area and are not forecast to be affected by project generated trips.



Not to Scale



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ENVIRONMENTAL IMPACT REPORT

# SHORELINE GATEWAY PROJECT ENVIRONMENTAL IMPACT REPORT

### **Exhibit 5.3-7c**



Table 5.3-8, Forecast Year 2015 With Project Conditions Peak Hour Intersection LOS, summarizes the AM and PM peak-hour LOS of the study intersections.

As shown in Table 5.3-8, 14 study intersections are forecast to operate at a deficient LOS (E or F) according to City of Long Beach performance criteria for forecast year 2015 with project conditions:

- Magnolia Avenue and 7<sup>th</sup> Street (AM peak hour only);
- Magnolia Avenue and 6<sup>th</sup> Street (PM peak hour only);
- Pacific Avenue and Broadway (PM peak hour only);
- Pacific Avenue and Ocean Boulevard (AM peak hour only);
- Pine Avenue and Broadway (PM peak hour only);
- Pine Avenue and Ocean Boulevard (PM peak hour only);
- Lime Avenue and 7<sup>th</sup> Street (AM and PM peak hours);
- Lime Avenue and 3<sup>rd</sup> Street (AM peak hour only);
- Lime Avenue and Broadway (PM peak hour only);
- Alamitos Avenue and 7<sup>th</sup> Street (AM and PM peak hours);
- Alamitos Avenue and 3<sup>rd</sup> Street (AM peak hour only);
- Alamitos Avenue and Broadway (AM and PM peak hours);
- Alamitos Avenue/Shoreline Drive and Ocean Boulevard (AM and PM peak hours); and
- Orange Avenue and Ocean Boulevard (AM and PM peak hours).

As also shown in Table 5.3-8, the following intersections would result in a significant impact for forecast year 2015 with project conditions, according to the City of Long Beach performance criteria:

- Alamitos Avenue and 7<sup>th</sup> Street (PM peak hour only); and
- Alamitos Avenue/Shoreline Drive and Ocean Boulevard (AM peak hour only).

### **Unsignalized Intersections**

Since the City of Long Beach does not have official criteria to determine significant traffic impacts at a stop-controlled intersection, a review of the unsignalized intersections near the project was performed to determine the relative increase in delay for the purpose of significant impact determination. For forecast year 2015, there would be 12 unsignalized intersections in the study area. Of the 12 unsignalized intersections, five would operate at LOS D or worse during the AM and/or PM peak hour; refer to Table 5.3-8.

The City has plans to complete the grid of traffic signals in the downtown and the immediate vicinity at locations where volumes and/or delay meet accepted warrants for signals and/or the location of the intersections are appropriately spaced within the existing grid of streets and signals. The intersections along Lime Avenue (7<sup>th</sup> Street, 3<sup>rd</sup> Street and Broadway) are included in this plan. Based on the projected operating conditions and traffic volumes at those intersections, a traffic signal warrant analysis was completed.



City of Long Beach  
Shoreline Gateway Project Environmental Impact Report

**Table 5.3-8**  
**Forecast Year 2015 With Project Conditions Peak Hour Intersection LOS**

Study Intersection	AM Peak Hour							PM Peak Hour								
	No Project			With Project			Change	Impact	No Project			With Project			Change	Impact
	LOS	Delay	V/C	LOS	Delay	V/C			LOS	Delay	V/C	LOS	Delay	V/C		
Magnolia Avenue & 7th Street	E		0.92	E		0.92	0.00	No	B		0.68	B		0.68	0.00	No
Magnolia Avenue & 6th Street	C		0.73	C		0.73	0.00	No	E		0.90	E		0.90	0.00	No
Magnolia Avenue & 3rd Street	C		0.74	C		0.74	0.00	No	B		0.62	B		0.62	0.00	No
Magnolia Avenue & Broadway	C		0.76	C		0.76	0.00	No	C		0.75	C		0.75	0.00	No
Magnolia Avenue & Ocean Boulevard	D		0.87	D		0.87	0.00	No	D		0.81	D		0.81	0.00	No
Chestnut Avenue & 5th Street	B	10.2		B	10.2		0.00	No	B	10.6		B	10.6		0.00	No
Cedar Avenue & 5th Street	A		0.30	A		0.30	0.00	No	A		0.37	A		0.37	0.00	No
Cedar Avenue & 4th Street	A		0.33	A		0.33	0.00	No	A		0.36	A		0.36	0.00	No
Pacific Avenue & 7th Street	C		0.74	C		0.74	0.00	No	A		0.59	A		0.59	0.00	No
Pacific Avenue & 6th Street	A		0.54	A		0.54	0.00	No	A		0.59	A		0.59	0.00	No
Pacific Avenue & 5th Street	A		0.52	A		0.52	0.00	No	B		0.67	B		0.67	0.00	No
Pacific Avenue & 4th Street	A		0.41	A		0.41	0.00	No	A		0.40	A		0.41	0.01	No
Pacific Avenue & 3rd Street	C		0.77	C		0.77	0.00	No	A		0.58	A		0.58	0.00	No
Pacific Avenue & Broadway	B		0.61	B		0.61	0.00	No	E		0.99	E		0.99	0.00	No
Pacific Avenue & Ocean Boulevard	E		0.94	E		0.94	0.00	No	D		0.83	D		0.83	0.00	No
Pine Avenue & 7th Street	B		0.68	B		0.68	0.00	No	A		0.55	A		0.55	0.00	No
Pine Avenue & 6th Street	A		0.49	A		0.49	0.00	No	C		0.77	C		0.77	0.00	No
Pine Avenue & 5th Street	A		0.33	A		0.33	0.00	No	A		0.45	A		0.45	0.00	No
Pine Avenue & 4th Street	A		0.39	A		0.39	0.00	No	A		0.52	A		0.52	0.00	No
Pine Avenue & 3rd Street	B		0.64	B		0.64	0.00	No	A		0.48	A		0.48	0.00	No
Pine Avenue & Broadway	B		0.61	B		0.61	0.00	No	F		1.18	F		1.18	0.00	No
Pine Avenue & Ocean Boulevard	C		0.78	C		0.79	0.01	No	E		0.92	E		0.93	0.01	No
Long Beach Boulevard & 7th Street	C		0.78	C		0.78	0.00	No	C		0.74	C		0.74	0.00	No
Long Beach Boulevard & 6th Street	B		0.63	B		0.63	0.00	No	C		0.80	C		0.80	0.00	No
Long Beach Boulevard & 5th Street	A		0.41	A		0.41	0.00	No	A		0.40	A		0.51	0.11	No
Long Beach Boulevard & 4th Street	A		0.58	A		0.58	0.00	No	C		0.77	C		0.77	0.00	No
Long Beach Boulevard & 3rd Street	C		0.78	C		0.78	0.00	No	B		0.66	B		0.67	0.01	No
Long Beach Boulevard & Broadway	A		0.50	A		0.51	0.01	No	D		0.83	D		0.83	0.00	No
Long Beach Boulevard & 1st Street	A		0.37	A		0.37	0.00	No	A		0.44	A		0.44	0.00	No
Long Beach Boulevard & Ocean Boulevard	D		0.88	D		0.88	0.00	No	C		0.71	C		0.71	0.00	No
Elm Avenue & 7th Street	A		0.58	A		0.58	0.00	No	A		0.47	A		0.47	0.00	No
Elm Avenue & 6th Street	A		0.37	A		0.37	0.00	No	A		0.44	A		0.44	0.00	No



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**Table 5.3-8 [continued]**  
**Forecast Year 2015 With Project Conditions Peak Hour Intersection LOS**

Study Intersection	AM Peak Hour							PM Peak Hour								
	No Project			With Project			Change	Impact	No Project			With Project			Change	Impact
	LOS	Delay	V/C	LOS	Delay	V/C			LOS	Delay	V/C	LOS	Delay	V/C		
Elm Avenue & 3rd Street	B		0.64	B		0.64	0.00	No	A		0.51	A		0.51	0.00	No
Elm Avenue & Broadway	A		0.42	A		0.42	0.00	No	D		0.87	D		0.88	0.01	No
Elm Avenue & 1st Street	A		0.44	A		0.44	0.00	No	A		0.55	A		0.56	0.01	No
Atlantic Avenue & 7th Street	C		0.78	C		0.78	0.00	No	C		0.72	C		0.72	0.00	No
Atlantic Avenue & 6th Street	A		0.47	A		0.47	0.00	No	B		0.66	B		0.66	0.00	No
Atlantic Avenue & 5th Street	A		0.44	A		0.44	0.00	No	A		0.42	A		0.43	0.01	No
Atlantic Avenue & 4th Street	B		0.66	B		0.66	0.00	No	B		0.67	B		0.68	0.01	No
Atlantic Avenue & 3rd Street	B		0.68	B		0.68	0.00	No	A		0.52	A		0.53	0.01	No
Atlantic Avenue & Broadway	D		0.86	D		0.87	0.01	No	A		0.38	A		0.39	0.01	No
Atlantic Avenue & 1st Street	A		0.41	A		0.42	0.01	No	A		0.45	A		0.47	0.02	No
Atlantic Avenue & Ocean Boulevard	C		0.76	C		0.77	0.01	No	B		0.70	C		0.70	0.00	No
Lime Avenue & 7th Street	F	176.3		F	176.3		0.00	No	F	56.3		F	56.3		0.00	No
Lime Avenue & 6th Street	A		0.41	A		0.41	0.00	No	A		0.46	A		0.46	0.00	No
Lime Avenue & 5th Street	A	7.9		A	7.9		0.00	No	A	7.6	0.12	A	7.6		0.00	No
Lime Avenue & 4th Street	C	19.7		C	19.7		0.00	No	D	25.9		D	25.9		0.00	No
Lime Avenue & 3rd Street	E	66.1		F	66.1		0.00	No	C	23.8		C	23.8		0.00	No
Lime Avenue & Broadway	C	20.8		C	20.8		0.00	No	F	773.8		F	773.8		0.00	No
Lime Avenue & 1st Street	B	11.3		B	11.5		0.20	No	B	11.7		B	11.9		0.20	No
Lime Avenue & Ocean Boulevard	C	16.2		N/A	N/A		N/A	No	B	14.2		N/A	N/A		N/A	No
Martin Luther King & 7th Street	C		0.74	C		0.74	0.00	No	C		0.77	C		0.77	0.00	No
Alamitos Avenue & 7th Street	E		0.99	E		0.99	0.00	No	F		1.14	F		1.16	0.02	Yes
Alamitos Avenue & 6th Street	B		0.63	B		0.64	0.01	No	C		0.71	C		0.72	0.01	No
Martin Luther King & 6th Street	A		0.36	A		0.36	0.00	No	A		0.60	A		0.60	0.00	No
Alamitos Avenue & 3rd Street	F		1.25	F		1.25	0.00	No	D		0.88	D		0.89	0.01	No
Alamitos Avenue & Broadway	F		1.08	F		1.09	0.01	No	F		1.10	F		1.11	0.01	No
Alamitos Avenue & 1st Street	A		0.57	A		0.59	0.02	No	A		0.53	A		0.56	0.03	No
Alamitos Avenue & East 1st Street	A	8.4		A	8.4		0.00	No	B	11.0		B	11.0		0.00	No
Alamitos Avenue & Medio Street	B	12.0		B	12.4		0.40	No	B	11.0		B	11.4		0.40	No
Alamitos Avenue/ Shoreline Drive & Ocean Boulevard	F		1.22	F		1.24	0.02	Yes	F		1.21	F		1.22	0.01	No
Bonito Avenue & Broadway	B	12.4		B	12.5		0.10	No	D	28.9		D	29.1		0.20	No
Bonito Avenue & Ocean Boulevard	C	23.1		C	23.2		0.10	No	B	13.3		B	13.5		0.20	No
Orange Avenue & 4th Street	B		0.67	B		0.67	0.00	No	C		0.80	C		0.80	0.00	No



**Table 5.3-8 [continued]**  
**Forecast Year 2015 With Project Conditions Peak Hour Intersection LOS**

Study Intersection	AM Peak Hour							PM Peak Hour								
	No Project			With Project			Change	Impact	No Project			With Project			Change	Impact
	LOS	Delay	V/C	LOS	Delay	V/C			LOS	Delay	V/C	LOS	Delay	V/C		
Orange Avenue & 3rd Street	A		0.54	A		0.54	0.00	No	A		0.46	A		0.46	0.00	No
Orange Avenue & Broadway	A		0.60	A		0.60	0.00	No	C		0.77	C		0.77	0.00	No
Orange Avenue & Ocean Boulevard	E		0.90	E		0.90	0.00	No	E		0.94	E		0.95	0.01	No
Shoreline Drive & Linden	A		0.37	A		0.38	0.01	No	A		0.45	A		0.46	0.01	No

LOS = level of service; V/C = volume-to-capacity ratio; N/A = not applicable.  
Boldface = deficient intersection operation.

### Traffic Signal Warrant Analysis for Unsignalized Intersections

A traffic signal warrant analysis was completed using the methodologies and criteria set forth in the Manual on Uniform Traffic Control Devices (MUTCD) and the California Supplement to the MUTCD. The warrants consider projected traffic volumes, vehicular delay on side streets, pedestrian activity, traffic accidents, and the location and spacing of other traffic signals in the area.

The results of the warrant analysis indicate that the intersection of Lime Avenue with Broadway would meet the warrants for a traffic signal based on the projected vehicular volume. The City is preparing plans for a traffic signal at the Lime Avenue and Broadway intersection and will install this traffic signal as a part of another City Public Works project. The intersections with 3<sup>rd</sup> and 7<sup>th</sup> Streets would not meet the warrant based on volume or delay alone. However, other factors such as pedestrian activity, signal system completion, and accident prevention at these two intersections make the installation of traffic signals desirable. While the 3<sup>rd</sup> and 7<sup>th</sup> Street intersections with Lime Avenue in relation to other traffic signals, are less than the MUTCD warrants minimum distances, many of the downtown traffic signals are spaced closer than the MUTCD minimum and operate well together. In addition, providing traffic signals would allow the intersections to have protected pedestrian operations. Therefore, the traffic signals would provide good operations, with improved levels of service and safety, versus remaining unsignalized. Copies of the traffic signal warrant analyses are located [Appendix 15.3](#).

### RECOMMENDED IMPROVEMENTS

In order to reduce significant impacts to a less than significant level under forecast year 2015 with project conditions at the identified intersections and address other operational and safety concerns, the following transportation system improvements are recommended.

### Previously Committed Improvements

One change to the existing street system that has been approved as a part of a City of Long Beach Public Works project is the modification of the existing Long Beach



Boulevard and 5<sup>th</sup> Street intersection. The intersection will be modified to allow full turning and through movements. The existing pedestrian traffic signal (located mid-block between 5<sup>th</sup> and 6<sup>th</sup> Streets), will be moved to this intersection to control vehicle and pedestrian movements. This change will allow for east-west through movement, as well as left turn into and out of 5<sup>th</sup> Street from Long Beach Boulevard.

#### **Lime Avenue Corridor**

Several intersections along the Lime Avenue corridor do not have traffic signals. Three of the intersections with Lime Avenue (7<sup>th</sup> Street, 3<sup>rd</sup> Street, and Broadway) currently or are projected to operate at failing levels of service. Although the proposed project does not have a significant impact at these intersections, based on the significance criteria, the City wants to install traffic signals at all of the intersections along Lime Avenue as a part of completing the traffic signal grid system in the downtown area. In order to complete this effort, the City is developing plans to install a traffic signal at the intersection of Lime Avenue with Broadway. The proposed project and the Long Beach Redevelopment Agency will be responsible for providing the traffic signals at the intersections of Lime Avenue with 7<sup>th</sup> Street and Lime Avenue with 3<sup>rd</sup> Street, respectively. The installation of traffic signals at these intersections will provide acceptable operating conditions at all three locations. A summary of the operating conditions with the proposed mitigation measures is listed in Table 5.3-9, Year 2015 With Project Intersection Operating Conditions with Mitigation.

**Table 5.3-9**  
**Year 2015 With Project Intersection Operating Conditions with Mitigation**

Intersection	AM Peak Hour				PM Peak Hour			
	Without Improvements		With Improvements		Without Improvements		With Improvements	
	LOS	Delay or V/C	LOS	V/C	LOS	Delay or V/C	LOS	V/C
Lime Avenue & 7 <sup>th</sup> Street	F	169.3*	B	0.65	F	52.6*	A	0.59
Lime Avenue & 3 <sup>rd</sup> Street	E	44.1*	A	0.52	C	15.9*	A	0.39
Lime Avenue & Broadway	C	16.2*	A	0.35	F	175.8*	C	0.71

\* Denotes delay value.

#### **Alamitos/Shoreline/Ocean Intersection**

The analysis indicates that the project impact at the Alamitos/Shoreline/Ocean intersection cannot be mitigated to a less than significant level, based on the City's analysis criteria. Imposition of the grade separated intersection improvement is infeasible because it would require the creation of an additional lane of travel, necessitating the acquisition of property from the intersection eastward for a great distance. This would entail: (1) the condemnation of at least two historically significant buildings (the Villa Riviera and the Green and Green residential structure at 920 East Ocean Boulevard) resulting in an unavoidable significant impact to



historical resources; and (2) the condemnation of at least thirty other multiple family condominium buildings resulting in the loss of hundreds of individually owned residential units. However, traffic management and safety can be enhanced through the installation of a monitoring camera(s) at the intersection to provide real-time information on traffic conditions at the intersection and the nearby roadways. The camera would be mounted on the top of the building tower located the closest to the intersection. A fiber-optic cable would connect the camera to a junction box located at the intersection and would be connected back to the City's Traffic Management Center (TMC).

#### ***Atlantic Avenue and Ocean Boulevard Intersection***

Vehicles approaching the project site from the west on Ocean Boulevard will add vehicles to the already congested eastbound left-turn lane. During the peak hours, there is a significant volume of westbound through and southbound left-turn traffic at the intersection that will conflict with these vehicles. The intersection currently has no dedicated left-turn phasing to provide gaps for traffic to turn and the existing signal equipment is not upgradeable to current operating and safety standards. Without dedicated left-turn traffic signal phasing, the eastbound-to-northbound left turns may spill back into the adjacent through lane and obstruct through traffic. In order to reduce the risk of a spillback from the turn lane, the existing traffic signal should be modernized to current safety standards by installing new traffic signal equipment, including dedicated left-turn phasing.

#### **Year 2015 Conditions**

With the approval and completion of redevelopment projects in the downtown and central area of the City, the capacity of the street system will become more intensely utilized. In 2005, only 9 of the 68 intersections were operating at LOS D or worse. In 2015, 22 intersections are expected to be operating at those levels. As the system's capacity is utilized, it will become more and more important to manage the street system in a more efficient and coordinated manner.

The project would contribute to significant impacts at two of the study area intersections: Alamitos Avenue/7<sup>th</sup> Street and Alamitos Avenue/Shoreline Drive and Ocean Boulevard. These intersections are physically constrained with existing developments located close to the street or other limitations making expansion of the roadway cross-section impractical. At these intersections, operational improvements or policy-based changes may improve overall traffic conditions, but would not affect the volume-to-capacity calculation on which the impact criteria are based. At these locations, a significant unavoidable impact may remain.

Discussions conducted with City staff along with other on-going analysis of these locations indicate that there are no feasible physical measures that could be developed at the Alamitos Avenue/7<sup>th</sup> Street intersection and the Alamitos Avenue/Shoreline Drive and Ocean Boulevard intersection that would mitigate the project's impact to these intersections. Therefore, impacts at these locations are concluded to be significant and unavoidable.



***Mitigation Measures:***

- TR-1 The project applicant shall provide, to the satisfaction of the City of Long Beach Traffic Engineer, a rooftop pan/tilt/zoom camera(s) and communications with power and control capability to the City of Long Beach Department of Public Works in order to monitor real-time traffic operations along the Alamitos Avenue, Shoreline Drive, and Ocean Boulevard corridors. The camera shall be located on top of the building tower located closest to the Alamitos/Shoreline/Ocean intersection.
- TR-2 Lime Avenue and 7<sup>th</sup> Street. While the project would not produce a significant impact at this intersection based on the significance criteria, it would experience an increase in delay with the full development of all cumulative projects referenced in the analysis. To improve traffic operations and safety at this intersection, the project applicant shall be responsible for the installation of a traffic signal.
- TR-3 Atlantic Avenue and Ocean Boulevard. In order to reduce the possibility of eastbound left-turning vehicles queuing into the adjacent through lane, the project applicant shall modernize the traffic signal to current safety standards and provide left-turn phasing at the intersection.

***Level of Significance After Mitigation:*** Significant and unavoidable impact.

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN ADVERSE IMPACTS TO THE FUNCTION OF LOS ANGELES COUNTY CONGESTION MANAGEMENT PROGRAM (CMP) FACILITIES IN THE PROJECT AREA.**

***Level of Significance Prior to Mitigation:*** Potentially Significant Impact.

***Impact Analysis:*** The Los Angeles County Congestion Management Program (CMP) requires that a proposed development address two major subject areas with respect to traffic impacts. These are the project's impacts on the CMP highway system and on the local and regional transit systems.

According to the CMP guidelines, the geographical area examined in a CMP traffic impact analysis (TIA) consists of the CMP monitoring locations that meet the following criteria:

- CMP intersections where the proposed project would add 50 or more trips during the AM or PM weekday peak hours (of adjacent street traffic).
- Mainline freeway-monitoring locations where the project would add more than 150 trips, in either direction, during either the AM or PM weekday peak hours.

**CMP Study Area**

Utilizing CMP guidelines, the following CMP study intersections are contained in the CMP study area:



- Alamitos Avenue and 7<sup>th</sup> Street; and
- Alamitos Avenue and Ocean Boulevard.

Utilizing CMP guidelines, the following CMP freeway segment is contained in the CMP study area:

- I-710 NB south of Anaheim Street; and
- I-710 SB south of Anaheim Street.

### CMP Intersection Analysis

For purposes of the CMP analysis, a significant impact occurs when a proposed project increases traffic demand on a CMP facility by two percent of capacity ( $V/C \geq 0.02$ ), causing LOS F ( $V/C > 1.00$ ). If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity ( $V/C \geq 0.02$ ).

As indicated in Table 5.3-8, Forecast Year 2015 With Project Peak Hour LOS, the project would increase demand at the Alamitos/7<sup>th</sup> Street and Alamitos/Ocean Boulevard intersections by two percent (0.02) or more. Therefore, the project would have a significant CMP impact at the intersections.

City staff has studied potential improvements to the Alamitos/7<sup>th</sup> 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 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 7<sup>th</sup> 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 intersections. 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, impacts would be considered significant and unavoidable.

### CMP Mainline Freeway Segment Analysis

As indicated in Table 5.3-10, Project Added Trips at CMP Freeway Monitoring Station, the proposed project would not contribute more than the minimum threshold of 150 peak-period trips at any CMP mainline location. Based on CMP criteria, a detailed impact analysis is not warranted. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are recommended.

**Level of Significance After Mitigation:** Significant and unavoidable impact.



**Table 5.3-10**  
**Project Added Trips at CMP Freeway Monitoring Station**

Freeway Segment	Projected Added Trips		Traffic Impact Analysis Required?	
	NB	SB	NB	SB
	Weekday AM Peak Hour			
I-710 Freeway south of Anaheim Street	41	14	No	No
	Weekday PM Peak Hour			
I-710 Freeway south of Anaheim Street	48	58	No	No

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN INADEQUATE ON- AND OFF-SITE PARKING.**

***Level of Significance Prior to Mitigation:*** Potentially Significant Impact.

***Impact Analysis:*** An analysis of the project's parking supply and demand was completed to determine whether the project would have sufficient parking. The proposed project is proposing to provide up to 820 parking spaces. The current Long Beach parking code requires two parking spaces per residential units plus one guest parking space for every four units. In addition, the proposed project would be required to provide up to five spaces for every 1,000 square feet of commercial space.

The proposed development plan would remove approximately 18 un-metered on-street parking spaces. In addition, the City has requested the replacement of up to 70 parking spaces for the Artaban building.

As shown in Table 5.3-11, *Parking Analysis*, based on the City's parking code minus a 5 percent reduction for transit use, the project would be required to provide 839 parking spaces to satisfy the project's parking requirement. This would leave a deficit of 19 spaces (820 minus 826). With replacement of the lost on-street parking spaces and parking for the Artaban building, the required parking would increase to 937 spaces, or a deficit of 107 spaces.

Assuming that some of the residential guest parking would not be required during the day and that some of the retail/commercial uses would serve primarily a daytime clientele, the number of guest and visitor spaces could be reduced. Assuming a 50 percent shared parking rate for the retail parking (the smaller user group) the number of required spaces could be reduced by approximately 34 spaces. This would leave a total parking deficit of 73 spaces.

The project applicant would be required to complete a shared parking analysis to determine if the amount of parking proposed is sufficient. If the shared parking analysis determines that the parking proposed for the project would be sufficient, a variance would be granted in accordance with the City's Zoning Regulations. However, if the shared parking analysis determines that parking would be insufficient, resulting in a significant impact, the project shall meet the parking requirements, in accordance with the City's Zoning Regulations. Completion of the



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shared parking analysis and appropriate compliance with the findings would reduce impacts to a less than significant level.

**Table 5.3-11**  
**Parking Analysis**

Land Use	Size	Units	Rate	Required Spaces
<b><i>Without Shared Parking</i></b>				
Residential	358	D.U.'s	2 per unit	716
5% TOD Reduction				35
	<i>Subtotal</i>			681
Guest Parking	358	D.U.'s	0.25 per unit	90
Commercial	13.56	000's S.F.	5 per 1,000 s.f.	68
	<i>Subtotal</i>			839
Supply				820
Project Shortage				(19)
Arataban Parking				(70)
On-Street Replacement				(18)
	<b>Total Shortage</b>			<b>(107)</b>
<b><i>With 50% Shared Parking</i></b>				
Residential	358	D.U.'s	2 per unit	716
5% TOD Reduction				35
	<i>Subtotal</i>			681
Guest Parking	358	D.U.'s	0.25 per unit	90
Commercial	13.56	000's S.F.	5 per 1,000 s.f.	68
Less: 50% Shared Parking				(34)
	<i>Subtotal</i>			805
Supply				820
Project Shortage				15
Arataban Parking				(70)
On-Street Replacement				(18)
	<b>Total Shortage</b>			<b>(73)</b>

Note: Shared parking based on 50 percent of the commercial parking demand assumed to be daytime users.

***Mitigation Measures:***

- TR-4 Prior to site plan approval, a shared parking analysis shall be completed and approved by the City for the proposed project. If the shared parking analysis determines that the proposed parking supply would be sufficient to merit anticipated project demand, approval of a Standards Variance for parking shall be requested by the applicant. If the shared parking analysis determines the proposed parking would be insufficient to meet project demand, the project shall meet the parking requirements established by the City's Zoning Regulations.

***Level of Significance After Mitigation:*** Less Than Significant Impact.



- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN ADVERSE IMPACTS TO PUBLIC TRANSPORTATION WITHIN THE PROJECT AREA.

**Level of Significance Prior to Mitigation:** Less Than Significant Impact.

**Impact Analysis:** Based on the projected additional ridership generated by the proposed project and discussions with LBT officials, the project would not result in significant impacts to public transportation within the area. LBT would monitor transit conditions and adjust/coordinate services as needed to address changes in demand. To encourage the use of public transit and non-auto trips, the project would include transportation demand management (TDM) features outlined in the City's TDM policies including, where appropriate, bicycle parking, safe bicycle access to streets and parking, efficient pedestrian access and pedestrian-friendly access to area transit facilities. The City's Bicycle Master Plan includes on-street bicycle lanes along Broadway, 3<sup>rd</sup> Street, Magnolia, Pacific Avenue and Alamitos Avenue. Additionally, bicycle-parking facilities are proposed along several streets and the existing downtown "Bike Station" provides access to bicycles and services. Development of the project site would be required to coordinate with area transit providers to accommodate and encourage transit use by residents and patrons. For non-residential sites, appropriate programs and facilities would be included to encourage car and van pooling, provide information on transportation alternatives and encourage trip reduction strategies in accordance with the City's TDM policies for non-residential development. Compliance with the City's TDM ordinance would reduce impacts to a less than significant level.

**Mitigation Measures:** No mitigation measures are recommended.

**Level of Significance After Mitigation:** Not applicable.

### **5.3.5 CUMULATIVE IMPACTS**

- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE TRAFFIC AND CIRCULATION IMPACTS.

**Level of Significance Prior to Mitigation:** Potentially Significant Impact.

**Impact Analysis:** As noted previously, forecast year 2015 traffic volumes (without project) were derived by applying an annual growth rate factor to existing traffic volumes for forecast ambient growth in the project vicinity. Additionally, trips were added to account for the related cumulative projects outlined in Section 4.0, Basis of Cumulative Analysis, as identified by City staff.

Table 5.3-7 indicates that, with ambient growth and the addition of related cumulative projects, 14 intersections (five of which are currently operating at LOS E or F) are projected to operate at a deficient LOS (LOS E or F) according to City of Long Beach performance criteria for forecast year 2015 without project conditions.

- Magnolia Avenue and 7<sup>th</sup> Street (AM peak hour only);



- Magnolia Avenue and 6<sup>th</sup> Street (PM peak hour only);
- Pacific Avenue and Broadway (PM peak hour only);
- Pacific Avenue and Ocean Boulevard (AM peak hour only);
- Pine Avenue and Broadway (PM peak hour only);
- Pine Avenue and Ocean Boulevard (PM peak hour only);
- Lime Avenue and 7<sup>th</sup> Street (AM and PM peak hours);
- Lime Avenue and 3<sup>rd</sup> Street (AM peak hour only);
- Lime Avenue and Broadway (PM peak hour only);
- Alamitos Avenue and 7<sup>th</sup> Street (AM and PM peak hours);
- Alamitos Avenue and 3<sup>rd</sup> Street (AM peak hour only);
- Alamitos Avenue and Broadway (AM and PM peak hours);
- Alamitos Avenue/Shoreline Drive and Ocean Boulevard (AM and PM peak hours); and
- Orange Avenue and Ocean Boulevard (AM and PM peak hours).

As shown in Table 5.3-8, 14 study intersections are forecast to operate at a deficient LOS (LOS E or F) according to City of Long Beach performance criteria for forecast year 2015 with project conditions:

- Magnolia Avenue and 7<sup>th</sup> Street (AM peak hour only);
- Magnolia Avenue and 6<sup>th</sup> Street (PM peak hour only);
- Pacific Avenue and Broadway (PM peak hour only);
- Pacific Avenue and Ocean Boulevard (AM peak hour only);
- Pine Avenue and Broadway (PM peak hour only);
- Pine Avenue and Ocean Boulevard (PM peak hour only);
- Lime Avenue and 7<sup>th</sup> Street (AM and PM peak hours);
- Lime Avenue and 3<sup>rd</sup> Street (AM peak hour only);
- Lime Avenue and Broadway (PM peak hour only);
- Alamitos Avenue and 7<sup>th</sup> Street (AM and PM peak hours);
- Alamitos Avenue and 3<sup>rd</sup> Street (AM peak hour only);
- Alamitos Avenue and Broadway (AM and PM peak hours);
- Alamitos Avenue/Shoreline Drive and Ocean Boulevard (AM and PM peak hours); and
- Orange Avenue and Ocean Boulevard (AM and PM peak hours).

As also shown in Table 5.3-8, the following intersections would result in a significant impact for forecast year 2015 with project conditions, according to the City of Long Beach performance criteria:

- Alamitos Avenue and 7<sup>th</sup> Street (PM peak hour only); and
- Alamitos Avenue/Shoreline Drive and Ocean Boulevard (AM peak hour only).

These intersections are physically constrained with existing developments located close to the street or other limitations making expansion of the roadway cross-section impractical. At these locations, operation improvements or policy-based changes may improve overall traffic conditions, but would not improve the volume-to-capacity ratio, based on the City's performance criteria. MMA's discussions with City staff have determined that there are no feasible mitigation measures to reduce impacts below a threshold of significance. Therefore, cumulative impacts at the two intersections would be significant and unavoidable.



The Alamitos Avenue/7<sup>th</sup> Street and Alamitos Avenue/Ocean Boulevard intersections have also been identified as CMP study facilities. As indicated in Table 5.3-8, the addition of project-generated trips on the CMP intersections would result in a significant impact, according to the CMP performance criteria for forecast year 2015 with project conditions. Therefore, project implementation would result in significant cumulative traffic impacts to CMP facilities.

Regional programs such as the Long Range Transportation Plan (LRTP) prepared by the Los Angeles County Metropolitan Transportation Authority (MTA), the Regional Transportation Plan (RTP), the Regional Transportation Improvement Plan (RTIP) prepared by the Southern California Association of Governments (SCAG), and the Statewide Transportation Improvement Plan (STIP) prepared by the California Department of Transportation (Caltrans) are all intended to address the cumulative mobility needs of Los Angeles County. The LRTP recommends HOV, transit, and demand management improvements and identified funding sources and implementation schedules. The RTP forecasts long-range transportation demands for the five-county SCAG region and identifies policies, actions, and funding sources to accommodate these demands, including construction of new transportation facilities, transportation system management strategies, transportation demand management strategies, and land use strategies. The RTP and STIP are programming documents listing all of the funded/programmed regional improvements.

However, additional measures to address significant cumulative conditions are beyond the ability of any individual project to implement and, as such, the project's incremental impacts on cumulative conditions would be considered significant and unavoidable.

**Mitigation Measures:** Refer to mitigation measures TR-1 through TR-3. No additional mitigation measures are recommended.

**Level of Significance After Mitigation:** Significant and unavoidable impact.

### **5.3.6 SIGNIFICANT UNAVOIDABLE IMPACTS**

Implementation of the proposed Shoreline Gateway project, along with other cumulative projects, would result in significant and unavoidable impacts to the Alamitos Avenue/7<sup>th</sup> Street and Alamitos Avenue/Shoreline Drive and Ocean Boulevard intersections, based on the City's performance criteria. Additionally, Alamitos Avenue/7<sup>th</sup> Street and Alamitos Avenue/Shoreline Drive and Ocean Boulevard are CMP study intersections and would result in significant and unavoidable impacts, based on CMP performance criteria. All other traffic impacts can be mitigated to less than significant levels.

If the City of Long Beach approves the Shoreline Gateway Project, 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*.



## **5.4 AIR QUALITY**

This section focuses on potential short-term air quality impacts associated with project construction activities and studies long-term local and regional air quality impacts associated with the project operation. Mitigation is recommended to avoid or lessen the significance of impacts.

Information in this section is based primarily on the *CEQA Air Quality Handbook* prepared by the South Coast Air Quality Management District (SCAQMD), April 1993 (as revised through November 1993); Air Quality Data (California Air Resources Board [CARB] 2001 through 2005); the SCAQMD *Final Air Quality Management Plan* (August 2003); and the *Traffic Impact Analysis* (April 2006), prepared by Meyer, Mohaddes and Associates; refer to Appendix 15.4, Air Quality Data, for the assumptions used in this analysis.

### **5.4.1 REGIONAL SETTING**

#### **SOUTH COAST AIR BASIN**

##### **Geography**

The City of Long Beach (City) is located in the South Coast Air Basin (Basin), a 10,743-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the nondesert portions of Los Angeles, Riverside and San Bernardino Counties, in addition to the San Gorgonio Pass area of Riverside County; refer to Exhibit 5.4-1, California Air Basins.

The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall and topography all affect the accumulation and/or dispersion of air pollutants throughout the Basin.

##### **Climate**

The general region lies in the semipermanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The climate consists of a semiarid environment with mild winters, warm summers, moderate temperatures and comfortable humidity. Precipitation is limited to a few winter storms. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms or Santa Ana winds.

The average annual temperature varies little throughout the Basin, averaging 75 degrees Fahrenheit (°F). However, with a less-pronounced oceanic influence, the eastern inland portions of the Basin show greater variability in annual minimum and maximum temperatures. All portions of the Basin have had recorded temperatures over 100°F in recent years. January is usually the coldest month at all locations, while July and August are usually the hottest months.





Although the Basin has a semi-arid climate, the air near the surface is moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as "high fog," are a characteristic climate feature. Annual average relative humidity is 70 percent at the coast and 57 percent in the eastern part of the Basin. Precipitation in the Basin is typically 9 to 14 inches annually and is rarely in the form of snow or hail due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the Basin.

The height of the inversion is important in determining pollutant concentration. When the inversion is approximately 2,500 feet above sea level, the sea breezes carry the pollutants inland to escape over the mountain slopes or through the passes. At a height of 1,200 feet, the terrain prevents the pollutants from entering the upper atmosphere, resulting in a settlement in the foothill communities. Below 1,200 feet, the inversion puts a tight lid on pollutants, concentrating them in a shallow layer over the entire coastal basin. Usually, inversions are lower before sunrise than during the day. Mixing heights for inversions are lower in the summer and more persistent, being partly responsible for the high levels of ozone observed during summer months in the Basin. Smog in southern California is generally the result of these temperature inversions combining with coastal day winds and local mountains to contain the pollutants for long periods of time, allowing them to form secondary pollutants by reacting with sunlight. The Basin has a limited ability to disperse these pollutants due to typically low wind speeds.

The area in which the project is located offers clear skies and sunshine, but it is still susceptible to air inversions. This traps a layer of stagnant air near the ground where it is further loaded with pollutants. These inversions cause haziness, which is caused by moisture, suspended dust and a variety of chemical aerosols emitted by trucks, automobiles, furnaces and other sources.

## **5.4.2 REGULATORY FRAMEWORK**

Regulatory oversight for air quality in the Basin rests with the South Coast Air Quality Management District (SCAQMD) at the regional level, the California Air Resources Board (CARB) at the State level and the U.S. Environmental Protection Agency (EPA) Region IX office at the Federal level.

### **FEDERAL**

#### **U.S. Environmental Protection Agency**

The U.S. Environmental Protection Agency (EPA) is responsible for implementing the Federal Clean Air Act (FCAA), which was first enacted in 1955 and amended numerous times after. The FCAA established Federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for "criteria" pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare. The criteria pollutants are ozone



( $O_3$ ), carbon monoxide (CO), nitrogen dioxide ( $NO_2$ , which is a form of nitrogen oxides [ $NO_x$ ]), sulfur dioxide ( $SO_2$ , which is a form of sulfur oxides [ $SO_x$ ]), particulate matter less than 10 and 2.5 microns in diameter ( $PM_{10}$  and  $PM_{2.5}$ , respectively) and lead (Pb); refer to Table 5.4-1, National and California Ambient Air Quality Standards.

EPA designates areas within the nation as either attainment or nonattainment for each criteria pollutant based on whether the NAAQS have been achieved. An area is designated as nonattainment for a pollutant if air quality data show that the NAAQS for the pollutant was violated at least once during the previous three calendar years. Exceedances affected by highly irregular or infrequent events are not considered violations of a Federal standard, and are not used as a basis for designating areas as nonattainment. The Basin is designated as a Federal nonattainment area for  $O_3$ , CO,  $PM_{10}$  and  $PM_{2.5}$ . Ozone is designated as severe for the 8-hour average while  $PM_{10}$  is designated as serious nonattainment.  $PM_{2.5}$  and CO is simply nonattainment. The Basin has technically achieved attainment with CO levels all below the Federal standard, but is still in the process of being redesignated by the EPA. The air Basin is also designated as an attainment area for  $NO_2$ ,  $SO_2$  and Pb; refer to Table 5.4-1 for Federal attainment status.

The FCAA also specifies future dates for achieving compliance with the NAAQS and mandates that states develop State Implementation Plans (SIPs) to manage the attainment, maintenance and enforcement of the NAAQS. SIPs provide detailed descriptions of the programs a state will use to carry out its responsibilities under the FCAA. SIPs are collections of the regulations used by a state to reduce air pollution. A SIP shows how a state would meet the NAAQS by its attainment dates. The FCAA requires that EPA approve each SIP.

## **STATE**

### **California Air Resources Board**

The California Air Resources Board (CARB) administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in Table 5.4-1, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide and sulfates. The CCAA, which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMP's also serve as the basis for preparation of the SIP for the State of California.

Like the EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data show that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard, and



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**Table 5.4-1**  
**National and California Ambient Air Quality Standards**

Pollutant	Averaging Time	California <sup>1</sup>		Federal <sup>2</sup>	
		Standard <sup>3</sup>	Attainment Status	Standards <sup>4</sup>	Attainment Status
Ozone (O <sub>3</sub> )	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Extreme Nonattainment	NA <sup>5</sup>	NA <sup>5</sup>
	8 Hours	0.07 ppm (137 µg/m <sup>3</sup> )	Unclassified	0.08 ppm (157 µg/m <sup>3</sup> )	Severe Nonattainment
Particulate Matter (PM <sub>10</sub> )	24 Hours	50 µg/m <sup>3</sup>	Nonattainment	150 µg/m <sup>3</sup>	Serious Nonattainment
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	Nonattainment	50 µg/m <sup>3</sup>	Serious Nonattainment
Fine Particulate Matter (PM <sub>2.5</sub> )	24 Hours	No Separate State Standard		65 µg/m <sup>3</sup>	Nonattainment
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Nonattainment	15 µg/m <sup>3</sup>	Nonattainment
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m <sup>3</sup> )	Attainment	9 ppm (10 mg/m <sup>3</sup> )	Nonattainment <sup>6</sup>
	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	Attainment	35 ppm (40 mg/m <sup>3</sup> )	Nonattainment <sup>6</sup>
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	N/A	NA	0.053 ppm (100 µg/m <sup>3</sup> )	Attainment
	1 Hour	0.25 ppm (470 µg/m <sup>3</sup> )	Attainment	N/A	NA
LEAD (PB)	30 days average	1.5 µg/m <sup>3</sup>	Attainment	N/A	NA
	Calendar Quarter	N/A	NA	1.5 µg/m <sup>3</sup>	Attainment
Sulfur Dioxide (SO <sub>2</sub> )	Annual Arithmetic Mean	N/A	NA	0.030 ppm (80 µg/m <sup>3</sup> )	Attainment
	24 Hours	0.04 ppm (105 µg/m <sup>3</sup> )	Attainment	0.14 ppm (365 µg/m <sup>3</sup> )	Attainment
	3 Hours	N/A	NA	N/A	Attainment
	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )	Attainment	N/A	NA
Visibility-Reducing Particles	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Unclassified	No Federal Standards	
Sulfates	24 Hour	25 µg/m <sup>3</sup>	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Unclassified		

µg/m<sup>3</sup> = micrograms per cubic meter; ppm = parts per million; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable.

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, suspended particulate matter-PM<sub>10</sub> and visibility-reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations. In 1990, CARB identified vinyl chloride as a toxic air contaminant, but determined that there was not sufficient available scientific evidence to support the identification of a threshold exposure level. This action allows the implementation of health-protective control measures at levels below the 0.010 ppm ambient concentration specified in the 1978 standard.
2. National standards (other than ozone, particulate matter and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. EPA also may designate an area as *attainment/unclassifiable*, if: (1) it has monitored air quality data that show that the area has not violated the ozone standard over a three-year period; or (2) there is not enough information to determine the air quality in the area. For PM<sub>10</sub>, the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over the three years, are equal to or less than the standard. For PM<sub>2.5</sub>, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3. Concentration is expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 mm of mercury. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar); ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
5. The Federal 1-hour ozone standard was revoked on June 15, 2005.
6. Technically, the Basin is in attainment for CO, however, has not be designated by EPA.

Source: California Air Resource Control Board and U.S. Environmental Protection Agency, 2005.



are not used as a basis for designating areas as nonattainment. Under the CCAA, the Basin is designated as a nonattainment area for O<sub>3</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. The Basin is designated as an attainment area for CO, NO<sub>2</sub>, SO<sub>2</sub> and Pb; refer to Table 5.4-1. Similar to the FCAA, all areas designated as nonattainment under the CCAA are required to prepare plans showing how the area would meet the CAAQS by its attainment dates. The AQMP is the plan for improving air quality in the region.

### **South Coast Air Quality Management District**

The proposed project is located in the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has jurisdiction of 10,743 square miles, which includes counties of Orange, Riverside, San Bernardino, the non-desert portions of Los Angeles, and the portions of the Salton Sea Air Basin and Mojave Desert Air Basin. The SCAQMD is one of 35 air quality management districts that have prepared AQMPs to accomplish a five-percent annual reduction in emissions. The most recent AQMP was adopted in 2003.

The 2003 AQMP proposes policies and measures to achieve Federal and State standards for improved air quality in the Basin and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under SCAQMD jurisdiction. The AQMP requires emissions-reducing activities, control technology for existing sources; control programs for area sources and indirect sources; a SCAQMD permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions; transportation control measures; and demonstration of compliance with the CARB's established reporting periods of compliance with air quality goals. The 2003 AQMP is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 Amendments to the Ozone SIP for the Basin for the attainment of the Federal ozone air quality standard. However, the 2003 AQMP points to the urgent need for additional emission reductions (beyond those incorporated in the 1997/99 Plan) to offset increased emission estimates from mobile sources and to meet all Federal criteria pollutant standards within the time frames allowed under the FCAA.

In addition to the AQMP and its rules and regulations, the SCAQMD published the *CEQA Air Quality Handbook* (Handbook). The SCAQMD Handbook provides guidance to assist local government agencies and consultants in developing the environmental documents required by CEQA. With the help of the Handbook, local land use planners and other consultants are able to analyze and document how proposed and existing projects affect air quality and should be able to fulfill the requirements of the CEQA review process. The SCAQMD is in the process of developing an *Air Quality Analysis Guidance Handbook* to replace the current Handbook approved by the SCAQMD Governing Board in 1993.

### **Southern California Association of Governments**

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and serves as a forum for regional issues relating to transportation the economy, community development and the environment. SCAG serves as the Federally designated metropolitan planning organization (MPO) for the southern



California region and is the largest MPO in the United States. With respect to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG) for the region, which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the AQMP. SCAG is responsible under the FCAA for determining conformity of projects, plans and programs with the SCAQMD AQMP. As indicated in the SCAQMD Handbook, there are two main indicators of consistency:

- The project would not increase the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP; and
- The project would not exceed the AQMP's assumptions for 2020 or increments based on the year of project buildup and phase.

### **5.4.3 LOCAL AMBIENT AIR QUALITY**

#### **AIR QUALITY MONITORING STATIONS**

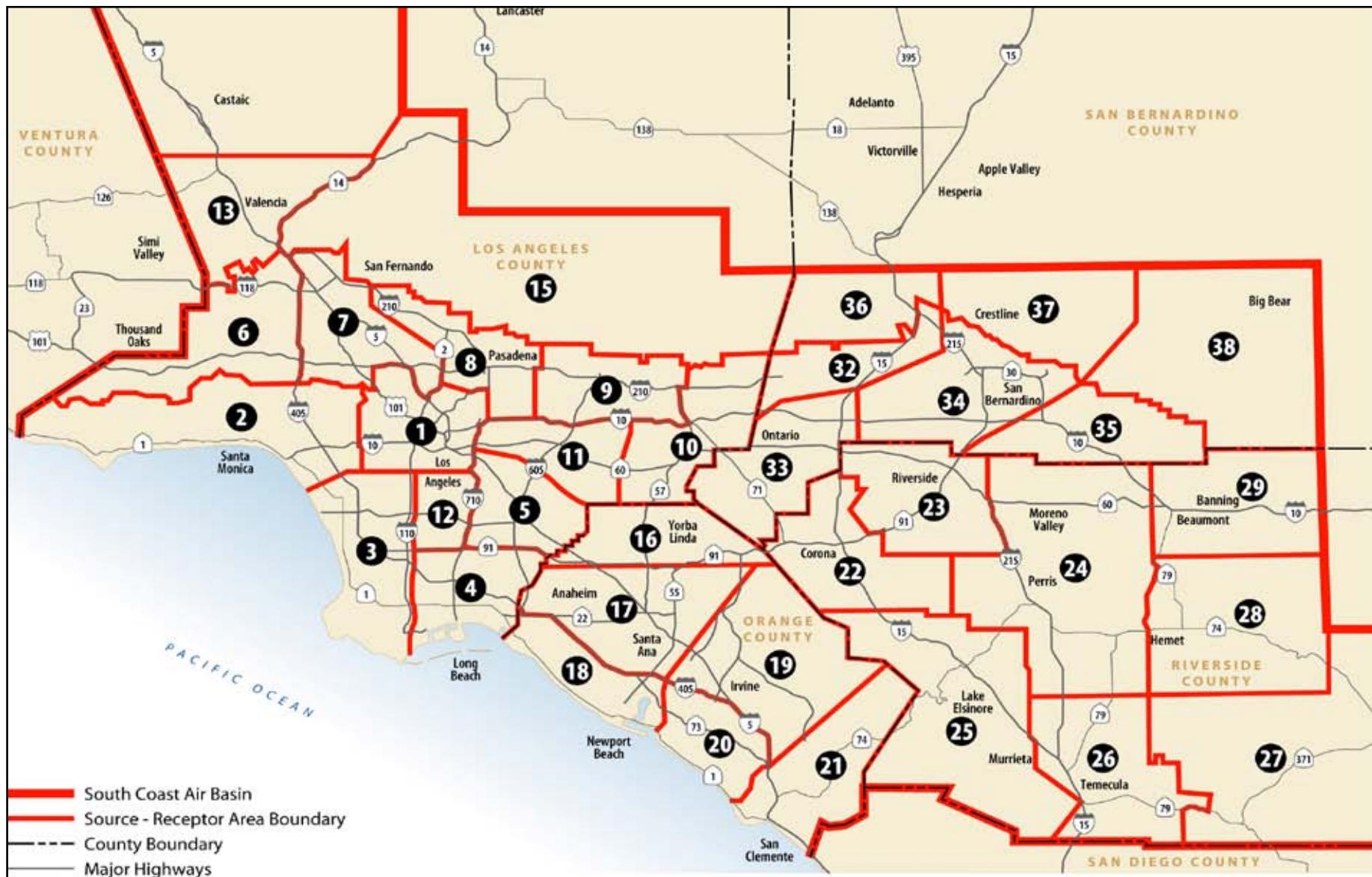
The SCAQMD monitors air quality at 37 monitoring stations throughout the Basin. Each monitoring station is located within a Source Receptor Area (SRA). The communities within an SRA are expected to have similar climatology and ambient air pollutant concentrations. The proposed project is in the City of Long Beach, which is located in SRA 4; refer to [Exhibit 5.4-2, Source Receptor Map](#). The monitoring stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations.

#### **POLLUTANTS MEASURED**

The following air quality information briefly describes the various types of pollutants monitored at the North Long Beach Monitoring Station. This local monitoring station is located nearest to the project site. Air quality data from 2001 through 2005 is provided in [Table 5.4-2, Local Air Quality Levels](#).

**Carbon Monoxide.** Carbon monoxide (CO) is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

Carbon monoxide replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies) and patients with chronic hypoxemia (oxygen deficiency), as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide. Exposure to high levels of carbon monoxide can slow reflexes and cause drowsiness, and result in death in confined spaces at very high concentrations.



Not to Scale

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Exhibit 5.4-2

SHORELINE GATEWAY PROJECT  
ENVIRONMENTAL IMPACT REPORT  
**Source Receptor Map**



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**Table 5.4-2**  
**Local Air Quality Levels**

Pollutant	Primary Standard		Year	Maximum <sup>1,2</sup> Concentration	Number of Days State/Federal Std. Exceeded
	California	Federal			
Carbon Monoxide (CO)	9.0 ppm for 8 hours	9 ppm for 8 hours	2001	4.74 ppm	0/0
			2002	4.56	0/0
			2003	4.66	0/0
			2004	3.36	0/0
			2005	3.51	0/0
Ozone (O <sub>3</sub> ) (1-Hour)	0.09 ppm for 1 hour	NA	2001	0.09 ppm	0/NA
			2002	0.08	0/NA
			2003	0.09	1/NA
			2004	0.09	0/NA
			2005	0.09	0/NA
Ozone (O <sub>3</sub> ) (8-Hour)	0.07 ppm for 8 hours	0.08 ppm for 8 hours	2001	0.07 ppm	NM/0
			2002	0.07	NM/0
			2003	0.07	NM/0
			2004	0.07	NM/0
			2005	0.07	NM/0
Nitrogen Dioxide (NO <sub>2</sub> )	0.25 ppm for 1 hour	0.053 ppm annual average	2001	0.11 ppm	0/NA
			2002	0.10	0/NA
			2003	0.12	0/NA
			2004	0.08	0/NA
			2005	0.08	0/NA
Sulfur Dioxide (SO <sub>2</sub> )	0.25 ppm for 1 hour	0.14 ppm for 24 hours or 0.03 ppm annual arithmetic mean	2001	0.01 ppm	0/0
			2002	0.01	0/0
			2003	0.01	0/0
			2004	0.01	0/0
			2005	0.01	0/0
Particulate Matter (PM <sub>10</sub> ) <sup>3,4</sup>	50 µg/m <sup>3</sup> for 24 hours	150 µg/m <sup>3</sup> for 24 hours	2001	91.0 µg/m <sup>3</sup>	10/0
			2002	74.0	5/0
			2003	63.0	4/0
			2004	72.0	4/0
			2005	NM	NM/NM
Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>4</sup>	No Separate State Standard	65 µg/m <sup>3</sup> for 24 hours	2001	72.9 µg/m <sup>3</sup>	NM/0
			2002	62.7	NM/0
			2003	115.2	NM/3
			2004	66.6	NM/1
			2005	53.8	NM/0

ppm = parts per million

PM<sub>10</sub> = particulate matter 10 microns in diameter or less

µg/m<sup>3</sup> = micrograms per cubic meter

PM<sub>2.5</sub> = particulate matter 2.5 microns in diameter or less

NM = Not Measured

NA = Not Applicable

Notes:

1. Maximum concentration is measured over the same period as the California Standard.
2. Measurements taken at the North Long Beach Monitoring Station located at 3648 N. Long Beach Boulevard, Long Beach, California.
3. PM<sub>10</sub> exceedances are based on state thresholds established prior to amendments adopted on June 20, 2002.
4. PM<sub>10</sub> and PM<sub>2.5</sub> exceedances are derived from the number of samples exceeded, not days.

Source: California Air Resources Board, ADAM Air Quality Data Statistics, <http://www.arb.ca.gov/adam/welcome.html>



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State and Federal standards were not exceeded between 2001 and 2005 at the North Long Beach Monitoring Station.

Ozone. Ozone occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays.

"Bad" ozone is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO<sub>x</sub>, and sunlight to form; therefore, VOCs and NO<sub>x</sub> are ozone precursors. VOCs and NO<sub>x</sub> are emitted from various sources throughout the City. To reduce ozone concentrations, it is necessary to control the emissions of these ozone precursors. Significant ozone formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High ozone concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While ozone in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level ozone (in the troposphere) can adversely affect the human respiratory system and other tissues. Ozone is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of ozone. Short-term exposure (lasting for a few hours) to ozone at levels typically observed in southern California can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue as well as chest pain, dry throat, headache and nausea.

The 1-hour O<sub>3</sub> levels ranged from 0.09 parts per million (ppm) to 0.08 ppm from 2001 to 2005 at the North Long Beach Monitoring Station. The State ozone standard is 0.09 parts per million (ppm), averaged over one hour, and was exceeded once between 2000 and 2005. The Federal Standard for O<sub>3</sub> was revoked as of June 5, 2005 and therefore does not apply. The 8-hour O<sub>3</sub> levels between 2001 and 2005 averaged 0.07 ppm at the North Long Beach Monitoring Station. The State 8-hour standard for O<sub>3</sub> is 0.07, and was recently approved by CARB on April 28, 2005. The exceedences for the State standards have not yet been provided by CARB. The Federal standard for O<sub>3</sub> is 0.12 ppm, averaged over one hour, and was not exceeded between 2001 and 2005.

Nitrogen Dioxide. Nitrogen oxides (NO<sub>x</sub>) are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone, and react in the atmosphere to form acid rain. NO<sub>2</sub> (often used interchangeably with NO<sub>x</sub>) is a reddish-brown gas that can cause breathing difficulties at high levels. Peak readings of NO<sub>2</sub> occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries and other industrial operations).



NO<sub>2</sub> can irritate and damage the lungs, and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO<sub>2</sub> concentrations that are typically much higher than those normally found in the ambient air, may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO<sub>2</sub> may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

From 2001 through 2005, there were no exceedances of the State standard of 0.25 ppm over one hour at the North Long Beach Monitoring Station. For NO<sub>2</sub>, the Basin is designated as being in attainment under both State and Federal standards.

**Particulate Matter.** Particulate matter pollution consists of very small liquid and solid particles floating in the air, and is a mixture of materials that can include smoke, soot, dust, salt, acids and metals. Particulate matter also forms when gases emitted from motor vehicles and industrial sources undergo chemical reactions in the atmosphere. Some particles are large or dark enough to be seen as soot or smoke; others are so small that they can be detected only with an electron microscope. PM<sub>10</sub> particles are less than or equal to 10 microns in aerodynamic diameter; PM<sub>2.5</sub> particles are less than or equal to 2.5 microns in aerodynamic diameter, and are a subset (portion) of PM<sub>10</sub>.

In the western United States, there are sources of PM<sub>10</sub> in both urban and rural areas. PM<sub>10</sub> and PM<sub>2.5</sub> are emitted from stationary and mobile sources, including diesel trucks and other motor vehicles, power plants, industrial processing, wood-burning stoves and fireplaces, wildfires, dust from roads, construction, landfills, agriculture and fugitive windblown dust.

PM<sub>10</sub> and PM<sub>2.5</sub> particles are small enough to be inhaled into, and lodge in, the deepest parts of the lung. Health problems begin as the body reacts to these foreign particles. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, coughing, bronchitis and respiratory illnesses in children. Recent mortality studies have shown a statistically significant direct association between mortality and daily concentrations of particulate matter in the air. Non-health-related effects include reduced visibility and soiling of buildings.

The State standard for PM<sub>10</sub> is 50 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) averaged over 24 hours; this standard was exceeded 33 days at the North Long Beach Monitoring Station between 2001 and 2004. Measurements were not recorded for 2005. The Federal standard for PM<sub>10</sub> is 150  $\mu\text{g}/\text{m}^3$  averaged over 24 hours; this standard was not exceeded between 2001 and 2004.

On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal PM<sub>2.5</sub> standards. On June 20, 2002, CARB adopted amendments for statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the statewide potential for significant health



impacts associated with particulate matter exposure was determined to be large and wide-ranging. For PM<sub>2.5</sub>, the Federal standard is 65 µg/m<sup>3</sup> over 24 hours. There is no separate State standard for PM<sub>2.5</sub>. At the North Long Beach Monitoring Station, there were four exceedances between 2001 and 2005.

**Sulfur Dioxide.** Sulfur dioxide (SO<sub>2</sub>) is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with sulfur oxides (SOx) and lead (Pb). Exposure of a few minutes to low levels of SO<sub>2</sub> can result in airway constriction in some asthmatics. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO<sub>2</sub>. Sulfur dioxide levels in all areas of the Basin do not exceed Federal or State standards, and the Basin is designated as in attainment for both State and Federal SO<sub>2</sub> standards.

## **SENSITIVE RECEPTORS**

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The following types of people are most likely to be adversely affected by air pollution, as identified by CARB: children under 14, elderly over 65, athletes and people with cardiovascular and chronic respiratory diseases. Locations that may contain a high concentration of these sensitive population groups are called sensitive receptors and include residential areas, hospitals, day-care facilities, elder-care facilities, elementary schools and parks.

Existing sensitive receptors located in the project vicinity include multi-family residential homes. Located south of the proposed project are the Villa Riviera, the International Tower, the Long Beach Tower, Harbor Place and the Aqua building (west of Linden), which are all high-rise residential uses. Directly west of and adjacent to the project site is the Artaban building, another residential use. North of Medio Street and east of Lime Avenue are lower density multi-family residential uses. North of the project site between Lime Avenue and the alley are also lower density multi-family residential uses. West of the alley and east of Atlantic Ave are hotel uses. Office and hotel uses are located west of Atlantic Avenue. There are also multi-family residential uses east of Alamitos, north of the Shell gas station, on the corner of Alamitos Avenue and Ocean Boulevard.

In addition to the residential homes directly adjacent to the proposed project, other sensitive receptors such as schools and hospitals are located within the vicinity. The Benjamin Franklin, Charles Lindbergh and Herbert Hoover middle schools and the Montessori School are all located less than a mile away from the project. Hospitals within the area are the Long Beach Memorial Medical Center and the St. Mary Medical Center.



## **5.4.4 SIGNIFICANCE THRESHOLD CRITERIA**

### **CEQA SIGNIFICANCE CRITERIA**

Appendix G of the *CEQA Guidelines* includes questions relating to air quality impacts. Accordingly, a project may create a significant environmental impact if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Create objectionable odors affecting a substantial number of people; refer to Section 10.0, Effects Found Not To Be Significant.

### **SCAQMD THRESHOLDS**

Under CEQA, the SCAQMD is an expert commenting agency on air quality and related matters within its jurisdiction or impacting its jurisdiction. Under the FCAA, the SCAQMD has adopted Federal attainment plans for ozone and PM<sub>10</sub>. The SCAQMD reviews projects to ensure that they would not:

- Cause or contribute to any new violation of any air quality standard;
- Increase the frequency or severity of any existing violation of any air quality standard;
- Delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any Federal attainment plan; or
- Exceed the growth assumptions utilized in preparing the AQMP.

The SCAQMD Handbook provides significance thresholds for both construction and operation of projects within its jurisdictional boundaries. Exceedance of the SCAQMD thresholds could result in a potentially significant impact; however, although the SCAQMD recommends that these thresholds be used by lead agencies in making a determination of significance, ultimately the lead agency determines the thresholds of significance for impacts, pursuant to Section 15064(B) of the *CEQA Guidelines*. If the project proposes development in excess of the established thresholds, as outlined in Table 5.4-3, SCAQMD Air Emission Thresholds, a



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significant air quality impact may occur and additional analysis is warranted to fully assess the significance of impacts.

**Table 5.4-3**  
**SCAQMD Air Emissions Thresholds**

Phase	Pollutant (lbs/day)				
	ROG	NOx	CO	SOx	PM <sub>10</sub>
Construction	75	100	550	150	150
Operational	55	55	550	150	150

ROG = reactive organic gases; NOx = nitrogen oxides; CO = carbon monoxide; SOx = sulfur oxides; PM<sub>10</sub> = particulate matter, up to 10 microns.

Source: SCAQMD, CEQA Air Quality Handbook, November 1993.

In addition, the significance of localized project impacts depends on whether ambient CO levels in the vicinity of the project are above or below State and Federal CO standards. If the project causes an exceedance of either the State one-hour or eight-hour CO concentrations, the project would be considered to have a significant local impact. If ambient levels already exceed a State or Federal standard, then project emissions would be considered significant if they increase one-hour CO concentrations by 1.0 ppm or more, or eight-hour CO concentrations by 0.45 ppm or more; refer to Table 5.4-4, Federal and State Carbon Monoxide Standards.

**Table 5.4-4**  
**Federal and State Carbon Monoxide Standards**

Jurisdiction	Averaging Time	Carbon Monoxide (CO) Standard (parts per million)
Federal	1 Hour	35
	8 Hours	9
State	1 Hour	20
	8 Hours	9

Source: California Air Resources Board.

## **5.4.5 IMPACTS AND MITIGATION MEASURES**

### **SHORT-TERM (CONSTRUCTION) AIR EMISSIONS**

- SHORT-TERM CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN SIGNIFICANT AIR POLLUTANT EMISSIONS IMPACTS.

**Level of Significance Prior to Mitigation:** Potentially Significant Impact.



**Impact Analysis:** Short-term air quality impacts are predicted to occur during grading and construction operations associated with implementation of the proposed project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and demolition; and
- Exhaust emissions from the construction equipment and the motor vehicles of the construction crew.

The proposed project is anticipated to begin construction in 2006 and would occur over approximately 34 months, ending in 2009. There are currently five structures on-site with approximately 50,000 square feet of commercial, office and residential land uses. The proposed project includes the construction of a mixed-use development involving a 22-story residential tower, a 15- to 19-story building and a 10-story building. The proposed 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. The project would result in 358 residential units including live/work spaces, townhomes, apartments and associated amenities. Grading activities would include the excavation and transport of approximately 140,000 cubic yards of soil and other materials to the Puente Landfill in Whittier, California.

### Fugitive Dust Emissions

Fugitive dust from grading and construction is expected to be short-term and would cease following completion of the proposed project improvements. Additionally, most of this material is inert silicates and are less harmful to health than the complex organic particulates released from combustion sources. Dust generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM<sub>10</sub> generated as a part of fugitive dust emissions. 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 PM<sub>10</sub> fugitive dust. As indicated in Table 5.4-5, Construction Air Emissions, impacts associated with PM<sub>10</sub> are anticipated to be below the SCAQMD threshold, and therefore would be less than significant.

### ROG Emissions

The application of asphalt and surface coatings creates ROG emissions, which are O<sub>3</sub> precursors. In accordance with the methodology prescribed by the SCAQMD, the ROG emissions associated with paving have been quantified with the URBEMIS2002 model; refer to Table 5.4-5. With implementation of Regulation XI (Rule 1113 – Architectural Coating), ROG emissions would be less than significant.

### Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used and emissions from trucks transporting materials



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to/from the site. The proposed project improvements would require the export of 140,000 cubic yards of soil. Emitted pollutants would include CO, ROG, NO<sub>x</sub>, SO<sub>x</sub> and PM<sub>10</sub>.

**Table 5.4-5**  
**Construction Air Emissions**

Emissions Source	Pollutant (lbs/day) <sup>1</sup>				
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	SO <sub>x</sub>
<b>Year 1 (Grading, Excavation, Demolition, and Construction of Structures)</b>					
Unmitigated Construction Emissions	41.94	348.14	317.86	200.49	1.32
Mitigated Emissions <sup>2</sup>	41.94	348.14	317.86	40.67	1.32
SCAQMD Threshold	75	100	550	150	150
Threshold Exceeded?	No	Yes	No	No	No
<b>Year 2 (Construction of Structures)</b>					
Unmitigated Construction Emissions	28.80	187.98	235.84	7.71	0.0
Mitigated Emissions <sup>2</sup>	28.80	187.98	235.84	7.71	0.0
SCAQMD Threshold	75	100	550	150	150
Threshold Exceeded?	No	Yes	No	No	No
<b>Year 3 (Construction of Structures and Paving Activities)</b>					
Unmitigated Construction Emissions	34.25	218.07	281.39	8.39	0.0
Mitigated Emissions <sup>2</sup>	34.25	218.07	281.39	8.39	0.0
SCAQMD Threshold	75	100	550	150	150
Threshold Exceeded?	No	Yes	No	No	No
ROG = reactive organic gases; NO <sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO <sub>x</sub> = sulfur oxides; PM <sub>10</sub> = particulate matter, up to 10 microns					
1	Calculations include emissions from numerous sources, including grading, construction worker trips, stationary equipment, diesel mobile equipment and asphalt off-gassing.				
2	Refer to <a href="#">Appendix 15.4, Air Quality Data</a> , for assumptions used in this analysis, including quantified emissions reduction by standard mitigation measures practices. Mitigation includes applying soil stabilizers to inactive areas, replacing groundcover in disturbed areas quickly, watering exposed surfaces twice daily and covering stockpiles with a tarpaulin.				
Source: Emissions were calculated using the URBEMIS2002 Computer Model, as recommended by the SCAQMD.					

Standard SCAQMD regulations would be adhered to such as maintaining all construction equipment in proper tune, shutting down equipment when not in use for extended periods of time and implementing SCAQMD Rule 403. However, construction equipment exhaust would cause an exceedance of the SCAQMD's NO<sub>x</sub> thresholds, resulting in a significant impact.

### Odors

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Construction activities or materials would not create objectionable odors with compliance with SCAQMD rules. Therefore, impacts would be less than significant and no mitigation would be required.



### Total Daily Construction Emissions

In accordance with SCAQMD guidelines, URBEMIS2002 was utilized to model construction emissions for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub> and PM<sub>10</sub>. Since construction would occur for 34 months, it has been assumed that the greatest emissions would be generated within the first stages of development (site grading activities).

As illustrated in Table 5.4-5, construction emissions associated with the proposed improvements would exceed SCAQMD thresholds for NO<sub>x</sub>, resulting in a significant impact. The URBEMIS2002 model allows the user to input mitigation measures such as limiting speeds for construction equipment on-site, watering the construction area to limit fugitive dust and applying soil stabilizers to the project area. Mitigation measures within the URBEMIS2002 model allow for certain reduction credits and result in a decrease of pollutant emissions. Reduction credits based upon studies developed by CARB, the SCAQMD and other air quality management districts throughout California were programmed within the URBEMIS2002 model. With implementation of recommended mitigation measures, a reduction in PM<sub>10</sub> emissions would occur. However, the recommended mitigation measures would not provide a reduction to NO<sub>x</sub>, which would therefore result in an exceedance of the SCAQMD threshold. The proposed project would be required to comply with all mitigation measures, which specify compliance with SCAQMD rules and regulations, as well as proper consultation with the City prior to grading activities. However, it is concluded that NO<sub>x</sub> emissions would exceed the SCAQMD thresholds, thus, resulting in a significant and unavoidable impact.

#### ***Mitigation Measures:***

- AQ-1 Prior to approval of the project plans and specifications, the Public Works Director, or his designee, shall confirm that the plans and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures, as specified in the SCAQMD Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:
- All active portions of the construction site shall be watered to prevent excessive amounts of dust;
  - On-site vehicles' speed shall be limited to 15 miles per hour (mph);
  - All on-site roads shall be paved as soon as feasible or watered periodically or chemically stabilized;
  - All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust; watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day;



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- If dust is visibly generated that travels beyond the site boundaries, clearing, grading, earth moving or excavation activities that are generating dust shall cease during periods of high winds (i.e., greater than 25 mph averaged over one hour) or during Stage 1 or Stage 2 episodes; and
  - All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- AQ-2 Prior to approval of the project plans and specifications, the Public Works Director, shall confirm that the plans and specifications stipulate that, in compliance with SCAQMD Rule 403, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the Resident Engineer. The City inspector shall be responsible for ensuring that contractors comply with this measure during construction.
- AQ-3 Prior to issuance of grading permits or approval of grading plans, the City shall include in the construction contract standard specifications, a written list of instructions to be carried out by the construction manager specifying measures to minimize emissions by heavy equipment for approval by the Public Works Director. Measures shall include provisions for proper maintenance of equipment engines, measures to avoid equipment idling more than two minutes and avoidance of unnecessary delay of traffic on off-site access roads by heavy equipment blocking traffic.
- AQ-4 In compliance with SCAQMD Rule 1113, ROG emissions from architectural coatings shall be reduced by using precoated/natural-colored building materials, water-based or low-ROG coating and using coating transfer or spray equipment with high transfer efficiency.
- AQ-5 Prior to the issuance of grading permits, the contractor shall include the following measures on construction plans, to the satisfaction of the Public Works Director, or his designee:
- The General Contractor shall organize construction activities so as not to interfere significantly with peak hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flag person shall be retained to maintain safety adjacent to existing roadways;
  - The General Contractor shall utilize electric- or diesel-powered stationary equipment in lieu of gasoline powered engines where feasible; and
  - The General Contractor shall state in construction grading plans that work crews would shut off equipment when not in use.



**Level of Significance After Mitigation:** Significant and Unavoidable Impact for NO<sub>x</sub> emissions.

## **LONG-TERM (OPERATIONAL) AIR EMISSIONS**

- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN SIGNIFICANT AIR EMISSIONS IMPACTS.

**Level of Significance Prior to Mitigation:** Potentially Significant Impact.

### ***Impact Analysis:***

#### **Mobile Source Air Emissions**

Mobile sources emissions would be generated from vehicle trips produced by residents and employees, and patrons of the commercial land uses. An estimated 3,080 daily vehicle trips would be generated by the proposed project.

#### **Area Source Emissions**

Pollutant emissions associated with energy demand (i.e., electricity generation and natural gas consumption) are classified by the SCAQMD as regional stationary source emissions. Criteria pollutant area source emissions would be generated by increased concentration of electrical energy and natural gas with the development of the proposed project. Electric power generating plants are distributed throughout the Basin and western United States. Electricity is considered an area source since it is produced at various locations within, as well as outside of the Basin. Since it is not possible to isolate where electricity is produced, these emissions are conservatively considered to occur within the Basin and are regional in nature. The primary use of natural gas by the proposed land uses would be for combustion to produce space heating, water heating, other miscellaneous heating, or air conditioning, consumer products and landscaping.

#### **Diesel Fired – Back Up Generators**

The proposed project would also include the use of a 1000-kilowatt (1,341 horsepower), 277/480 Volt, three phase, four wire Emergency Diesel Generator with skid mounted day tank (fuel capacity of eight hours). Automatic transfer switches would be provided to supply emergency power through step-down transformers to emergency lighting, fire/life safety system, elevator and fire pump. Unless a blackout occurs, this generator will be operated for a maximum of one hour per month for routine testing and maintenance purposes. The Applicant will be required to obtain a permit to construct and a permit to operate these standby generators under SCAQMD Rules 201, 202 and 203. Under New Source Review (NSR), the generator will be required to meet Best Available Control Technology (BACT) requirements to minimize emissions of CO, ROG, NO<sub>x</sub>, and PM<sub>10</sub>. BACT standards for diesel-fired emergency generators specify a maximum allowable emissions rate of 8.5 grams of carbon monoxide per horsepower-hour (hp-hr), 1.0 gram of ROG per hp-hr, 6.9 grams of NO<sub>x</sub> per hp-hr, and 0.38 gram of PM<sub>10</sub> per hp-hr. Sulfur dioxide emissions will be minor since the sulfur content of the diesel fuel will be limited to



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0.05 percent by weight under SCAQMD Rule 431.2 (Sulfur Content of Liquid Fuels). Emergency equipment, however, is exempt from modeling and offset requirements (Rule 1304) and does not require a health risk assessment (Rule 1401).

In addition to applying for a permit to construct from the SCAQMD, it would be necessary to apply for a *Special Application for Temporary Emergency Authorization To Operate Electric Backup Generator(s) During Involuntary Power Service Interruptions Permit*.<sup>1</sup> Therefore, impacts associated with the operation of diesel-powered generators are anticipated to be less than significant.

### Total Regional Emissions

Based on the existing land uses, the site currently results in emissions of 6.47 lbs/day of ROG; 3.74 lbs/day of NO<sub>x</sub>; 22.20 lbs/day of CO; 4.32 lbs/day of PM<sub>10</sub> and 0.02 lbs/day of SO<sub>x</sub>. As shown in Table 5.4-6, Operational Air Emissions, the operational emissions from the proposed project result in a total of 39.15 lbs/day of ROG; 16.90 lbs/day of NO<sub>x</sub>; 156.20 lbs/day of CO; 28.68 lbs/day of PM<sub>10</sub>; 0.19 lbs/day of SO<sub>x</sub> upon project buildout. Note, that even if the existing emissions were not discounted, the proposed project would not exceed the SCAQMD thresholds of significance. Thus, since the proposed project would not result in significant operational impacts, no additional mitigation measures were programmed in the URBEMIS 2002 model.

**Table 5.4-6**  
**Operational Air Emissions**

Emission Source	Emissions (pounds/day) <sup>1</sup>				
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	SO <sub>x</sub>
<b>Existing Emissions</b>					
<b>Unmitigated Emissions</b>					
Area Source Emissions	4.57	0.69	0.38	0.00	0.38
Mobile Source Emissions	1.90	3.05	21.82	4.31	0.02
Total Emissions	<b>6.47</b>	<b>3.74</b>	<b>22.20</b>	<b>4.32</b>	<b>0.02</b>
<b>Proposed Project Emissions</b>					
<b>Unmitigated Emissions</b>					
Area Source Emissions	23.93	2.84	2.82	0.01	0.00
Mobile Source Emissions	15.22	14.06	153.38	28.67	0.19
Total Emissions	<b>39.15</b>	<b>16.90</b>	<b>156.20</b>	<b>28.68</b>	<b>0.19</b>
Net Increase over Existing Emissions	<b>32.68</b>	<b>13.16</b>	<b>134.0</b>	<b>24.36</b>	<b>0.17</b>
SCAQMD Thresholds	55	55	550	150	150
Thresholds Exceeded?	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
ROG = reactive organic gases; NO <sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO <sub>x</sub> = sulfur oxides; PM <sub>10</sub> = particulate matter, up to 10 microns.					
1. Refer to the worksheets in <u>Appendix 15.4, Air Quality Data</u> , for detailed assumptions.					

<sup>1</sup> South Coast Air Quality Management District, [http://www.aqmd.gov/permit/em\\_back\\_up\\_gen.html](http://www.aqmd.gov/permit/em_back_up_gen.html), November 29, 2004.



## Localized Emissions

Project traffic, during the operational phase of the project, would have the potential to create local area impacts. Carbon monoxide is a primary pollutant and, unlike ozone, is directly emitted from a variety of sources. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of its impacts upon the local air quality. Comparisons of levels with State and Federal CO standards indicate the severity of the existing concentrations for receptors in the Project area.

An impact is potentially significant if a project produces emissions levels that exceed the State or Federal AAQS, refer to Table 5.4-4, Federal and State Carbon Monoxide Standards. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere; adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. Areas of vehicle congestion have the potential to create “pockets” of CO called “hot spots.” These pockets have the potential to exceed the State 1-hour standard of 20.0 ppm and/or the 8-hour standard of 9.0 ppm. Note that Federal levels are based on 1- and 8-hour standards of 35.0 and 9.0 ppm, respectively.

To identify CO hotspots, the SCAQMD criterion recommends performing a CO hotspot analysis when a project increases the volume-to-capacity (V/C) ratio (also called the intersection capacity utilization) by 0.02 (2 percent) for any intersection with an existing level of service (LOS) D or worse. A CO hotspot analysis is also required if an existing intersection has a LOS C and worsens to an LOS D with implementation of a proposed project. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersection locations. A higher LOS would result in greater risk for a CO hotspot. Typically, LOS at an intersection producing a hot spot is at LOS D or worse during the peak hour.

Table 5.4-7, Carbon Monoxide Levels at Surrounding Intersections, indicates the anticipated CO levels within the area. The maximum 1-hour CO concentration is 7.2 ppm for the Pine Avenue/Ocean Boulevard intersection. The CO levels are well below the State and Federal standards of 20 ppm and 35 ppm respectively. Additionally, the maximum 8-hour CO concentration is 5.0 ppm for same intersection. The measured concentrations are well below the State and Federal standard of 9 ppm. Therefore, the proposed project will not result in adverse CO emissions, and impacts in this regard will be less than significant.

## Carbon Monoxide Within Subterranean Parking Areas

Subterranean parking would potentially result in an increase of vehicles operating in a cold start mode. If the catalytic converter of a vehicle is not already warm from previous operation, the car is said to be in a “cold start” mode. A typical cold start would occur after the vehicle is parked in excess of eight hours overnight where the dewpoint could rise and lower the temperature. During a cold start, the catalytic converter is too cold for the chemical reaction that converts pollutants (e.g. carbon monoxide, hydrocarbons and nitrogen oxides) to water vapor, nitrogen and carbon dioxide. More technically, the rate of the chemical reaction is too slow at low



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temperatures to control the emissions. Thus, the emissions from the tailpipe are the same as the uncontrolled emissions from the engine during a cold start.<sup>2</sup>

**Table 5.4-7**  
**Carbon Monoxide Levels at Surrounding Intersections**

Intersections	1-hour CO (ppm) <sup>1</sup>		8-hour CO (ppm) <sup>1</sup>	
	1-hour Standard <sup>2</sup>	Future Plus Project	8-hour Standard <sup>3</sup>	Future Plus Project
Magnolia Avenue/6 <sup>th</sup> Street	20 ppm	6.5	9 ppm	4.6
Pacific Avenue/Broadway	20 ppm	6.6	9 ppm	4.6
Pacific Avenue/Ocean Boulevard	20 ppm	6.4	9 ppm	4.5
Pine Avenue/Broadway	20 ppm	6.6	9 ppm	4.6
Pine Avenue/Ocean Boulevard	20 ppm	7.2	9 ppm	5.0
Elm Avenue/Broadway	20 ppm	6.5	9 ppm	4.6
Lime Avenue/Broadway	20 ppm	7.0	9 ppm	4.9
Lime Avenue/7 <sup>th</sup> Street	20 ppm	6.5	9 ppm	4.6
Alamitos Avenue/7 <sup>th</sup> Street	20 ppm	6.9	9 ppm	4.8
Alamitos Avenue/Broadway	20 ppm	6.6	9 ppm	4.6
Alamitos/Shoreline Avenue/Ocean Boulevard	20 ppm	7.0	9 ppm	4.9
Orange Avenue/Ocean Boulevard	20 ppm	7.0	9 ppm	4.9

1. As measured at a distance of 10 feet from the corner of the intersection predicting the highest value. Presented 1-hour CO concentrations include a background concentration of 6.0 ppm.  
2. The State 1-hour standard is 20 ppm. The Federal standard is 35 ppm. The most stringent standard is reflected.  
3. The State 8-hour and Federal 8-hour standard is 9 ppm.

Using CALINE4, the CO levels within the parking structure were modeled; refer to Table 5.4-8, *Carbon Monoxide Levels Within the Parking Structure*. Based on the project Traffic Impact Analysis, the project would generate 148 trips during the AM peak hour. This number was utilized to determine that number of cars that could potentially occupy the structure. As shown in Table 5.4-8, the CO levels within the parking structure would be similar to the surrounding intersections at 6.3 ppm, which is well below the State 1-hour standard for CO. The proposed project would also include the use of a garage exhaust ventilation system. Per the International Mechanical Code (Section 403.5 [Public Garages]), mechanical ventilation systems are required to operate automatically upon detection of a concentration or carbon monoxide of 25 ppm by approved detection devices. The 25 ppm trigger is the maximum allowable concentration for continuous exposure in any eight hour period according to the American Conference of Governmental Industrial Hygienists.<sup>3</sup> Carbon monoxide concentrations within the parking garage would also be below the State's one-hour standard.

<sup>2</sup> <http://www4.ncsu.edu/~frey/emissions/drivingtips.html>, May 10, 2006.

<sup>3</sup> Vulcain Inc, [http://www.vulcaininc.com/uploadedFiles/Datasheets/Parking\\_Structures\\_Guidelines\\_EN.pdf](http://www.vulcaininc.com/uploadedFiles/Datasheets/Parking_Structures_Guidelines_EN.pdf), May 11, 2006.



According to site plans, there are currently four exhaust exterior vents located on each side of the parking garage. The vents would direct CO emissions onto the surrounding sidewalks. However, since CO levels would be below standards within the structure, it is anticipated that hotspots would not result from vehicles within the parking structure. This would result in a less than significant impact.

**Table 5.4-8**  
**Carbon Monoxide Levels Within the Parking Structure**

Area	1-hour CO (ppm) <sup>1</sup>		8-hour CO (ppm) <sup>1</sup>	
	1-hour Standard <sup>2</sup>	Future Plus Project	8-hour Standard <sup>3</sup>	Future Plus Project
Parking Structure	20 ppm	6.3	9 ppm	4.4
1. As measured within the parking structure area predicting the highest value. Presented 1-hour CO concentrations include a background concentration of 6.0 ppm. 2. The State 1-hour standard is 20 ppm. The Federal standard is 35 ppm. The most stringent standard is reflected. 3. The State 8-hour and Federal 8-hour standard is 9 ppm.				

***Mitigation Measures:***

- AQ-6      The project applicant shall comply with SCAQMD Regulations and apply for a *Special Application for Temporary Emergency Authorization To Operate Electric Backup Generator(s) During Involuntary Power Service Interruptions Permit* prior to installation and operation of the proposed emergency back up generators.
- AQ-7      Prior to the issuance of building permits, the applicant shall demonstrate to the City of Long Beach Planning and Building Department that all residential and non-residential buildings meets the California Title 24 Energy Efficiency standards for water heating, space heating and cooling, to the extent feasible.
- AQ-8      Prior to the issuance of building permits, the applicant shall demonstrate to the City of Long Beach Planning and Building Department that all fixtures used for lighting of exterior common areas are regulated by automatic devices to turn off lights when they are not needed.

***Level of Significance After Mitigation:*** Less Than Significant Impact.

***CONSISTENCY WITH REGIONAL PLANS***

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT WOULD BE CONSISTENT WITH REGIONAL PLANS.**

***Level of Significance Prior to Mitigation:*** Less Than Significant Impact.



**Impact Analysis:** As noted under the Significance Criteria discussion, a potentially significant impact on air quality would occur if a project would conflict with or obstruct implementation of the applicable AQMP. Although the project would represent an incremental negative impact on air quality in the Basin, of primary concern is that project-related impacts have been properly anticipated in the regional air quality planning process and reduced whenever feasible. Therefore, it is necessary to assess the project's consistency with the AQMP.

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

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

- Whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP; and
- Whether the project would exceed the AQMP's assumptions for 2020 or yearly increments, based on the year of project buildout and phase.

As indicated in the *Long-Term Operational Impacts* discussion, the proposed project would not result in exceedances of SCAQMD thresholds for criteria pollutants and therefore satisfies the first criteria for consistency with the AQMP. Additionally, implementation of the proposed project would not result in the formation of CO hotspots from the increase of LOS at study intersections.

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

The project site is currently developed with multi-family residential, retail, restaurant, office and parking uses on several parcels. The proposed project would not require any General Plan amendments. The project area is part of the Central Long Beach Redevelopment Project Area. Originally adopted on September 21, 1993, the Central Long Beach Redevelopment Project Area encompasses approximately 2,618 acres of land generally located south of the I-405 freeway, north of downtown, east of the I-710 freeway and west of Redondo Boulevard. 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.

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

According to the SCAG growth projections, the City of Long Beach would have a population of 518,627 in Year 2015. Development of 358 (net increase of 295 units) dwelling units on the project site would cause a direct increase in the City's population. Using the California State Department of Finance average household size of 2.913 persons,<sup>4</sup> the 358 dwelling units of the proposed project would generate an average resident population of 1,043 persons (358 units x 2.913 person/unit = 1,043 persons). The increase in population is considered minimal, as it would represent 0.2 percent of the City's projected 2015 population.

Since the project would be consistent with the City's General Plan and SCAG population growth forecasts, the project would be consistent with the latest AQMP. Therefore, impacts are anticipated to be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance After Mitigation:** Not applicable.

## **5.4.6 CUMULATIVE IMPACTS**

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND RELATED CUMULATIVE PROJECTS WOULD RESULT IN SIGNIFICANT AIR QUALITY IMPACTS.**

**Level of Significance Prior to Mitigation:** Potentially Significant Impact.

**Impact Analysis:**

### **Cumulative Construction Emissions**

Of the 38 projects that have been identified within the proposed project study area, there are a number of related projects that have not been built or are currently under construction. Since the Applicant has no control over the timing or sequencing of the related projects, any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative.

With respect to the project's construction-period air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to Federal Clean Air Act mandates. As such, the proposed project would comply with SCAQMD Rule 403

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<sup>4</sup> California State Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State 2001-2005, with 2000 Benchmark*. Sacramento, California, May 2005.



requirements, and implement all feasible mitigation measures. In addition, the proposed project would comply with adopted AQMP emissions control measures. Per SCAQMD rules and mandates as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects Basin-wide, which would include each of the related projects mentioned above.

Although compliance with SCAQMD rules and regulations would reduce construction related impacts, the project related construction emissions have been concluded to be significant and unavoidable. Thus, it can be reasonable inferred that the project related construction activities, in combination with those from other projects in the area would deteriorate the local air quality and lead to cumulative construction related impact. Therefore, even with the implementation of Mitigation Measures AQ-1 through AQ-5, a significant and unavoidable cumulative construction air quality impact would result.

### **Cumulative Operational Emissions**

Implementation of the proposed project would result in an increase in emissions, which would contribute to region-wide emissions on a cumulative basis. Although the project would not result in exceedances of criteria pollutants for long-term operational impacts and would be consistent with the City's *General Plan* and the Redevelopment Plan, implementation of the project in combination with other developments within the City would result in an increase in criteria pollutants. As the Basin is in Non-attainment for CO, O<sub>3</sub> and PM<sub>10</sub>, the projects contribution to region-wide emissions would result in a significant cumulative air quality impact. Although the implementation of mitigation measures AQ-6 through AQ-8 would lessen the projects contribution to the regional pollutant burden, the project's cumulative operational air quality impacts are concluded to be significant and unavoidable.

**Mitigation Measures:** Refer to mitigation measures AQ-1 through AQ-8. No additional mitigation measures are recommended.

**Level of Significance After Mitigation:** Significant and Unavoidable Impact.

### **5.4.7 SIGNIFICANT UNAVOIDABLE IMPACTS**

Despite compliance with mitigation measures, NO<sub>x</sub> emissions during construction would remain above SCAQMD thresholds. Cumulative construction impacts related to regional emissions would be significant and unavoidable, as well as cumulative regional operational impacts.

If the City of Long Beach approves the Shoreline Gateway Project, 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*.



## 5.5 NOISE

The purpose of this Section is to analyze project-related noise source impacts on-site and to surrounding land uses. This Section evaluates short-term construction related impacts, as well as future buildout conditions. Mitigation measures are also recommended to avoid or lessen the project's noise impacts. Information in this Section was obtained from the *City of Long Beach General Plan* and the *City of Long Beach Municipal Code*. For the purposes of mobile source noise modeling and contour distribution, traffic information contained in the project Traffic Impact Analysis was utilized; refer to Section 5.3, Traffic and Circulation.

### 5.5.1 NOISE SCALES AND DEFINITIONS

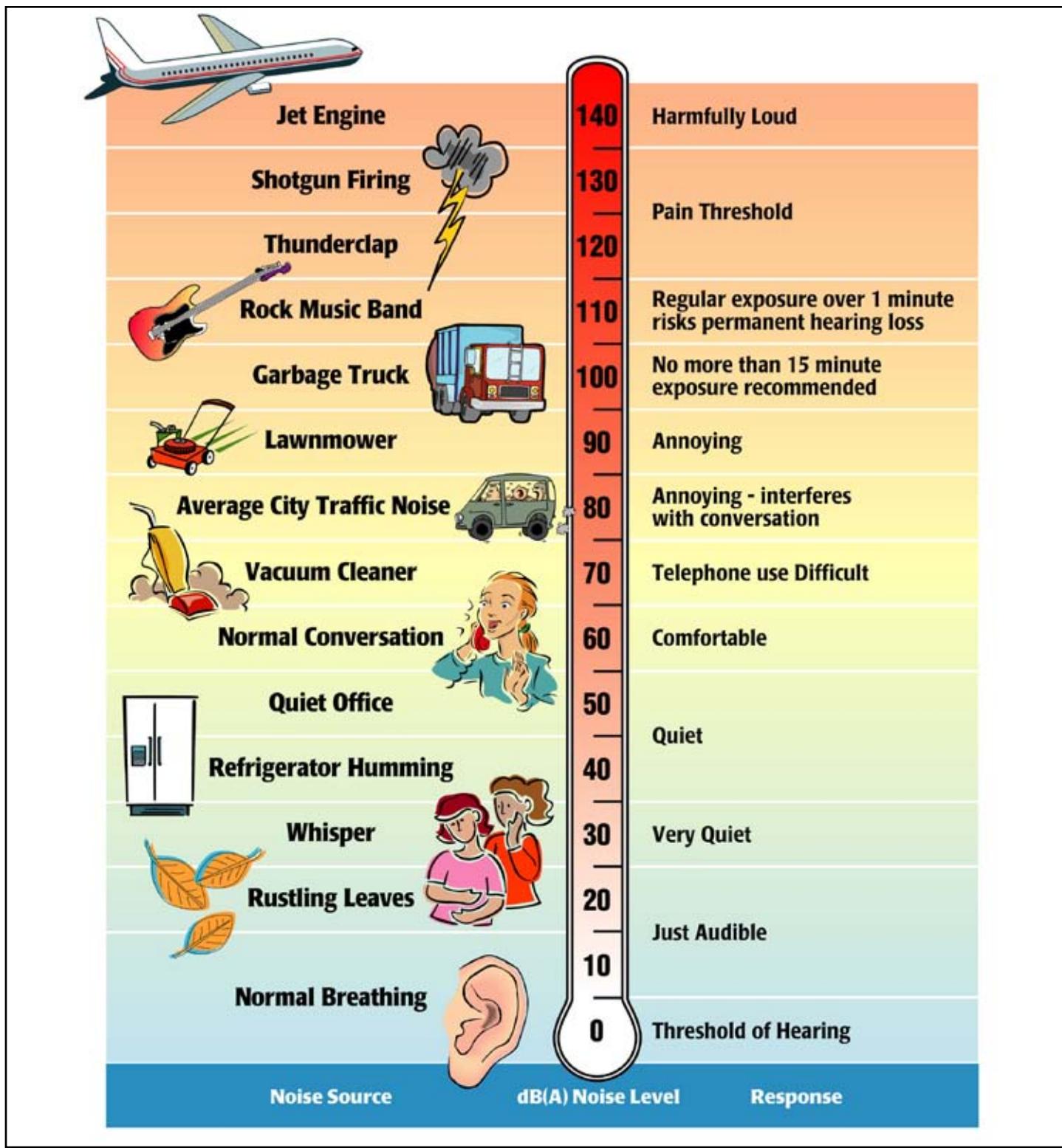
Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. The percentage of people claiming to be annoyed by noise will generally increase with the environmental sound level. However, many factors will also influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, will all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed."

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud, and 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are illustrated on Exhibit 5.5-1, Sound Levels and Human Response.

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.



Source: Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970.

Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* (EPA/ONAC 550/9-74-004), March 1974.

NOT TO SCALE



Numerous methods have been developed to measure sound over a period of time. These methods include: 1) the Community Noise Equivalent Level (CNEL); 2) the Equivalent Sound Level (Leq); and 3) Day/Night Average Sound Level ( $L_{dn}$ ). These methods are described below.

### **EQUIVALENT NOISE LEVEL (Leq)**

The  $L_{eq}$  is the sound level containing the same total energy over a given sample time period. The  $L_{eq}$  can be thought of as the steady sound level, which in a stated period of time, would contain the same acoustic energy as the time-varying sound level during the same period.  $L_{eq}$  is typically computed over 1, 8 and 24-hour sample periods.

### **COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)**

The predominant community noise rating scale used in California for land use compatibility assessment is the Community Noise Equivalent Level (CNEL). The CNEL reading represents the average of 24 hourly readings of equivalent levels, known as Leq's, based on an A-weighted decibel with upward adjustments added to account for increased noise sensitivity in the evening and night periods. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00 AM. CNEL may be indicated by "dBA CNEL" or just "CNEL".

### **DAY NIGHT AVERAGE ( $L_{dn}$ )**

Another commonly used method is the day/night average level or  $L_{dn}$ . The  $L_{dn}$  is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the  $L_{eq}$ . The  $L_{dn}$  is calculated by averaging the Leq's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM), by 10 dBA to account for the increased sensitivity of people to noises that occur at night.

### **OTHER NOISE MEASURES**

The maximum noise level recorded during a noise event is typically expressed as  $L_{max}$ . The sound level exceeded over a specified time frame can be expressed as  $L_n$  (i.e.,  $L_{90}$ ,  $L_{50}$ ,  $L_{10}$ , etc.).  $L_{50}$  equals the level exceeded 50 percent of the time,  $L_{10}$  ten percent of the time, etc.

### **GROUND-BORNE VIBRATION**

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity or acceleration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak or vibration signal, while RMS is defined as the square root of the average of the squared amplitude of the signal. PPV is typically used for evaluating potential



building damage, whereas RMS is typically more suitable for evaluating human response. Typically, ground-borne vibration, generated by man-made activities attenuates rapidly with distance from the source of vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source.

Both construction and operation of development projects can generate ground-borne vibration. In general, demolition of structures preceding construction generates the highest vibrations. Construction equipment such as vibratory compactors or rollers, pile drivers and pavement breakers can generate perceptible vibration during construction activities. Heavy trucks can also generate ground-borne vibrations that vary depending on vehicle type, weight and pavement conditions.

## **5.5.2 REGULATORY SETTING**

It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk or work under various noise conditions. All such studies, however, recognize that individual responses vary considerably. Standards usually address the needs of most of the general population.

This section summarizes the laws, ordinances, regulations and standards that are applicable to the project. Regulatory requirements related to environmental noise are typically promulgated at the local level. However, Federal and state agencies provide standards and guidelines to the local jurisdictions.

### **STATE OF CALIFORNIA GUIDELINES**

#### **California Environmental Quality Act**

CEQA was enacted in 1970 and requires that all known environmental effects of a project be analyzed, including environmental noise impacts. Under CEQA, a project has a potentially significant impact if the project exposes people to noise levels in excess of standards established in the local general plan or noise ordinance. Additionally, under CEQA, a project has a potentially significant impact if the project creates a substantial increase in the ambient noise levels in the project vicinity above levels existing without the project. If a project has a potentially significant impact, mitigation measures must be considered. If mitigation measures to reduce the impact to less than significant levels are not feasible due to economic, social, environmental, legal or other conditions, the most feasible mitigation measures must be considered.

#### **California Government Code**

California Government Code Section 65302 (f) mandates that the legislative body of each county and city adopt a noise element as part of their comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services, as shown in Table 5.5-1, Land Use Compatibility for Community Noise Environments.



**Table 5.5-1**  
**Land Use Compatibility For Community Noise Environments**

Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 - 70	70-75	75-85
Residential - Multiple Family	50 – 65	60 - 70	70 – 75	70 - 85
Transient Lodging - Motel, Hotels	50 – 65	60 - 70	70 – 80	80 - 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 - 70	70 – 80	80 - 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 - 70	NA	65 - 85
Sports Arenas, Outdoor Spectator Sports	NA	50 - 75	NA	70 - 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 75	72.5 - 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 - 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 - 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 - 80	75 – 85	NA
NA = Not Applicable.				
Notes:				
<u>Normally Acceptable</u> - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.				
<u>Conditionally Acceptable</u> - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.				
<u>Normally Unacceptable</u> - New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.				
<u>Clearly Unacceptable</u> - New construction or development should generally not be undertaken.				
Source: General Plan Guidelines, Office of Planning and Research, California, October 2003.				

The guidelines rank noise land use compatibility in terms of “normally acceptable”, “conditionally acceptable”, “normally unacceptable” and “clearly unacceptable” noise levels for various land use types. Single-family homes are “normally acceptable” in exterior noise environments up to 60 CNEL and “conditionally acceptable” up to 70 CNEL. Multiple-family residential uses are “normally acceptable” up to 65 CNEL and “conditionally acceptable” up to 70 CNEL. Schools, libraries and churches are “normally acceptable” up to 70 CNEL, as are office buildings and business, commercial and professional uses.

## **CITY OF LONG BEACH**

Title 8.0 of the *Long Beach Municipal Code* (*Municipal Code*) covers all City Health and Safety issues. Chapter 8.80 (Noise Ordinance) of the *Municipal Code* sets forth all noise regulations controlling unnecessary, excessive and annoying noise and vibration in the City of Long Beach. As outlined in Chapter 8.80 of the *Municipal Code* and as indicated in Table 5.5-2, Exterior Noise Limits, maximum exterior noise levels are based on land use districts. The following is taken from the *Municipal Code*:

*Section 8.80.150 Exterior noise limits-Sound levels by receiving land use district.*



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- A. *The noise standards for the various land use districts identified by the noise control office as presented in Table A (refer to Table 5.5-2, Exterior Noise Limits) in Section 8.80.160 shall, unless otherwise specifically indicated, apply to all such property within a designated district.*
- B. *No person shall operate or cause to be operated any source of sound at any location within the incorporated limits of the city or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured from any other property, either incorporated or unincorporated, to exceed:*
  - 1. *The noise standard for that land use district as specified in Table A in Section 8.80.160 for a cumulative period of more than thirty minutes in any hour; or*
  - 2. *The noise standard plus five decibels for a cumulative period of more than fifteen minutes in any hour; or*
  - 3. *The noise standard plus ten decibels for a cumulative period of more than five minutes in any hour; or*
  - 4. *The noise standard plus fifteen decibels for a cumulative period of more than one minute in any hour; or*
  - 5. *The noise standard plus twenty decibels or the maximum measured ambient, for any period of time.*
- C. *If the measured ambient level exceeds that permissible within any of the first four noise limit categories in subsection B of this section, the allowable noise exposure standard shall be increased in five decibels increments in each category as appropriate to encompass or reflect the ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category in subsection B of this section, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.*
- D. *If the measurement location is on a boundary between two different districts, the noise level limit applicable shall be the arithmetic mean of the two districts.*
- E. *If possible, the ambient noise shall be measured at the same location along the property line utilized in subsection B of this section, with the alleged offending noise source inoperative. If for any reason the alleged offending noise source cannot be shut down, then the ambient noise must be estimated by performing a measurement in the same general area of the source but at a sufficient distance such that the offending noise from the source is inaudible. If the difference between the noise levels with noise source operating and not operating is six decibels or greater, then the noise measurement of the alleged source can be considered valid with a small correction applied to account for the contribution of the ambient noise. The correction is to be*



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applied in accordance with data shown in Table B in Section 8.80.160.  
(Ordinance C-5371 § 1 [part], 1977: prior code § 4430.6 [a]).

**Table 5.5-2**  
**Exterior Noise Limits**

Land Use District <sup>1</sup>	Maximum Exterior Noise Levels (dBA)		
	Daytime <sup>2</sup>	Nighttime <sup>3</sup>	Anytime
1	50	45	--
2	60	55	--
3	--	--	65 <sup>(4)</sup>
4	--	--	70 <sup>(4)</sup>
5	Regulated by other agencies and laws.		

Notes:

1. Types of land uses associated with each district:
  - 1 – Predominantly residential
  - 2 – Predominantly commercial
  - 3 – Predominantly industrial
  - 4 – Predominantly industrial
  - 5 – Airports, freeways and waterways
2. 7:00 AM to 10:00 PM.
3. 10:00 PM to 7:00 AM.
4. Districts 3 and 4 are intended primarily for use at their boundaries rather than for noise control within those districts.

Although the project is predominantly residential, the project site is located in Land Use District 2, as shown in the Noise District Map in Section 8.80.160 of the Municipal Code. The maximum daytime exterior noise level for the project site would therefore be 60 dBA and the nighttime would be 55 dBA. The *Municipal Code* also includes regulations on interior noise standards. The interior noise standards are presented in Table 5.5-3, Interior Noise Limits.

**Table 5.5-3**  
**Interior Noise Limits**

Land Use District	Maximum Interior Noise Levels (dBA)		
	Daytime <sup>1</sup>	Nighttime <sup>2</sup>	Anytime
Residential	45	35	--
Schools	45	--	--
Hospital, Designated quiet zone	--	--	40

Notes:

1. 7:00 AM to 10:00 PM.
2. 10:00 PM to 7:00 AM.

Additionally, the *Municipal Code* states the following regarding interior noise standards:



*Section 8.80.170 Interior noise limits-Maximum sound levels.*

- B. *No person shall operate, or cause to be operated, any source of sound indoors at any location within the incorporated limits of the city or allow the creation of any indoor noise which causes the noise level when measured inside the receiving dwelling unit to exceed:*
1. *The noise standard for that land use district as specified in table C (refer to Table 5.5-3) for a cumulative period of more than five (5) minutes in any hour; or*
  2. *The noise standard plus five decibels (5 dB) for a cumulative period of more than one minute in any hour; or*
  3. *The noise standard plus ten decibels (10 dB) or the maximum measured ambient, for any period of time.*
- C. *If the measured indoor ambient level exceeds that permissible within any of the first two (2) noise limit categories in this section, the allowable noise exposure standard shall be increased in five decibel (5 dB) increments in each category as appropriate to reflect the indoor ambient noise level. In the event the indoor ambient noise level exceeds the third noise limit category, the maximum allowable indoor noise level under said category shall be increased to reflect the maximum allowable indoor noise level under said category shall be increased to reflect the maximum indoor ambient noise level. (Ordinance C-5371 § 1 [part], 1977: prior code § 4430.7 [a]).*

In addition to interior and exterior noise standards, the City provides regulations for construction activities. According to Section 8.80.202 of the *Municipal Code* during the week (including Federal holidays), construction activities are limited between the hours of 7:00 AM and 7:00 PM. On weekends, construction activities are limited to between 9:00 AM and 6:00 PM on Saturdays and are prohibited on Sundays, unless a Work Permit is authorized. Section 8.80 of the *Municipal Code* requires a Noise Variance for all construction activity that falls outside the approved construction hours. The *Municipal Code* does not provide specific standards for the noise levels associated with construction activities. Although there is no upper threshold for construction noise, Section 8.80 of the *Municipal Code* gives the Noise Control Officer authority to address extremely loud or unusual noise (e.g., employee use of radios or other noises not associated with the construction activity).

## **5.5.3 ENVIRONMENTAL SETTING**

### **SENSITIVE RECEPTORS**

Human response to noise varies widely depending on the type of noise, time of day and sensitivity of the receptor. The effects of noise on humans can range from temporary or permanent hearing loss to mild stress and annoyance due to such things as speech interference and sleep deprivation. Prolonged stress, regardless of the cause, is known to contribute to a variety of health disorders. Noise, or the lack



of it, is a factor in the aesthetic perception of some settings, particularly those with religious or cultural significance. Certain land uses are particularly sensitive to noise, including schools, hospitals, rest homes, long-term medical and mental care facilities and parks and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours.

Existing sensitive receptors located in the project vicinity include multi-family residential uses. The Villa Riviera, the International Tower, the Long Beach Tower, Harbor Place and the Aqua buildings (west of Linden), are high-rise residential uses located to the south of the proposed project on the south side of Ocean Boulevard. Directly west of and adjacent to the project site is a residential use (Arataban). Lower density multi-family residential uses are located north of Medio Street and east of Lime Avenue and between Lime Avenue and the alley. Hotel uses are located west of the alley and east of Atlantic Avenue. Office and hotel uses are located west of Atlantic Avenue. There are also multi-family residential uses east of Alamitos and north of the Shell gas station on the corner of Alamitos Avenue and Ocean Boulevard.

In addition to the residential homes directly adjacent to the proposed project other sensitive receptors such as schools and hospitals are located within the vicinity. The Benjamin Franklin middle school and the Montessori School are located less than a mile away from the project. The St. Mary Medical Center is the closest hospital, approximately one mile from the project site.

## **AMBIENT NOISE MEASUREMENTS**

In order to quantify existing ambient noise levels in the project area, RBF Consulting conducted noise measurements on January 19, 2006; refer to Table 5.5-4, Noise Measurements. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. Fifteen-minute measurements were taken at each site, between 12:00 PM and 2:00 PM. Meteorological conditions were typical, with light wind speeds (0 to 5 miles per hour), low humidity and clear skies.

**Table 5.5-4**  
**Exterior Noise Measurements**

Site No.	Location	Leq (dBA)	Time
1	Southwest corner of Ocean Boulevard and Alamitos Avenue in front of the International Tower	65.2	2:04 PM
2	Atlantic Avenue and driveway/alley	67.9	12:33 PM
3	Alley off Lime Avenue (between Lime Avenue and Broadway Court)	54.2	12:47 PM
4	Medio Street mid-block at Alamitos Avenue	59.8	1:14 PM
5	Ocean Boulevard at Alamitos Avenue (southeast corner)	67.8	1:35 PM

Source: Noise Monitoring Survey conducted by RBF Consulting, January 19, 2006.



Noise monitoring equipment used for the ambient noise survey consisted of a Larson Davis Laboratories Model LDL 820 sound level analyzer equipped with a Larson Davis Random Incidence Model 2561 microphone. The instrumentation was calibrated prior to use with a Larson Davis Model CAL250 acoustical calibrator to ensure the accuracy of the measurements, and complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. The results of the field measurements are indicated in [Appendix 15.5, Noise Data](#). Existing measured noise levels range from approximately 54.2 dBA to 67.9 dBA.

## **MOBILE SOURCES**

In order to assess the potential for mobile source noise impacts, it is necessary to determine the noise currently generated by vehicles traveling through the project area. The existing roadway noise levels in the vicinity of the project site were projected. Noise models were run using the Federal Highway Administration's Highway Noise Prediction Model (FHWA RD-77-108) together with several roadway and site parameters. These parameters determine the projected impact of vehicular traffic noise and include the roadway cross-section (e.g., number of lanes), roadway width, average daily traffic (ADT), vehicle travel speed, percentages of auto and truck traffic, roadway grade, angle-of-view and site conditions ("hard" or "soft"). The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadway and adjacent land uses. Noise projections are based on modeled vehicular traffic as derived from the project Traffic Impact Study.

A 30-mile per hour (mph) average vehicle speed was assumed for existing conditions based on empirical observations and posted maximum speeds along the adjacent roadways. ADT estimates were obtained from the project Traffic Impact Study; refer to [Appendix 15.3, Traffic Impact Analysis](#). Existing modeled traffic noise levels can be found in [Table 5.5-5, Existing Traffic Noise Levels](#).

## **STATIONARY NOISE SOURCES**

The project area is highly urbanized, consisting of a mix of residential, commercial/retail, institutional, office and parking uses served by a grid system of arterial and collector streets. The primary sources of stationary noise in the project vicinity are urban related activities (i.e., mechanical equipment, parking areas, conversations and recreational areas). The noise associated with these sources may represent a single event noise occurrence, short-term or long-term/continuous noise.

### **5.5.4 SIGNIFICANCE THRESHOLD CRITERIA**

Appendix G, of the *CEQA Guidelines* (as amended July 22, 2003) contains analysis guidelines related to the assessment of noise impacts. These guidelines have been utilized as thresholds of significance for this analysis. As stated in Appendix G, a project would create a significant environmental impact if it would:



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**Table 5.5-5**  
**Existing Traffic Noise Levels**

Roadway Segment	ADT	dBA @ 100 Feet from Roadway Centerline	Noise Contour (distance from centerline)		
			60 CNEL	65 CNEL	70 CNEL
<b>Magnolia Avenue:</b>					
North of 7 <sup>th</sup> Street	7,120	59.1	88	28	9
Between 7 <sup>th</sup> Street And 6 <sup>th</sup> Street	7,890	59.5	97	31	10
South of 6 <sup>th</sup> Street	7,500	59.3	93	29	9
North of 3 <sup>rd</sup> Street	5,910	58.3	73	23	7
Between 3 <sup>rd</sup> Street and Broadway	7,010	59.0	86	27	9
Between Broadway and Ocean Boulevard	9,720	60.4	120	38	12
South of Ocean Boulevard	3,860	56.4	48	15	5
<b>Chestnut Avenue:</b>					
North of 5 <sup>th</sup> Street	1,060	50.9	13	4	1
South of 5 <sup>th</sup> Street	980	50.6	12	4	1
<b>Cedar Avenue:</b>					
North of 5 <sup>th</sup> Street	1,940	53.6	24	8	2
Between 5 <sup>th</sup> Street and 4 <sup>th</sup> Street	1,590	52.7	20	6	2
South of 4 <sup>th</sup> Street	1,250	51.6	15	5	2
<b>Pacific Avenue:</b>					
North of 7 <sup>th</sup> Street	8,080	59.4	100	32	10
Between 7 <sup>th</sup> Street and 6 <sup>th</sup> Street	8,050	59.4	99	31	10
Between 6 <sup>th</sup> Street and 5 <sup>th</sup> Street	4,370	56.8	54	17	5
Between 5 <sup>th</sup> Street and 4 <sup>th</sup> Street	4,020	56.4	50	16	5
Between 4 <sup>th</sup> Street and 3 <sup>rd</sup> Street	7,010	58.8	86	27	9
Between 3 <sup>rd</sup> Street and Broadway	7,220	58.9	89	28	9
South of Broadway	9,020	59.9	111	35	11
North of Ocean Boulevard	6,400	58.4	79	25	8
<b>Pine Street:</b>					
North of 7 <sup>th</sup> Street	3,360	55.9	41	13	4
Between 7 <sup>th</sup> Street and 6 <sup>th</sup> Street	3,415	56.0	42	13	4
Between 6 <sup>th</sup> Street and 5 <sup>th</sup> Street	4,150	56.9	51	16	5
Between 5 <sup>th</sup> Street and 4 <sup>th</sup> Street	3,870	56.6	48	15	5
Between 4 <sup>th</sup> Street and 3 <sup>rd</sup> Street	3,730	56.4	46	15	5
Between 3 <sup>rd</sup> Street and Broadway	3,920	56.6	48	15	5
South of Broadway	5,220	57.9	65	20	6
North of Ocean Boulevard	5,120	57.8	63	20	6
South of Ocean Boulevard	4,320	57.0	53	17	5
<b>Long Beach Boulevard:</b>					
North of 7 <sup>th</sup> Street	10,500	60.4	130	41	13
Between 7 <sup>th</sup> Street and 6 <sup>th</sup> Street	11,400	60.7	141	44	14
Between 6 <sup>th</sup> Street and 5 <sup>th</sup> Street	10,190	60.2	126	40	13



**Table 5.5-5 [continued]**  
**Existing Traffic Noise Levels**

Roadway Segment	ADT	dBA @ 100 Feet from Roadway Centerline	Noise Contour (distance from centerline)		
			60 CNEL	65 CNEL	70 CNEL
<b>Long Beach Boulevard [continued]:</b>					
Between 5 <sup>th</sup> Street and 4 <sup>th</sup> Street	9,930	60.1	123	39	12
Between 4 <sup>th</sup> Street and 3 <sup>rd</sup> Street	8,090	59.2	100	32	10
Between 3 <sup>rd</sup> Street and Broadway	7,610	59.0	94	30	9
Between Broadway and 1 <sup>st</sup> Street	7,425	58.9	92	29	9
Between 1 <sup>st</sup> Street and Ocean Boulevard	6,410	58.2	79	25	8
<b>Elm Avenue:</b>					
North of 7 <sup>th</sup> Street	1,000	50.7	12	4	1
Between 7 <sup>th</sup> Street and 6 <sup>th</sup> Street	1,055	50.9	13	4	1
South of 6 <sup>th</sup> Street	1,180	51.4	15	5	1
North of 3 <sup>rd</sup> Street	2,240	54.2	28	9	3
Between 3 <sup>rd</sup> Street and Broadway	2,370	54.4	29	9	3
Between Broadway and 1 <sup>st</sup> Street	3,380	56.0	42	13	4
South of 1 <sup>st</sup> Street	3,540	56.2	44	14	4
<b>Atlantic Avenue:</b>					
North of 7 <sup>th</sup> Street	10,020	60.5	124	39	12
Between 7 <sup>th</sup> Street and 6 <sup>th</sup> Street	9,170	60.1	113	36	11
Between 6 <sup>th</sup> Street and 5 <sup>th</sup> Street	8,870	59.9	110	35	11
Between 5 <sup>th</sup> Street and 4 <sup>th</sup> Street	8,530	59.8	105	33	11
Between 4 <sup>th</sup> Street and 3 <sup>rd</sup> Street	6,570	58.6	81	26	8
Between 3 <sup>rd</sup> Street and Broadway	5,585	57.9	69	22	7
Between Broadway and 1 <sup>st</sup> Street	4,900	57.4	61	19	6
Between 1 <sup>st</sup> Street and Ocean Boulevard	3,900	56.4	48	15	5
<b>Lime Avenue:</b>					
North of 7 <sup>th</sup> Street	570	48.2	7	2	1
Between 7 <sup>th</sup> Street and 6 <sup>th</sup> Street	1,115	51.1	14	4	1
Between 6 <sup>th</sup> Street and 5 <sup>th</sup> Street	1,490	52.4	18	6	2
Between 5 <sup>th</sup> Street and 4 <sup>th</sup> Street	825	49.8	10	3	1
Between 4 <sup>th</sup> Street and 3 <sup>rd</sup> Street	585	48.3	7	2	1
Between 3 <sup>rd</sup> Street and Broadway	510	47.7	6	2	1
Between Broadway and 1 <sup>st</sup> Street	685	49.0	8	3	1
Between 1 <sup>st</sup> Street and Ocean Boulevard	515	47.8	6	2	1
<b>Martin Luther King Jr. Avenue:</b>					
North of 7 <sup>th</sup> Street	3,120	55.4	39	12	4
Between 7 <sup>th</sup> Street and 6 <sup>th</sup> Street	6,710	58.7	83	26	8
<b>Alamitos Avenue:</b>					
North of 7 <sup>th</sup> Street	9,690	60.3	120	38	12
Between 7 <sup>th</sup> Street and 6 <sup>th</sup> Street	12,735	61.5	157	50	16



**Table 5.5-5 [continued]**  
**Existing Traffic Noise Levels**

Roadway Segment	ADT	dBA @ 100 Feet from Roadway Centerline	Noise Contour (distance from centerline)		
			60 CNEL	65 CNEL	70 CNEL
<b>Alamitos Avenue [continued]:</b>					
South of 6 <sup>th</sup> Street	13,440	61.7	166	52	17
North of 3 <sup>rd</sup> Street	12,860	61.5	159	50	16
Between 3 <sup>rd</sup> Street and Broadway	15,310	62.3	189	60	19
Between Broadway and 1 <sup>st</sup> Street	12,170	61.3	150	48	15
Between 1 <sup>st</sup> Street and East 1 <sup>st</sup> Street	10,460	60.6	129	41	13
Between East 1 <sup>st</sup> Street and Medio Street	10,220	60.5	126	40	13
Between Medio Street and Ocean Boulevard	9,885	60.4	122	39	12
<b>Shoreline Avenue:</b>					
South of Ocean Boulevard	11,560	60.7	143	45	14
North of Intersection 68	11,660	60.7	144	46	14
South of Intersection 68	11,590	60.7	143	45	14
<b>Bonita Avenue:</b>					
North of Broadway	410	46.8	5	2	0
South of Broadway	540	48.0	7	2	1
North of Ocean Boulevard	570	48.2	7	2	1
<b>Orange Avenue:</b>					
North of 4 <sup>th</sup> Street	2,260	54.2	28	9	3
Between 4 <sup>th</sup> Street and 3 <sup>rd</sup> Street	2,260	54.2	28	9	3
Between 3 <sup>rd</sup> Street and Broadway	2,280	54.3	28	9	3
South of Broadway	2,610	54.8	32	10	3
North of Ocean Boulevard	1,160	51.3	14	5	1
<b>7<sup>th</sup> Street:</b>					
West of Magnolia Avenue	10,900	60.8	135	43	13
East of Magnolia Avenue	11,720	61.1	145	46	14
West of Pacific Avenue	11,830	61.2	146	46	15
Between Pacific and Pine Street	12,895	61.6	159	50	16
Between Pine Street and Long Beach Boulevard	13,105	61.6	162	51	16
Between Long Beach Boulevard and Elm Avenue	13,120	61.6	162	51	16
East of Elm Avenue	13,200	61.7	163	51	16
West of Atlantic Avenue	14,230	62.0	176	56	18
Between Atlantic Avenue and Lime Avenue	16,170	62.5	199	63	20
Between Lime Avenue and MLK Jr. Avenue	14,525	62.1	179	57	18
Between MLK Jr. Avenue and Alamitos Avenue	17,355	62.8	214	68	21
East of Alamitos Avenue	23,860	64.2	294	93	29
<b>6<sup>th</sup> Street:</b>					
West of Magnolia Avenue	10,420	60.6	129	41	13
East of Magnolia Avenue	10,530	60.7	130	41	13



**Table 5.5-5 [continued]**  
**Existing Traffic Noise Levels**

Roadway Segment	ADT	dBA @ 100 Feet from Roadway Centerline	Noise Contour (distance from centerline)		
			60 CNEL	65 CNEL	70 CNEL
<b>6<sup>th</sup> Street [continued]:</b>					
West of Pacific Avenue	9,210	60.1	114	36	11
Between Pacific Avenue and Pine Street	10,810	60.8	134	42	13
Between Pine Street and Long Beach Boulevard	11,660	61.1	144	45	14
Between Long Beach Boulevard and Elm Avenue	10,275	60.6	127	40	13
East of Elm Avenue	8,940	60.0	110	35	11
West of Atlantic Avenue	9,360	60.2	116	37	12
Between Atlantic Avenue and Lime Avenue	9,150	60.1	113	36	11
Between Lime Avenue and MLK Jr. Avenue/Alamitos Avenue	9,650	60.3	119	38	12
East of Alamitos Avenue	1,150	51.1	14	4	1
<b>5<sup>th</sup> Street:</b>					
West of Chestnut Avenue	1,100	51.1	14	4	1
Between Chestnut Avenue and Cedar Avenue	1,415	52.2	17	6	2
Between Cedar Avenue and Pacific Avenue	5,110	57.8	63	20	6
Between Pacific Avenue and Pine Street	4,350	57.1	54	17	5
Between Pine Street and Long Beach Boulevard	1,525	52.5	19	6	2
East of Long Beach Boulevard	1,200	51.5	15	5	1
West of Atlantic Avenue	1,870	53.4	23	7	2
Between Atlantic Avenue and Lime Avenue	1,870	53.4	23	7	2
East of Lime Avenue	1,840	53.3	23	7	2
<b>4<sup>th</sup> Street:</b>					
West of Cedar Avenue	2,100	53.9	26	8	3
Between Cedar Avenue and Pacific Avenue	2,280	54.3	28	9	3
Between Pacific Avenue and Pine Street	2,065	53.8	25	8	3
Between Pine Street and Long Beach Boulevard	3,110	55.6	38	12	4
East of Long Beach Boulevard	5,080	57.7	63	20	6
West of Atlantic Avenue	6,280	58.7	78	25	8
Between Atlantic Avenue and Lime Avenue	7,070	59.2	87	28	9
East of Lime Avenue	7,460	59.4	92	29	9
West of Orange Avenue	10,620	60.9	131	41	13
East of Orange Avenue	10,770	61.0	133	42	13
<b>3<sup>rd</sup> Street:</b>					
West of Magnolia Avenue	9,620	60.3	119	38	12
East of Magnolia Avenue	10,450	60.6	129	41	13
West of Pacific Avenue	11,530	61.1	142	45	14
Between Pacific Avenue and Pine Street	10,955	60.8	135	43	14
Between Pine Street and Long Beach Boulevard	11,415	61.0	141	45	14



**Table 5.5-5 [continued]**  
**Existing Traffic Noise Levels**

Roadway Segment	ADT	dBA @ 100 Feet from Roadway Centerline	Noise Contour (distance from centerline)		
			60 CNEL	65 CNEL	70 CNEL
<b>3<sup>rd</sup> Street [continued]:</b>					
Between Long Beach Boulevard and Elm Avenue	11,325	61.0	140	44	14
East of Elm Avenue	10,380	60.6	128	41	13
West of Atlantic Avenue	10,100	60.5	125	39	12
Between Atlantic Avenue and Lime Avenue	10,345	60.6	128	40	13
Between Lime Avenue and Alamitos Avenue	9,720	60.3	120	38	12
East of Alamitos Avenue	7,300	59.1	90	28	9
West of Orange Avenue	7,440	59.2	92	29	9
East of Orange Avenue	7,320	59.1	90	29	9
<b>Broadway:</b>					
West of Magnolia Avenue	12,620	61.5	156	49	16
East of Magnolia Avenue	11,040	60.9	136	43	14
West of Pacific Avenue	12,020	61.3	148	47	15
Between Pacific Avenue and Pine Street	12,410	61.4	153	48	15
Between Pine Street and Long Beach Boulevard	12,195	61.3	151	48	15
Between Long Beach Boulevard and Elm Avenue	11,330	61.0	140	44	14
East of Elm Avenue	11,040	60.9	136	43	14
West of Atlantic Avenue	11,100	60.9	137	43	14
Between Atlantic Avenue and Lime Avenue	11,110	60.9	137	43	14
Between Lime Avenue and Alamitos Avenue	10,750	60.8	133	42	13
Between Alamitos Avenue and Bonita Avenue	13,540	61.8	167	53	17
Between Bonita Avenue and Orange Avenue	13,610	61.8	168	53	17
East of Orange Avenue	14,170	62.0	175	55	17
<b>1<sup>st</sup> Street:</b>					
West of Long Beach Boulevard	980	50.4	12	4	1
Between Long Beach Boulevard and Elm Avenue	3,510	55.9	43	14	4
East of Elm Avenue	3,940	65.4	49	15	5
West of Atlantic Avenue	3,380	55.7	42	13	4
Between Atlantic Avenue and Lime Avenue	2,835	55.0	35	11	4
Between Lime Avenue and Alamitos Avenue	2,675	54.7	33	10	3
<b>East 1<sup>st</sup> Street:</b>					
East of Alamitos Avenue	640	48.5	8	2	1
<b>Medio Street:</b>					
West of Alamitos Avenue	260	44.8	3	1	0
<b>Ocean Boulevard:</b>					
West of Magnolia Avenue	28,640	64.4	353	112	35
East of Magnolia Avenue	29,160	64.7	360	114	36
West of Pacific Avenue	30,140	64.9	373	118	37



**Table 5.5-5 [continued]**  
**Existing Traffic Noise Levels**

Roadway Segment	ADT	dBA @ 100 Feet from Roadway Centerline	Noise Contour (distance from centerline)		
			60 CNEL	65 CNEL	70 CNEL
<b>Ocean Boulevard [continued]:</b>					
Between Pacific Avenue and Pine Street	28,770	64.7	355	112	36
Between Pine Street and Long Beach Boulevard	29,130	64.7	360	114	36
East of Long Beach Boulevard	27,930	64.5	344	109	34
West of Atlantic Avenue	26,340	64.3	325	103	33
Between Atlantic Avenue and Lime Avenue	26,165	64.2	323	102	32
Between Lime Avenue and Alamitos Avenue	25,725	64.2	318	100	32
Between Alamitos Avenue and Bonita Avenue	27,790	64.5	343	108	34
Between Bonita Avenue and Orange Avenue	27,685	64.5	342	108	34
East of Orange Avenue	28,390	64.6	351	111	35

Source: Meyer, Mohaddes and Associates, April 2006.

- Expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Expose persons to or generate excessive ground borne vibration or ground borne noise levels;
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels; refer to Section 10.0, Effects Found Not To Be Significant.
- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels; refer to Section 10.0, Effects Found Not To Be Significant.

## **SIGNIFICANCE OF CHANGES IN AMBIENT NOISE LEVELS**

Changes from over 5.0 dBA may be noticed by some individuals and, therefore may be considered an environmental impact, since under these conditions sporadic complaints may occur. Changes in community noise levels of less than 3.0 dBA are



normally not noticeable and are therefore considered less than significant.<sup>1</sup> Based on this information, the following thresholds have been utilized for this analysis:

- For the project site, exterior noise levels that exceed 60 dBA and interior noise levels that exceed 45 dBA would be considered significant, if no feasible control measures exist.
- On the adjacent network street system, an increase of 5.0 dBA or greater in mobile noise levels occurring from project-related traffic would be significant when the “No project” noise level is below 60 dBA CNEL. Additionally, an increase of 3.0 dBA or greater in noise levels occurring from project-related activities would be significant when the “No Project” noise level is above 60 dBA CNEL. Where the “No Project” noise levels is above 65 dBA, an increase of 1.0 dBA or greater would be significant.
- Stationary noise associated with the operation of any facility within the project area is considered significant if it would create, maintain, cause or allow the sound level, when measured on any other property, to exceed the allowable sound levels within Section 17.26.040(F) of the Municipal Code or Table 5.5-1, Land Use Compatibility For Community Noise Environments.

## **TRAFFIC NOISE**

Roadway noise impacts were evaluated using the FHWA RD-77-108 traffic noise model and the Traffic Noise Model 2.5 (TNM 2.5). TNM is an entirely new, state-of-the-art computer program used for predicting noise impacts in the vicinity of highways. It uses advances in personal computer hardware and software to improve upon the accuracy and ease of modeling highway noise, including the design of effective, cost-efficient noise barriers.

TNM contains the following components:

- Modeling of five standard vehicle types, including automobiles, medium trucks, heavy trucks, buses and motorcycles, as well as user-defined vehicles;
- Modeling of both constant-flow and interrupted-flow traffic using a 1994/1995 field-measured database;
- Modeling of the effects of different pavement types, as well as the effects of graded roadways;
- Sound level computations based on a one-third octave-band database and algorithms;
- Graphically-interactive noise barrier design and optimization;
- Attenuation over/through rows of buildings and dense vegetation;

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<sup>1</sup> U.S. Environmental Protection Agency, *Public Health and Welfare Criteria for Noise*, July 27, 1973.



- Multiple diffraction analysis;
- Parallel barrier analysis; and
- Contour analysis, including sound level contours, barrier insertion loss contours and sound-level difference contours.

TNM was utilized to determine the noise impacts to proposed buildings within the project site, while the FHWA RD-77-108 model was utilized to determine noise on off-site roadways throughout the area.

## **5.5.5 IMPACTS AND MITIGATION MEASURES**

### **SHORT-TERM CONSTRUCTION NOISE IMPACTS**

- **GRADING AND CONSTRUCTION WITHIN THE AREA WOULD RESULT IN TEMPORARY NOISE AND/OR VIBRATION IMPACTS TO NEARBY NOISE SENSITIVE RECEIVERS.**

*Level of Significance Prior to Mitigation:* Potentially Significant Impact.

**Impact Analysis:** Construction activities would potentially include demolition, grading, construction of buildings and paving. The proposed project is anticipated to begin construction in 2006 and would last approximately 34 months, ending in 2009. There are currently five structures on-site with approximately 50,000 square feet of commercial and residential land uses, which would be demolished. The proposed project includes the construction of a mixed-use development involving a 22-story residential tower, a 15- to 19-story building and a 10-story building. The proposed 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. The project would result in 358 residential units including live/work spaces, townhomes, apartments and associated amenities. Grading activities would include the excavation and transport of approximately 140,000 cubic yards of soil and aggregate materials to the Puente Landfill in Whittier, California.

Construction activities generally have a short and temporary duration, lasting from a few days to a period of several months. Groundborne noise and other types of construction-related noise impacts would typically occur during the initial site preparation, which can create the highest levels of noise. High groundborne noise levels and other miscellaneous noise levels can be created by the operation of heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, compactors, scrapers and other heavy-duty construction equipment. Table 5.5-6, Typical Construction Equipment Noise Levels, indicates the anticipated equipment noise levels during the construction period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).



**Table 5.5-6**  
**Typical Construction Equipment Noise Levels**

Type of Equipment	Maximum Level (dBA at 50 feet)
Scrapers	88
Bulldozers	87
Heavy Trucks	88
Backhoe	85
Pneumatic Tools	85

dBA = A-weighted decibel.

Source: Cyril M. Harris, *Handbook of Noise Control*, 1979.

A reasonable worst-case assumption is that the three loudest pieces of equipment would operate simultaneously and continuously over at least one hour within a focused area of 15 yards of each other. The combined sound level of three of the loudest pieces of equipment (scraper, bulldozer and heavy truck) is 92 dBA, measured at 50 feet from the noise source. Table 5.5-7, Estimated Construction Noise Area, assumes this combined source level and summarizes predicted noise levels at various distances from an active construction site. These estimations of noise levels take into account the distance to the receptor, attenuation from molecular absorption and anomalous excess attenuation.

**Table 5.5-7**  
**Estimated Construction Noise in the Area**

Distance to Receptor (feet)	Sound Level at Receptor (dBA) <sup>1</sup>
50	92
100	86
200	80
400	73
600	69
800	67
1,000	64
1,500	60
2,000	57
2,500	54
3,000	51
4,000	47

dBA = A-weighted decibel.

1. The following assumptions were utilized:
  - Basic sound level drop-off rate: 6.0 dB per doubling distance
  - Molecular absorption coefficient: 0.7 dB per 1,000 feet
  - Analogous excess attenuation: 1.0 dB per 1,000 feet
  - Reference sound level: 92 dBA
  - Distance for reference sound level: 50 feet
  - Assumes simultaneous operation of 1 grader, 1 heavy truck and 1 bulldozer



As mentioned in the *Sensitive Receptors* section above, the project site is surrounded by residential and commercial land uses. The nearest residential development is the Artaban Building, located to the west, which is approximately 100 feet away. According to Table 5.5-7, at 100 feet noise levels would be at approximately 86 dBA. This would exceed the City's noise standards of 60 dBA at any period of time. Construction activity would also cause increased noise along access routes to and from the site due to movement of equipment and workers. Daily transportation of construction workers is not expected to cause a significant effect, as this traffic is a minor percentage of the overall traffic volumes in the area.

As stated above, noise sensitive receptors near the construction site would experience periodic excessive noise levels from construction activities; however, these construction-related noise levels would only occur during daytime hours. According to Section 8.80.202 of the *Municipal Code*, during the week (including Federal holidays) construction activities are limited between the hours of 7:00 AM and 7:00 PM. On weekends, construction activities are limited to 9:00 AM and 6:00 PM on Saturdays and are prohibited on Sundays, unless a City issued Work Permit is authorized. Implementation of the recommended mitigation (i.e., engine muffling, placement of construction equipment and strategic stockpiling and staging of construction vehicles) and compliance with the *Municipal Code* requirements, would serve to reduce exposure to significant noise levels.

Adherence to the *Municipal Code* requirements and compliance with the recommended mitigation measures would reduce short-term construction noise impacts. However, periodic noise impacts would remain significant and unavoidable based on the projected noise levels at residential uses surrounding the project.

***Mitigation Measures:***

N-1 Prior to Grading Permit issuance, the project shall demonstrate, to the satisfaction of the City of Long Beach Planning and Building Department, that the project complies with the following:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
- Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors;



- Operate earthmoving equipment on the construction site, as far away from vibration sensitive sites as possible; and
- Construction hours, allowable workdays and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action and report the action taken to the reporting party.

***Level of Significance After Mitigation:*** Significant and Unavoidable Impact.

### **LONG-TERM (MOBILE) NOISE IMPACTS**

- TRAFFIC GENERATED BY THE PROPOSED PROJECT MAY CONTRIBUTE TO EXISTING TRAFFIC NOISE IN THE AREA AND EXCEED THE CITY'S ESTABLISHED STANDARDS.

***Level of Significance Prior to Mitigation:*** Potentially Significant Impact.

***Impact Analysis:*** Future development within the project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. The "2015 Without Project" and "2015 With Project" were compared for long-term conditions. As previously discussed, an increase of five dBA or greater in noise levels occurring from project-related activities would be significant when the "No Project" noise level is below 60 dBA CNEL. An increase of three dBA or greater in noise levels occurring from project-related activities would be significant when the "No Project" noise level is between 60 to 65 dBA CNEL. Finally, an increase of one dBA or greater would be significant if the "No Project" noise level is above 65 dBA CNEL. Due to the area's urbanized nature, all acoustical modeling assumes a "hard site" which includes parameters for assessing traffic noise conditions in concert with the hardscape and tall buildings that compose much of the surrounding land uses.

### **YEAR 2015 CONDITIONS**

In Table 5.5-8, Future (2015) Buildout Noise Scenarios, the noise level (dBA at 100 feet from centerline) depicts what would typically be heard 100 feet perpendicular to the roadway centerline.

As indicated in Table 5.5.8, under the "Future Without Project" scenario, noise levels at a distance of 100 feet from centerline would range from approximately 45.1 dBA to 66.0 dBA. The highest noise levels under "Future Without Project" conditions would occur along Ocean Boulevard west of Pacific and between Pine Street and Long Beach Boulevard. Similar to the "Future Without Project" scenario, under the "Future With Project" scenario noise levels at a distance of 100 feet from the centerline would range from approximately 47.2 dBA to 66.0 dBA. The highest noise levels under future with project conditions would occur along the same roadway segments as the "Future Without Project" scenario.



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**Table 5.5-8**  
**Future (2015) Buildout Noise Scenarios**

Roadway Segment	Future Without Project		Future Plus Project		Difference in dBA @100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	ADT	dBA @ 100 feet from Roadway Centerline	
<b>Magnolia Avenue:</b>					
North of 7 <sup>th</sup> Street	8,160	59.7	8,140	59.7	0.0
Between 7 <sup>th</sup> Street And 6 <sup>th</sup> Street	9,640	60.4	9,535	60.4	0.0
South of 6 <sup>th</sup> Street	9,370	60.3	9,250	60.2	- 0.1
North of 3 <sup>rd</sup> Street	7,680	59.4	7,580	59.4	0.0
Between 3 <sup>rd</sup> Street and Broadway	8,515	59.9	8,515	59.9	0.0
Between Broadway and Ocean Boulevard	12,570	61.6	12,560	61.6	0.0
South of Ocean Boulevard	4,520	57.1	4,520	57.1	0.0
<b>Chestnut Avenue:</b>					
North of 5 <sup>th</sup> Street	1,1160	51.3	1,160	51.3	0.0
South of 5 <sup>th</sup> Street	1,080	51.0	1,080	51.0	0.0
<b>Cedar Avenue:</b>					
North of 5 <sup>th</sup> Street	2,900	55.3	2,900	55.3	0.2
Between 5 <sup>th</sup> Street and 4 <sup>th</sup> Street	2,425	54.5	2,425	54.5	0.0
South of 4 <sup>th</sup> Street	2,060	53.8	2,060	53.8	0.0
<b>Pacific Avenue:</b>					
North of 7 <sup>th</sup> Street	10,420	60.5	10,420	60.5	0.0
Between 7 <sup>th</sup> Street and 6 <sup>th</sup> Street	10,750	60.7	10,750	60.7	0.0
Between 6 <sup>th</sup> Street and 5 <sup>th</sup> Street	6,660	58.6	6,760	58.6	0.0
Between 5 <sup>th</sup> Street and 4 <sup>th</sup> Street	6,225	58.3	6,360	58.4	0.1
Between 4 <sup>th</sup> Street and 3 <sup>rd</sup> Street	9,515	60.1	9,510	60.1	0.0
Between 3 <sup>rd</sup> Street and Broadway	9,820	60.3	9,830	60.3	0.0
South of Broadway	11,150	60.8	11,150	60.8	0.0
North of Ocean Boulevard	8,250	59.5	8,250	59.5	0.0
<b>Pine Street:</b>					
North of 7 <sup>th</sup> Street	4,180	56.9	4,180	56.9	0.0
Between 7 <sup>th</sup> Street and 6 <sup>th</sup> Street	4,165	56.9	4,160	56.9	0.0
Between 6 <sup>th</sup> Street and 5 <sup>th</sup> Street	5,105	57.8	5,000	57.7	- 0.1
Between 5 <sup>th</sup> Street and 4 <sup>th</sup> Street	4,825	57.5	4,685	57.4	- 0.1
Between 4 <sup>th</sup> Street and 3 <sup>rd</sup> Street	4,540	57.2	4,540	57.2	0.0
Between 3 <sup>rd</sup> Street and Broadway	5,810	58.3	5,810	58.3	0.0
South of Broadway	6,610	58.9	6,610	58.9	0.0
North of Ocean Boulevard	6,500	58.8	6,500	58.8	0.0
South of Ocean Boulevard	6,770	59.0	6,770	59.0	0.0
<b>Long Beach Boulevard:</b>					
North of 7 <sup>th</sup> Street	16,380	62.3	16,410	62.3	0.0
Between 7 <sup>th</sup> Street and 6 <sup>th</sup> Street	17,640	62.6	17,615	62.6	0.0
Between 6 <sup>th</sup> Street and 5 <sup>th</sup> Street	16,130	62.2	16,095	62.2	0.0
Between 5 <sup>th</sup> Street and 4 <sup>th</sup> Street	15,790	62.1	15,750	62.1	0.0
Between 4 <sup>th</sup> Street and 3 <sup>rd</sup> Street	13,180	61.4	13,145	61.3	- 0.1
Between 3 <sup>rd</sup> Street and Broadway	13,165	61.4	13,125	61.3	- 0.1



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**Table 5.5-8 [continued]**  
**Future (2015) Buildout Noise Scenarios**

Roadway Segment	Future Without Project		Future Plus Project		Difference in dBA @100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	ADT	dBA @ 100 feet from Roadway Centerline	
<b>Long Beach Boulevard [continued]:</b>					
Between Broadway and 1 <sup>st</sup> Street	11,650	60.8	11,665	60.8	0.0
Between 1 <sup>st</sup> Street and Ocean Boulevard	9,835	60.1	9,805	60.1	0.0
<b>Elm Avenue:</b>					
North of 7 <sup>th</sup> Street	1,100	51.1	1,100	51.1	0.0
Between 7 <sup>th</sup> Street and 6 <sup>th</sup> Street	1,300	51.8	1,275	51.7	-0.1
South of 6 <sup>th</sup> Street	1,480	56.4	1,450	52.3	-0.1
North of 3 <sup>rd</sup> Street	2,770	55.1	2,730	55.0	-0.1
Between 3 <sup>rd</sup> Street and Broadway	3,260	55.8	3,145	55.7	-0.1
Between Broadway and 1 <sup>st</sup> Street	4,680	57.4	4,615	57.3	-0.1
South of 1 <sup>st</sup> Street	4,800	57.5	4,740	57.4	-0.1
<b>Atlantic Avenue:</b>					
North of 7 <sup>th</sup> Street	12,450	61.4	12,580	61.4	0.0
Between 7 <sup>th</sup> Street and 6 <sup>th</sup> Street	11,430	61.0	11,635	61.1	0.1
Between 6 <sup>th</sup> Street and 5 <sup>th</sup> Street	11,030	60.9	11,245	61.0	0.1
Between 5 <sup>th</sup> Street and 4 <sup>th</sup> Street	10,645	60.7	10,860	60.8	0.1
Between 4 <sup>th</sup> Street and 3 <sup>rd</sup> Street	8,435	59.7	8,650	59.8	0.1
Between 3 <sup>rd</sup> Street and Broadway	7,270	59.1	7,510	59.2	0.1
Between Broadway and 1 <sup>st</sup> Street	6,640	58.7	7,000	58.9	0.2
Between 1 <sup>st</sup> Street and Ocean Boulevard	5,160	57.6	5,900	58.2	0.6
<b>Lime Avenue:</b>					
North of 7 <sup>th</sup> Street	630	48.7	630	48.7	0.0
Between 7 <sup>th</sup> Street and 6 <sup>th</sup> Street	1,230	51.6	1,230	51.6	0.0
Between 6 <sup>th</sup> Street and 5 <sup>th</sup> Street	1,640	52.8	1,640	52.8	0.0
Between 5 <sup>th</sup> Street and 4 <sup>th</sup> Street	905	50.2	950	50.2	0.0
Between 4 <sup>th</sup> Street and 3 <sup>rd</sup> Street	850	50.0	850	50.0	0.0
Between 3 <sup>rd</sup> Street and Broadway	920	50.3	920	50.3	0.0
Between Broadway and 1 <sup>st</sup> Street	1,190	51.4	1,190	51.4	0.0
Between 1 <sup>st</sup> Street and Ocean Boulevard	570	48.2	645	48.8	0.6
<b>Martin Luther King Jr. Avenue:</b>					
North of 7 <sup>th</sup> Street	3,430	55.8	3,430	55.8	0.0
Between 7 <sup>th</sup> Street and 6 <sup>th</sup> Street	7,940	59.5	7,930	59.4	-0.1
<b>Alamitos Avenue:</b>					
North of 7 <sup>th</sup> Street	17,270	62.8	17,440	62.9	0.1
Between 7 <sup>th</sup> Street and 6 <sup>th</sup> Street	23,450	64.2	23,865	64.2	0.0
South of 6 <sup>th</sup> Street	24,220	64.3	24,640	64.4	0.1
North of 3 <sup>rd</sup> Street	23,300	64.1	23,720	64.2	0.1
Between 3 <sup>rd</sup> Street and Broadway	23,760	64.2	24,235	64.3	0.2
Between Broadway and 1 <sup>st</sup> Street	17,570	62.9	18,155	63.0	0.1
Between 1 <sup>st</sup> Street and East 1 <sup>st</sup> Street	15,160	62.3	15,430	62.3	0.0
Between East 1 <sup>st</sup> Street and Medio Street	14,900	62.2	15,160	62.3	0.1
Between Medio Street and Ocean Boulevard	14,535	62.1	14,735	62.1	0.0



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**Table 5.5-8 [continued]**  
**Future (2015) Buildout Noise Scenarios**

Roadway Segment	Future Without Project		Future Plus Project		Difference in dBA @100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	ADT	dBA @ 100 feet from Roadway Centerline	
<b>Shoreline Avenue:</b>					
South of Ocean Boulevard	13,920	61.5	14,640	61.7	0.2
North of Intersection 68	14,040	61.5	14,750	61.8	0.3
South of Intersection 68	13,960	61.5	14,670	61.7	0.2
<b>Bonita Avenue:</b>					
North of Broadway	420	46.9	450	47.2	0.3
South of Broadway	600	48.5	600	48.5	0.0
North of Ocean Boulevard	620	48.6	620	48.6	0.0
<b>Orange Avenue:</b>					
North of 4 <sup>th</sup> Street	2,480	54.6	2,480	54.6	0.0
Between 4 <sup>th</sup> Street and 3 <sup>rd</sup> Street	2,485	54.6	2,485	54.6	0.0
Between 3 <sup>rd</sup> Street and Broadway	2,510	54.7	2,510	54.7	0.0
South of Broadway	2,880	55.3	2,880	55.3	0.0
North of Ocean Boulevard	1,300	51.8	1,300	51.8	0.0
<b>7<sup>th</sup> Avenue:</b>					
West of Magnolia Avenue	13,240	61.7	13,240	61.7	0.1
East of Magnolia Avenue	14,870	62.2	14,760	62.1	0.0
West of Pacific Avenue	14,950	62.2	14,850	62.2	0.1
Between Pacific and Pine Street	16,165	62.5	16,080	62.5	0.0
Between Pine Street and Long Beach Boulevard	16,260	62.6	16,165	62.5	0.0
Between Long Beach Boulevard and Elm Avenue	16,115	62.5	16,070	62.5	0.0
East of Elm Avenue	16,360	62.6	16,280	62.6	0.1
West of Atlantic Avenue	17,400	62.9	17,320	62.8	0.0
Between Atlantic Avenue and Lime Avenue	19,370	63.3	19,245	63.3	0.1
Between Lime Avenue and MLK Jr. Avenue	17,560	62.9	17,430	62.9	0.1
Between MLK Jr. Avenue and Alamitos Avenue	21,220	63.7	21,090	63.7	0.0
East of Alamitos Avenue	31,210	65.4	31,320	65.4	0.1
<b>6<sup>th</sup> Street:</b>					
West of Magnolia Avenue	13,140	61.6	13,140	61.6	0.0
East of Magnolia Avenue	13,280	61.7	13,290	61.7	0.1
West of Pacific Avenue	11,860	61.2	11,860	61.2	0.0
Between Pacific Avenue and Pine Street	13,645	61.8	13,550	61.8	0.0
Between Pine Street and Long Beach Boulevard	14,450	62.1	14,450	62.1	0.1
Between Long Beach Boulevard and Elm Avenue	12,240	61.3	12,245	61.3	0.0
East of Elm Avenue	10,840	60.8	10,840	60.8	0.0
West of Atlantic Avenue	11,040	60.9	11,040	60.9	0.0
Between Atlantic Avenue and Lime Avenue	10,620	60.7	10,620	60.7	0.0
Between Lime Avenue and MLK Jr. Avenue/Alamitos Avenue	11,165	60.9	11,165	60.9	0.0
East of Alamitos Avenue	1,270	51.5	1,270	51.5	0.0



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**Table 5.5-8 [continued]**  
**Future (2015) Buildout Noise Scenarios**

Roadway Segment	Future Without Project		Future Plus Project		Difference in dBA @100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	ADT	dBA @ 100 feet from Roadway Centerline	
<b>5<sup>th</sup> Street:</b>					
West of Chestnut Avenue	1,280	51.7	1,270	51.7	0.0
Between Chestnut Avenue and Cedar Avenue	1,640	52.8	1,620	52.8	0.0
Between Cedar Avenue and Pacific Avenue	5,800	58.3	5,790	58.3	0.1
Between Pacific Avenue and Pine Street	4,875	57.6	4,825	57.5	0.0
Between Pine Street and Long Beach Boulevard	1,810	53.3	1,810	53.3	0.1
East of Long Beach Boulevard	1,400	52.1	1,400	52.1	0.0
West of Atlantic Avenue	2,140	54.0	2,140	54.0	0.0
Between Atlantic Avenue and Lime Avenue	2,130	54.0	2,130	54.0	0.0
East of Lime Avenue	2,100	53.9	2,100	53.9	0.0
<b>4<sup>th</sup> Street:</b>					
West of Cedar Avenue	2,630	54.6	2,610	54.8	0.0
Between Cedar Avenue and Pacific Avenue	2,890	55.3	2,870	55.3	0.0
Between Pacific Avenue and Pine Street	3,220	55.8	3,200	55.7	-0.1
Between Pine Street and Long Beach Boulevard	4,345	57.1	4,340	57.0	-0.1
East of Long Beach Boulevard	7,080	59.2	7,070	59.2	0.2
West of Atlantic Avenue	8,080	59.7	8,060	59.7	0.1
Between Atlantic Avenue and Lime Avenue	8,880	60.2	8,870	60.2	0.2
East of Lime Avenue	9,510	60.5	9,500	60.5	0.3
West of Orange Avenue	12,730	61.7	12,710	61.7	0.1
East of Orange Avenue	12,890	61.8	12,870	61.8	0.1
<b>3<sup>rd</sup> Street:</b>					
West of Magnolia Avenue	14,580	62.1	14,320	62.0	-0.1
East of Magnolia Avenue	14,860	62.2	14,680	62.1	-0.1
West of Pacific Avenue	16,280	62.6	16,110	62.5	0.2
Between Pacific Avenue and Pine Street	15,345	62.3	15,185	62.3	0.3
Between Pine Street and Long Beach Boulevard	16,945	62.7	16,785	62.7	0.3
Between Long Beach Boulevard and Elm Avenue	15,350	62.3	15,330	62.3	0.1
East of Elm Avenue	14,440	62.0	14,360	62.0	0.2
West of Atlantic Avenue	14,200	62.0	14,110	61.9	0.1
Between Atlantic Avenue and Lime Avenue	14,005	61.9	13,950	61.9	0.1
Between Lime Avenue and Alamitos Avenue	13,480	61.7	13,425	61.7	0.1
East of Alamitos Avenue	8,740	59.9	8,740	59.9	0.1
West of Orange Avenue	8,600	59.8	8,600	59.8	0.1
East of Orange Avenue	8,570	59.8	8,570	59.8	0.1
<b>Broadway:</b>					
West of Magnolia Avenue	20,730	63.6	20,680	63.6	0.0
East of Magnolia Avenue	18,160	63.0	18,120	63.0	0.0
West of Pacific Avenue	19,340	63.3	19,300	63.3	0.0
Between Pacific Avenue and Pine Street	19,970	63.5	19,945	63.5	0.0
Between Pine Street and Long Beach Boulevard	20,130	63.5	20,100	63.5	0.0



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**Table 5.5-8 [continued]**  
**Future (2015) Buildout Noise Scenarios**

Roadway Segment	Future Without Project		Future Plus Project		Difference in dBA @100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	ADT	dBA @ 100 feet from Roadway Centerline	
<b>Broadway [continued]:</b>					
Between Long Beach Boulevard and Elm Avenue	16,160	62.5	16,180	62.5	0.0
East of Elm Avenue	15,380	62.3	15,400	62.3	0.0
West of Atlantic Avenue	15,440	62.3	15,450	62.3	0.0
Between Atlantic Avenue and Lime Avenue	15,30	62.2	14,945	62.0	-0.2
Between Lime Avenue and Alamitos Avenue	15,145	62.3	15,060	62.2	-0.1
Between Alamitos Avenue and Bonita Avenue	15,450	62.3	15,485	62.4	0.1
Between Bonita Avenue and Orange Avenue	15,545	62.4	15,575	62.4	0.0
East of Orange Avenue	16,180	62.5	16,200	62.5	0.0
<b>1<sup>st</sup> Street:</b>					
West of Long Beach Boulevard	1,080	50.8	1,080	50.8	0.0
Between Long Beach Boulevard and Elm Avenue	4,080	56.6	4,130	56.6	0.1
East of Elm Avenue	4,500	57.0	4,540	57.0	0.0
West of Atlantic Avenue	4,110	56.6	4,150	56.6	0.0
Between Atlantic Avenue and Lime Avenue	3,645	56.1	3,850	56.3	0.2
Between Lime Avenue and Alamitos Avenue	3,470	55.9	3,785	56.2	0.3
<b>East 1<sup>st</sup> Street :</b>					
East of Alamitos Avenue	700	48.9	700	48.9	0.0
<b>Medio Street:</b>					
West of Alamitos Avenue	280	45.1	750	49.4	4.3
<b>Ocean Boulevard:</b>					
West of Magnolia Avenue	35,860	65.6	35,900	65.6	0.0
East of Magnolia Avenue	37,040	65.8	37,080	65.8	0.0
West of Pacific Avenue	38,860	66.0	38,900	66.0	0.1
Between Pacific Avenue and Pine Street	37,550	65.8	37,590	65.8	0.0
Between Pine Street and Long Beach Boulevard	39,420	66.0	39,460	66.0	0.0
East of Long Beach Boulevard	37,920	65.9	37,960	65.9	0.0
West of Atlantic Avenue	36,340	65.7	36,360	65.7	0.0
Between Atlantic Avenue and Lime Avenue	36,200	65.7	36,890	65.7	0.0
Between Lime Avenue and Alamitos Avenue	35,720	65.6	36,475	65.7	0.1
Between Alamitos Avenue and Bonita Avenue	35,540	65.6	35,705	65.6	0.0
Between Bonita Avenue and Orange Avenue	35,430	65.6	35,590	65.6	0.0
East of Orange Avenue	36,180	65.7	36,340	65.7	0.0

Source: Meyer, Mohaddes, and Associates, April 2006.



Table 5.5-8 also compares the “Future Without Project” scenario to the “Future With Project” scenario. The proposed project would increase noise levels on the surrounding roadways by a maximum of 4.3 dBA along roadways with noise levels below 60 dBA. It should be noted that even with the 4.3 dBA increase, the overall noise level would still be below 50 dBA. Thus, as stated under the *Significance Criteria*, when the baseline noise level is less than 60 dBA, an increase in noise levels of less than 5.0 dBA is considered less than significant.

**Mitigation Measures:** No Mitigation Measures are recommended.

**Level of Significance After Mitigation:** Less Than Significant Impact.

### **ON-SITE LONG-TERM (MOBILE) NOISE IMPACTS**

- NOISE GENERATED BY TRAFFIC ALONG THE SURROUNDING ROADWAYS MAY RESULT IN NOISE LEVELS AT THE PROJECT SITE THAT EXCEED THE CITY’S ESTABLISHED STANDARDS FOR RESIDENTIAL LAND USES.

**Level of Significance Prior to Mitigation:** Potentially Significant Impact.

#### **Impact Analysis:**

##### **On-Site Noise Conditions**

The project is proposed to include residential uses, which are sensitive to traffic related noise. Due to the unique urbanized nature of the project site, on-site noise levels were determined by using the FHWA TNM 2.5 model. This particular noise model simulates the acoustically reflective contours that result from the surrounding building, roadways, sidewalks, and hardscape surfaces. The on-site noise levels have been calculated for the residential uses in the Courtyard Tower, Terrace Tower and Gateway Tower.

##### Courtyard Tower

Noise levels were calculated at the following locations: 1) units directly facing Ocean Boulevard; 2) units facing the alley; and 3) residential units that would be located behind the parking structure, but facing Ocean Boulevard. As indicated in Table 5.5-9, On-site Noise Levels at the Courtyard Tower, units located on the ground floor would be exposed to the highest exterior noise levels. Residential units located towards the back of the Courtyard Tower would have exterior noise levels well below the City’s standard and therefore would not require mitigation.

The first two levels (Ground Floor and Mezzanine Level) of the Courtyard Building, facing Ocean Boulevard, would be live/work areas, which are not considered to be sensitive areas. Levels 1 and 2 of the Courtyard Building facing Ocean Boulevard are residential units. According to project site design plans, these units would include balconies. As shown in Table 5.5-9, the exterior noise levels at the proposed balconies would exceed the City’s Standards of 60 dBA for a Land Use District 2



area as shown in the City's Noise District Map; refer to Table 5.5-2, *Exterior Noise Limits*. Therefore, exterior noise levels at the proposed residential units facing Ocean Boulevard would be significant and unavoidable. However, interior noise levels within the units facing Ocean Boulevard would comply with the City's 45 dBA noise regulations. Standard building construction practices typically result in 20 dBA of noise attenuation with windows closed.

**Table 5.5-9**  
**On-Site Noise Levels at the Courtyard Tower**

Floor Level	Exterior Noise Levels (dBA CNEL) <sup>1</sup>		
	Units Fronting Ocean Boulevard	Units Fronting Parking Structure	Units Fronting the Alley
Ground Level	63.1	53.6	51.6
Mezzanine	63.0	53.5	51.5
1	62.9	53.4	51.4
2	62.8	53.3	51.3
3	NA	53.2	51.2
4	NA	53.1	51.1
5	NA	53.0	51.0
6	NA	52.9	50.9
7	NA	52.8	50.8
8	NA	52.7	50.7
9	NA	52.6	50.6
10	NA	52.5	50.5

NA = Not applicable

1 Using site plans provided by the project Applicant, noise levels were calculated at locations within the proposed structures directly facing the surrounding roadways.

### Terrace Tower

The Terrace Tower is anticipated to be 15 to 19 levels, with the first two levels serving as a retail use and facing Ocean Boulevard. Similar to the Courtyard Tower, units directly facing Ocean Boulevard would be exposed to exterior noise levels exceeding the City's 60 dBA noise standard; refer to Table 5.5-10, *On-Site Noise Levels at the Terrace Tower*. Exterior noise levels at the proposed Terrace Tower would therefore be significant and unavoidable. However, the interior noise standards would be at or below the City's 45 dBA noise standard with standard building practices.



**Table 5.5-10**  
**On-Site Noise Levels at the Terrace Tower**

Floor Level	Exterior Noise Levels (dBA CNEL) <sup>1</sup>	
	Units Fronting Ocean Boulevard	Units Fronting the Alley
Ground Level	61.7	51.6
Mezzanine	61.6	51.5
1	61.5	51.4
2	61.4	51.3
3	61.3	51.2
4	61.2	51.1
5	61.1	51.0
6	61.0	50.9
7	60.9	50.8
8	60.8	50.7
9	60.7	50.6
10	60.6	50.5
11	60.5	50.4
12	60.4	50.3
13	60.3	50.2
14	60.2	50.1
15	60.1	50.0
16	60.0	49.9
17	59.9	49.8
18	59.8	49.7
19	59.7	49.6

<sup>1</sup> Using site plans provided by the project Applicant, noise levels were calculated at locations within the proposed structures directly facing the surrounding roadways.

### Gateway Tower

The Gateway Tower is the tallest building of the three structures on the project site. The Gateway Tower would also include retail on the first two levels of the structure. Similar to the Courtyard and Terrace Towers, residential units facing Ocean Boulevard would be exposed to the exterior noise levels exceeding 60 dBA; refer to Table 5.5-11, On-Site Noise Levels at the Gateway Tower. As discussed with the other towers, the Gateway Tower would result in balconies having noise levels above the City's standards of 60 dBA and would be significant and unavoidable. However, the interior noise standards would be at or below the City's 45 dBA noise standard with standard building practices.



**Table 5.5-11**  
**On-Site Noise Levels at the Gateway Tower**

Floor Level	Exterior Noise Levels (dBA CNEL) <sup>1</sup>			
	Units Fronting the Courtyard	Units Fronting Ocean Boulevard	Units Fronting Alamitos Avenue	Units Fronting Medio Street
Ground Level	54.3	62.9	58.2	56.0
Mezzanine	54.2	62.8	58.1	55.9
1	54.1	62.7	58.0	55.8
2	54.0	62.6	57.9	55.7
3	53.9	62.5	57.8	55.6
4	53.8	62.4	57.7	55.5
5	53.7	62.3	57.6	55.4
6	53.6	62.2	57.5	55.3
7	53.5	62.1	57.4	55.2
8	53.4	62.0	57.3	55.1
9	53.3	61.9	57.2	55.0
10	53.2	61.8	57.1	54.9
11	53.1	61.7	57.0	54.8
12	53.0	61.6	56.9	54.7
13	52.9	61.5	56.8	54.6
14	52.8	61.4	56.7	54.5
15	52.7	61.3	56.6	54.4
16	52.6	61.2	56.5	54.3
17	52.5	61.1	56.4	54.2
18	52.4	61.0	56.3	54.1
19	52.3	60.9	56.2	54.0
20	52.2	60.8	56.1	53.9
21	52.1	60.7	56.0	53.8
22	52.0	60.6	55.9	53.7

<sup>1</sup> Using site plans provided by the project Applicant, noise levels were calculated at locations within the proposed structures directly facing the surrounding roadways.

**Mitigation Measures:** No mitigation measures are recommended.

**Level of Significance After Mitigation:** Significant and Unavoidable Impact.

### **LONG-TERM (STATIONARY) NOISE IMPACTS**

- THE PROPOSED PROJECT HAS THE POTENTIAL TO RESULT IN AN INCREASE IN AMBIENT NOISE LEVEL DUE TO THE GENERATION OF ON-SITE NOISE.

**Level of Significance Prior to Mitigation:** Less Than Significant Impact.

**Impact Analysis:** According to the *Long Beach General Plan Land Use Map*, the project area is designated as Mixed Use (LUD No. 7). Land uses intended for the area include employment centers, such as retail, offices and medical facilities; higher density residences; visitor-serving facilities; personal and professional services; and



recreational facilities. Noise associated with operational activities of mixed uses is typically generated by the following sources:

- Trucks traveling on the site, to and from loading docks;
- Mechanical equipment (air conditioners, trash compactors, emergency generators, etc.);
- Typical parking lot activities (i.e., parking lot traffic and car door slamming); and
- Landscape maintenance.

Typically, noise from high rise buildings does not significantly impact adjacent residential uses. Although several noise sources would be introduced, many of them would operate for only very brief time periods. It should be noted that the project is adjacent to District 1 (located east of Alamitos Avenue), which identifies noise limits as 50 dBA (as opposed to 60 dBA for District 2). However, land uses within District 1 are not anticipated to be impacted by the project due to the various project design features and noise attenuation due to distance. Stationary mechanical noise, landscaping, social gatherings and parking lot noise usually do not operate concurrently. Further, it should be noted that the projected noise levels presented below do not account for any noise attenuation due to existing walls, berms, intervening structures or topography. The location of the refuse disposal areas, loading docks and air conditioning units/compressors can be sources of excessive noise. However, this potential impact is for a short time and these areas can be protected from unauthorized use or access.

### **Residential Uses**

Development of the proposed residential units would create new stationary noise typical of any new residential development. Noise that is typical of residential areas includes children playing, pet noise, amplified music, pool and spa equipment and home repair. Noise from residential stationary sources would primarily occur during the "daytime" activity hours of 7:00 AM to 10:00 PM.<sup>2</sup>

### **Slow-Moving Trucks (Deliveries) and Loading Areas**

Noise sources at loading areas may include maneuvering and idling trucks, truck refrigeration units, fork lifts, banging and clanging of equipment (i.e., hand carts and roll-up doors), noise from public address systems and voices of truck drivers and employees. The maximum noise level associated with loading docks is typically 73 dBA at 75 feet. According to project site plans, one loading area is located off Medio Street at the Gateway Towers. The proposed loading area would be sealed to prevent loading activities from impacting sensitive receptors. Furthermore, deliveries and loading and unloading activities shall take place only during daytime hours as specified in Section 8.80.200 of the City's *Municipal Code*. Impacts resulting from loading area activities would be less than significant.

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<sup>2</sup> In terms of noise, the City of Long Beach defines daytime hours as 7:00 AM to 10:00 PM.



## Mechanical Equipment

The proposed project would require mechanical equipment such as a cooling tower, boiler, pumps and fans for heating, ventilation and air conditioning (HVAC). Currently, there are two possible locations for mechanical equipment. According to site design plans, cooling towers and other equipment would be located on the rooftops of each structure. The buildings range in height from 150 feet at the Courtyard Tower, 230 feet at the Terrace Tower, and approximately 280 feet at the Gateway Tower. The equipment would be oriented away from surrounding high-rise residential developments and would be screened to ensure that noise levels would be below the City's 60 dBA standard for Land Use District 2. Mechanical equipment may also be placed within the subterranean levels of the buildings. The mechanical equipment would then be shielded and would not pose significant impacts to surrounding sensitive receptors. Additionally, compliance with the *2001 California Mechanical Code* and City of Long Beach mechanical code requirements would ensure stationary mechanical noise is less than significant.

## Parking Areas

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Typical noise levels generated by parking areas are an estimated 70 dBA at 50 feet from the source during peak events (this is an "instantaneous" or peak noise level). Parking lot noise would also be partially masked by background noise from adjacent roads and typical community noise sources. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech. The proposed parking facility is primarily a subterranean parking facility, and therefore would not be in direct line of site of any of the proposed retail or residential units. Therefore parking lot noise impacts are anticipated to be less than significant.

### ***Mitigation Measures:***

- N-2      The proposed project shall be required to adhere to Chapter 8.80.200 of the *Municipal Code*, which prohibits loading dock activities and the use of refuse disposal areas between the hours of 10:00 PM and 7:00 AM.

***Level of Significance After Mitigation:*** Less Than Significant Impact.

## **5.5.6 CUMULATIVE IMPACTS**

- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD NOT RESULT IN CUMULATIVELY CONSIDERABLE NOISE IMPACTS.

***Level of Significance Prior to Mitigation:*** Less Than Significant Impact.



### ***Impact Analysis:***

#### **Cumulative Construction Noise**

Of the 38 related projects that have been identified within the project study area, the Applicant has no control over the timing or sequencing of related projects, and as such, any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative. Construction-related noise for the proposed project and each related project would be localized. In addition, it is likely that each of the related projects would have to comply with the local noise ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require significant impacts to be reduced to the extent feasible. Thus, as construction noise is localized in nature and drops off rapidly from the source, a significant cumulative construction related noise impact would not result.

#### **Cumulative Operational Noise**

Forecast year 2015 without project traffic volumes were derived by applying an annual growth rate of 1.0 percent per year to existing traffic volumes to account for 9 years of cumulative traffic growth in the City of Long Beach. Additionally, the City provided a list of pending and approved developments within the influenced area; refer to Section 5.3, Traffic and Circulation. The list also provided key information concerning the location, number of units or square footage and percent complete for each project. For this analysis, all related projects were assumed to be completed by the Year 2015. As noted previously, the noise analysis utilized these traffic volumes to determine potential impacts during buildup conditions.

Based upon the results of the traffic analysis, noise levels at a distance of 100 feet from centerline would range from approximately 47.2 to 66.0 dBA under the “2015 With Project” scenario; refer to Table 5.6-8. Table 5.6-8 also compares the “2015 Without Project” scenario to the “2015 With Project” scenario. The maximum noise increase as a result of the proposed project is 4.3 dBA (for an overall resultant noise level of 49.4 dBA). Since the “Without Project” noise level would be below 65 dBA CNEL, a noise level increase of less than 5.0 dBA is considered a less than significant impact to noise levels along this local roadway. As the traffic volumes assessed in Table 5.6-8 included cumulative conditions, a less than significant mobile source noise impact would occur.

Additionally, the proposed project would not result in stationary long-term equipment that would significantly effect surrounding sensitive receptors. Furthermore, future development proposals within the City of Long Beach would require separate discretionary approval and CEQA assessment, which would address potential noise impacts and identify necessary attenuation measures, where appropriate. Thus, cumulative noise exposure would be considered a less than significant impact.

***Mitigation Measures:*** No mitigation measures are recommended.

***Level of Significance After Mitigation:*** Not applicable.



## **5.5.7 SIGNIFICANT UNAVOIDABLE IMPACTS**

Despite compliance with mitigation measures, the proposed project would result in significant and unavoidable impacts regarding exposure to construction noise, due to the proximity of sensitive receptors to the project site. Construction activity could exceed the City's noise standards of 60 dBA at any period of time. Additionally, due to forecast traffic levels, on-site noise at the outdoor balconies would exceed the allowable limits established by the City and would result in a significant impact.

If the City Long Beach approves the project, the City shall be required to cite their findings in accordance with Section 15091 of CEQA and prepare a Statement of Overriding Considerations in accordance with Section 15093 of CEQA.



## **5.6 HAZARDS AND HAZARDOUS MATERIALS**

This section of the EIR evaluates impacts related to hazards and hazardous materials, including potential human health effects on people living and working at, or in the vicinity of, the project site. The analysis presented in this section is based on information contained in the Phase I Environmental Assessment Shoreline Gateway Project (Phase I) (August 2005), prepared by SCS Engineers; refer to Appendix 15.7, *Phase I Environmental Assessment*. The Phase I addresses potential impacts related to the physical condition of the project site and adjacent areas due to past activities and uses. The analysis includes a review of historic and existing on-site land uses and their associated activities.

### **5.6.1 ENVIRONMENTAL SETTING**

The following describes the physical setting of the project site, based, in part, on information contained in the Phase I report.

#### **Land Uses**

The project site is comprised of approximately 2.2 acres and is occupied by a mix of office, retail, restaurant and multi-family residential buildings and parking lots.

#### **Physiographic Setting**

According to U.S. Geological Survey (USGS) maps, the project site is located at an elevation of approximately 35 feet above mean sea level (msl), approximately 0.2 miles north of San Pedro Bay. The regional topography shows the area as relatively flat, with a gentle slope to the south toward the ocean.

#### **Geology and Soils**

Geologic maps indicate that surface soils in the area are part of the Late Pleistocene Lakewood Formation, continental and/or marine sediments consisting of gravel, sand, sandy silt, silt and clay with shale pebbles. The Lakewood Formation extends up to 100 feet below grade. The Lakewood Formation is underlain by at least several thousand feet of mostly marine sediments of the Late Pleistocene San Pedro Formation. In the area of the project site, surface deposits are primarily fine-grained sediments comprised of sands, silts and clays.

#### **Groundwater**

The project site is located in the southeastern portion of the West Coast Groundwater Basin. Groundwater in the vicinity of the project site is approximately 30 to 50 feet below grade. There are no known regional groundwater contamination problems in the area. However, groundwater has been impacted locally by saltwater intrusion and is not used as a drinking water source. Groundwater in the area is anticipated to flow southerly.



## **Radon**

According to California's Department of Health Service's October 2002 report (Radon Database for California), screening in the area of the site found no locations where buildings had radon levels in excess of the Environmental Protection Agency (EPA) action level. The alluvial geology of the coastal Long Beach area is not normally associated with elevated radon levels. Elevated radon gas is not expected in the area of the project site.

## **HAZARDOUS MATERIALS**

The Phase I (August 2005) was prepared to evaluate the potential presence of hazardous materials and the expected nature of the materials that may be on the subject properties. Based on the observations during the review of historical topographical maps, historical photographs, fire insurance maps, review of governmental agency file information and site reconnaissance, the following environmental conditions were determined to occur.

### **Historical Site Usage**

According to the historical topographic map issued by the USGS (1964, photorevised 1981), the project site is depicted as urban development with no landmark buildings shown.

Historical aerial photographs of the project site identify development activities that have occurred in the past. A 1945 aerial photograph illustrates a number of buildings of unknown uses. Buildings also occupied current parking lot locations. Aerial photographs from 1953, 1958 and 1963 indicate no appreciable change when compared to the previous photographs. Buildings identified on earlier photographs were no longer visible in 1972 aerial photography. A 1989 aerial photograph shows most of the site matching its current configuration, with the exception of the eastern portion of the project site. A 1997 aerial photograph illustrates the project site in its current configuration. A 2004 aerial photograph indicates no change to the project site when compared to the 1997 aerial photograph.

Sanborn fire insurance maps were also reviewed to obtain additional information regarding development activities that have occurred in the past. The 1898 map illustrates the western portion of the site, which was predominantly vacant with the exception of a dwelling located on the lot at 40 Atlantic Avenue (previously 78-79 Atlantic Avenue). The 1902 map illustrates the western portion of the project site with vacant lots and dwellings and the eastern portion of the site with a vacant lot (with the exception of a small shed) bisected by railroad tracks. The 1905 map illustrates the project site as unchanged from the 1902 map with the exception of an additional dwelling within the eastern portion of the site. Uses illustrated in the 1908 map remained unchanged from the 1905 map. The 1914 map illustrates similar uses on the eastern portion of the site to those viewed in the 1908 map. However, several dwellings and apartment buildings occupied the western portion of the site. The apartment at the corner of Lime Avenue and Ocean Boulevard appears to be similar to the apartment building currently at that location. The 1949 map illustrates the eastern portion of the site with a restaurant and auto service facility. Additionally, the



railroad tracks are no longer present. Apartments and stores occupy the western portion of the site. The buildings at 40 Atlantic Avenue and 635 and 645 Ocean Boulevard appear to match the buildings currently at those addresses. The 1950 map illustrates similar uses to those viewed in the 1949 map. The 1969 map illustrates similar uses on the western portion of the site, to those viewed in the 1950 map.

In addition to the historic aerial photographs and maps identified above, building permit information from the Long Beach Department of Building and Safety and City directories for various years between 1926 and 1968 were reviewed. The following provides a summary of the historical uses based on these records:

- 40 Atlantic Avenue (APN 7281-023-011). This portion of the project site was occupied by a dwelling from at least 1898 through 1914. In 1921, an auto storage garage (for the Artaban apartments) was constructed on the lot. The garage remained through at least 1932. From 1940 through 1945, the site appears to have been vacant, although there may have been a store on the lot in early 1940. The office building currently occupying the lot was constructed in 1945 to 1946.
- 19-39 Lime Avenue (APNs 7281-023-010, 016 and 017). In 1898, these parcels were vacant. From at least 1902 through 1908, a dwelling occupied the lot and in 1914 the lot was vacant. By 1926, a market had been constructed on the lot and remained in business through at least 1968. The lot appeared to be vacant by 1972 and is currently a parking lot.
- 615, 619, 635 and 645 East Ocean Boulevard (APNs 7281-023-013, 014 and 015). The lots on Ocean Boulevard between Atlantic and Lime Avenues were vacant or occupied by individual dwellings from at least 1898 through 1908. By 1914, several apartment buildings were present on these parcels. From 1914 through the 1960s, various apartment buildings were located at 615, 619, 621, 635 and 645 Ocean Boulevard. At some point between 1945 and 1949 and 1908 and 1914, the existing apartment buildings located at 635 and 645 Ocean Boulevard, respectively, were constructed. The existing Long Beach Café building was constructed in 1970.
- 725-777 East Ocean Boulevard (APN 7281-022-901). This parcel was essentially undeveloped through 1902. By 1905, one dwelling had been constructed and occupied the site through at least 1914. By 1926, a service station had been constructed on the parcel and remained in operation through at least 1969. By 1948, a restaurant had also been constructed on the parcel (adjoining the west side of the service station). The restaurant was in operation through at least 1969. In 1974, a temporary bank building was erected on the parcel, with a permanent bank building constructed in 1976. The existing video store occupies this former bank building.

### **Regulatory Records Review**

Local regulatory agencies and other sources were contacted in an effort to identify any known or suspected contamination sites or incidents of hazardous waste storage



or disposal which might have resulted in soil or groundwater contamination within a one-mile radius of the project site. The Long Beach Fire Department (LBFD) delegates hazardous materials responsibilities to two departments: The LBFD and the City of Long Beach Department of Health and Human Services (DHHS). The LBFD oversees the Hazardous Materials Inspection/Business Plan Program, the Underground Storage Tank Program (tank monitoring, install and removals) and the Aboveground Storage Tank Spill Prevention Program. The Long Beach DHHS oversees the Hazardous Waste Generator Inspection Program, the Underground Storage Tank Program (site mitigation), the California Accidental Risk Prevention (CalARP) Program and the Aboveground Storage Tank Spill Prevention Program. Files may also be maintained by the Department of Toxic Substances Control (DTSC) and the California Regional Water Quality Control Board (RWQCB). The DTSC maintains files for sites in which the DTSC regulated hazardous waste and conducted and oversaw cleanup. The U.S. EPA authorizes the DTSC to implement the Resource Conservation and Recovery Act (RCRA) Program in California, in which the main focus is to ensure the safe storage, treatment, transportation and disposal of hazardous waste. However, if a property has impacted groundwater, the RWQCB generally becomes the lead agency for contamination characterization and cleanup.

### **Long Beach Fire Department**

Due to the historical site review, which identified a former service station at 725 East Ocean Boulevard (the current video store site at the corner of Ocean Boulevard and Alamitos Avenue), a search was made of the LBFD files. The file index indicates that in January 1972, four underground storage tanks (USTs) (two 6,000 gallon tanks, one 4,000 gallon tank and a 550 gallon waste oil tank) were removed from a Standard Oil facility at the address. However, the LBFD has no further records for this location. The index also indicated that there was no information on the original installation. State and county regulatory agencies, which were contacted as part of the assessment, could not provide additional files for this address.

### **Regulatory Database Sites**

A database search for sites listed on various Federal and State databases within one mile of the project site was obtained from Environmental Data Resources, Inc. (EDR); refer to Appendix 15.7, Phase I Environmental Assessment.

The purpose of this research 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 summary description of the databases searched within the corresponding search radii is provided below.

#### Federal Listings - EPA

- Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS). The CERCLIS database contains data on potentially hazardous waste sites that have been reported to the U.S. EPA by states, municipalities, private companies and private persons pursuant to Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).



CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites that are in the screening and assessment phase for possible inclusion on the NPL.

- Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS/NFRAP). As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL or the contamination was not serious enough to require Federal superfund action of NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so the EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affect citizens to promote economic redevelopment of unproductive urban sites.
- Delisted NPL. This is a database of sites that may be deleted from the National Priorities List when no further response is appropriate. The criterion used by the EPA to delete sites from the NPL is established by the National Oil and Hazardous Substances Pollution Contingency Plan.
- Emergency Response Notification System (ERNS). ERNS records and stores information on reported releases of oil and hazardous substances.
- Facility Index System/Facility Identification Initiative Program Summary Report (FINDS). The FINDS database contains both facility information and 'pointers' to other sources that contain more detail. The following FINDS databases are included in the report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket use to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-Docket (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes) and PADS (PCB Activity Data System).
- Federal Insecticide, Fungicide, and Rodenticide ACT (FIFRA)/Toxic Substances Control ACT (TSCA) Tracking System (FTTS INSP). This database tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act).
- Federal Superfund Liens (NPL Liens). Under the authority granted the USEPS by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or



when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

- Hazardous Material Information Reporting System (HMIRS). HMIRS contains hazardous material spill incidents reported to DOT.
- Material Licensing Tracking System (MLTS). The MLTS database is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements.
- Mines Master Index File (MINES). This database is maintained by the Department of Labor, Mine Safety and Health Administration.
- National Priorities List (NPL). The National Priorities List (NPL) is the United States Environmental Protection Agency's (USEPA) database of uncontrolled or abandoned hazardous waste sites identified for priority remedial actions under the Superfund program. A site must meet or surpass a predetermined hazard ranking system score, be chosen as a state's top priority site, or meet three specific criteria set jointly by the U.S. Department of Health and Human Services and the USEPA in order to become an NPL site.
- PCB Activity Database System (PADS). The database identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.
- Proposed National Priorities List (Proposed NPL). This database, maintained by the EPA, lists all proposed national priority list sites. A national priority site is an uncontrolled or abandoned hazardous waste site identified for priority remedial actions under the Superfund program. A site must meet or surpass a predetermined hazard ranking system score, be chosen as a state's top priority site or meet three specific criteria set jointly by the U.S. Department of Health and Human Services and the USEPA in order to become an NPL site.
- RCRA Administrative Action Tracking System (RAATS). This database contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. The EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.
- RCRA Corrective Action Report (CORRACTS). The USEPA maintains this database of Resource Conservation and Recovery Act (RCRA) facilities that are undergoing "corrective action." A "corrective action order" is issued pursuant to RCRA Section 3008(h) when there has been a release of hazardous waste or constituents into the environment from a RCRA facility. Corrective actions may be required beyond the facility's boundary and can be required regardless of when the release occurred, even if it predated RCRA.



- RCRA Registered Small or Large Generators of Hazardous Waste (GNRTR). The RCRA Large and Small Quantity Generators database is a compilation by the USEPA of facilities, which report generation, storage, transportation, treatment or disposal of hazardous waste.
- Records of Decision (ROD). ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.
- Superfund (CERCLA) Consent Decrees (CONSENT). These are major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. They are released periodically by United States District Courts after settlement by parties to litigation matters.
- Toxic Release Inventory System (TRIS). All facilities that manufacture, process or import toxic chemicals in quantities in excess of 25,000 pounds per year are required to register with the USEPA under Section 313 of the Superfund Amendments and Reauthorization Act (SARA Title III) of 1986. Data contained in the Toxic Release Inventory (TRI) system covers approximately 20,000 sites and 75,000 chemical releases.
- Toxic Substances Control Act (TSCA). This database identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

#### State of California Listings

- Aboveground Petroleum Storage Tank Facilities (AST). This is a database of registered aboveground storage tanks. It is maintained by the State Water Resources Control Board.
- Annual Workplan Sites (AWP). California DTSC's Annual Workplan identifies known hazardous substance sites targeted for cleanup. The source of this database is the California Environmental Protection Agency.
- Cal-Sites. This database contains both confirmed and potential hazardous substance release properties.
- California Hazardous Material Incident Reports System (CHMIRS). CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).
- California Facility Inventory Database (CA FID UST). The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations for the State Water Resource Control Board. Refer to local/county sources for current data.
- CA UST. This database contains information gathered from the local regulatory agencies on active UST facilities



- California Waste Discharge System (CA WDS). This database lists sites that have been issued waste discharge requirements.
- "Cortese" California Hazardous Material Incident Report System (CORTESE). The California Environmental Protection Agency/Office of Emergency Information maintains this database. CORTESE sites are identified public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration.
- Cleaners. This is a list of dry cleaning related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial, garment pressing and cleaners' agents, linen supply, coin-operated laundries and cleaning, dry cleaning plants except rugs, carpet and upholster cleaning, industrial launderers, laundry and garment services.
- Hazardous Waste Information System (HAZNET). The database contains notification of facility and manifest data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. Data are from the manifests submitted without correction and, therefore, many contain some invalid values for data elements such as generator ID, TSD ID, waste category and disposal method.
- Historical Underground Storage Tanks (HIST UST). This is a database of historical listings of underground storage tanks. Refer to local/county source for current data.
- Leaking Underground Storage Tanks (LUST). This database is provided by the California Environmental Protection Agency.
- Proposition 65 Records (Notify 65). This database contains facility notifications about any release that could impact drinking water and thereby expose the public to a potential health risks.
- Solid Waste Information System SWL/LF (SWIS). This database typically contains an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.
- Toxic Pits. This database identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.
- Underground Storage Tank (UST). This database contains information on active underground storage tanks facilities. The information is gathered from the local regulatory agencies.
- Waste Management Unit Database (WMUDS/SWAT). The WMUDS is used by the State Water Resources Control Board staff and the Regional Water



Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Schedules Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 Information, Chapter 15 Monitoring Parameters, TPCA Program Information, Closure Information and Interested Parties Information.

### **Public Records**

#### **ON-SITE**

Public records identified one listed regulatory site within the project site.

- 725 East Ocean Boulevard.

#### **OFF-SITE**

Public records identified six regulatory sites within a 0.25-mile radius of the project site.

- 10 Atlantic Avenue;
- 805 East Ocean Boulevard;
- 200 Alamitos Avenue;
- 740 East Broadway;
- 210 Alamitos Avenue; and
- 125 Elm Avenue.

Over 40 unmappable sites were identified according to the zip code. Unmappable sites cannot be plotted due to inaccurate or incomplete addresses. Based upon review of the data, including the estimated locations of the unmappable sites in relation to the project site, it is unlikely that the unmappable sites have adversely affected the project site.

### **Site Reconnaissance**

On August 2, 2005, SCS Engineers conducted a site reconnaissance, to visually observe the area and surrounding properties. The objective of the site reconnaissance was to obtain information indicating the likelihood of identifying a Recognized Environmental Condition (REC) in connection with the property. A REC is defined as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release or a material threat of a release into structures or into the ground, groundwater or surface water on the property.

The eastern portion of the project site is occupied by a video store and associated parking. The western portion of the project site is occupied by a single-story brick office building, a single story restaurant, two multi-story apartment buildings and associated parking lots. With the exception of small areas of landscaping, the project site is entirely paved. Two alleys, Broadway Court and Bronce Way, traverse



the western portion of the site. Runoff from the site drains to the surrounding streets. No obvious RECs were observed in any of the outside areas. Building interiors were not accessible for inspection.

No hazardous substances were observed in any exterior areas. As noted, building interiors were not inspected, however, the types of land uses observed are not typically associated with extensive hazardous material usage. No obvious signs of past hazardous material use (i.e., stained or degraded paving, etc.) or evidence of USTs (i.e., vent pipes, patches in asphalt, fill ports, etc.) were observed on the project site. No monitoring or water supply wells or any evidence of borings were observed on the site. Additionally, no above ground transformers or other electrical equipment were observed.

## **OTHER POTENTIAL SOURCES OF HAZARDOUS MATERIALS**

### **Asbestos-Containing Building Materials**

Asbestos is a strong, incombustible and corrosion-resistant material that was used in many commercial products, beginning before the 1940s and continuing until the early 1970s. Asbestos Containing Building Materials (ACBMs) are building materials containing more than one percent asbestos. Although the manufacture of most ACBMs ended in the late 1970s, existing inventories of products could still be used. Additionally, a few (ACBMs) are still being manufactured (i.e., certain roofing materials, cement-asbestos pipe, etc.). In general, buildings constructed prior to 1985 have the greatest potential for friable and non-friable ACBMs. If inhaled, asbestos fibers can result in serious health problems. The existing buildings within the project site were constructed prior to 1985. Therefore, the potential for ACBMs to be found at the site (i.e., in roofing felt, vinyl flooring, dry wall mud, transit sheet or pipe, etc.) is considered likely.

### **Lead-Based Paints**

Until 1978, when the U.S. Consumer Product Safety Commission (CPSC) phased out the sale and distribution of residential paint containing lead, many homes were treated with paint containing some amount of lead. It is estimated that over 80 percent of all housing built prior to 1978 contains some lead-based paint (LBP). The mere presence of lead in paint may not make a material to be considered hazardous. In fact, if in good condition (no flaking or peeling), most intact LBP is not considered to be a hazardous material. In poor condition, LBPs can create a potential health hazard for building occupants, especially children. The existing buildings within the project site were constructed prior to 1978. Therefore, the potential for lead-based paints (LBPs) to be found within the project site is considered likely.

### **ADJACENT PROPERTIES**

No obvious RECs were observed on any of the immediately adjoining properties. However, a service station with USTs is located east of the project site, at the northeast corner of Alamitos Avenue and Ocean Boulevard.



## **5.6.2 SIGNIFICANCE THRESHOLD CRITERIA**

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form, which includes questions relating to hazards and hazardous materials. The criteria presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter miles of an existing or proposed school (refer to Section 10.0, Effects Found Not To Be Significant);
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the area (refer to Section 10.0, Effects Found Not To Be Significant);
- Be located within the vicinity of a private airstrip, and/or result in a safety hazard for people residing or working in the area (refer to Section 10.0, Effects Found Not To Be Significant);
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (refer to Section 10.0, Effects Found Not To Be Significant); or
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized study areas or where residences are intermixed with wildlands (refer to Section 10.0, Effects Found Not To Be Significant).

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.



## **5.6.3 IMPACTS AND MITIGATION MEASURES**

### **HAZARDOUS MATERIALS – HISTORIC AND EXISTING USES**

- DEVELOPMENT OF THE SHORELINE GATEWAY PROJECT COULD CREATE A RISK TO THE PUBLIC OR THE ENVIRONMENT ASSOCIATED WITH EXISTING CONTAMINATION, LISTED HAZARDOUS MATERIALS SITES OR HAZARDOUS MATERIALS RELEASES.

*Level of Significance Prior to Mitigation:* Potentially Significant Impact.

*Impact Analysis:* The following is a summary of the findings of the Phase I Environmental Assessment and the environmental conditions that were determined to occur:

#### **Historical Site Usage**

Based upon an evaluation of the documented land uses on the project site (i.e., a former service station located at 725 East Ocean Boulevard), the potential that adverse environmental conditions were created by previous uses is considered high.

#### **Records Search**

Public records identified one listed regulatory site within the project site and six regulatory sites within a 0.25-mile radius of the project site.

The property located at 725 East Ocean Boulevard is identified as a UST site. As noted, a service station was formerly located on this site. With the exception of a notation in a LBFD index, there are no records associated with the removal of USTs from the site. Implementation of recommended mitigation measures to verify any releases that may have occurred from these tanks and to identify and comply with appropriate remediation, if applicable, would reduce impacts to a less than significant level.

The following six sites were identified as sites of potential concern within 0.25 miles of the project site:

- 10 Atlantic Avenue – The Artaban apartment building, located adjacent to the western portion of the project site, is identified as a UST site. The apartment building has a tank for an emergency generator. However, there have been no reports of releases from the tank and no impacts to the project site are anticipated from the tank.
- 805 East Ocean Boulevard – The Unocal station, located east of the project site at the northeast corner of Alamitos Avenue and Ocean Boulevard, is identified as a leaking underground storage tanks (LUST) and Cortese site. A release of gasoline from a UST at this property was reported in 1988. The release impacted soils and groundwater. A vapor extraction system was installed to remove the gasoline and the case was closed in 1997. A gasoline release reported in 2000 is currently under investigation. These releases



could have impacted soil vapor or groundwater beneath the eastern portion of the project site, resulting in a potentially significant impact.

- 200 Alamitos Avenue – This site (approximately 0.15 miles northeast of the project site) is identified as a LUST site. Soils were impacted as a result of a release from a UST at this site. The contaminated soil was removed and the case was closed in 1986. Because of the limited impact and the status of the case, no impacts to the project site are anticipated from this release.
- 740 East Broadway – This site (approximately 0.15 miles north/northeast of the project site) is identified as a voluntary cleanup program site. The site was occupied by a manufactured gas plant in 1902. The site has been investigated and contaminated soils have been removed. A “no further action” status was given to the site in 1997. Because of the nature of the contaminants typically found at former manufactured gas plants (i.e., polynuclear aromatic hydrocarbons), the distance from the project site and the regulatory status, no impacts to the project site are anticipated from this site.
- 210 Alamitos Avenue – This site (approximately 0.15 miles north/northwest) is identified as a LUST and Cortese site. In 1993, a release of gasoline from a UST was reported at this site. A vapor extraction system was implemented and the site is currently in a monitoring phase. Due to the distance from the project site, no impacts are anticipated from this release.
- 125 Elm Avenue – This site (approximately 0.25 miles northwest of the project site) is identified as a LUST and Cortese site. A release of gasoline from a UST at this site was reported in 1988. Both soils and groundwater were impacted. Contaminated soils were excavated and removed from the site and the case was closed in 1998. Because of the distance from the project site and the status of the case, no impacts to the project site are anticipated from this release.

The service station located at 805 East Ocean Boulevard has experienced several releases from USTs that have impacted soils and groundwater beneath the site. Due to the proximity of this service station to the project site, soil vapor and groundwater beneath the site may have been impacted by these releases. Implementation of recommended mitigation measures 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.

### **Site Reconnaissance**

Residential, retail, office, restaurant and parking uses are located within the project site. No hazardous substances were observed in any exterior area. As noted, building interiors were not inspected, however, the types of land uses observed are not typically associated with extensive hazardous material usage. No obvious signs of past hazardous material use (i.e., stained or degraded paving, etc.) or evidence of USTs (i.e., vent pipes, patches in asphalt, fill ports, etc.) were observed on the



project site. No monitoring or water supply wells or any evidence of borings were observed on the site. Additionally, no aboveground transformers or other electrical equipment were observed.

### **Asbestos-Containing Building Materials (ACBMs)**

Given the age of the buildings within the project site, it is likely that they could contain ACBMs. The National Emission Standards for Hazardous Air Pollutants (NESHAP) mandates that building owners conduct an asbestos survey to determine the presence of ACBMs prior to the commencement of any remedial work, including demolition. If ACBMs are found, abatement of asbestos would be required prior to any demolition activities. Compliance with mitigation requiring an asbestos survey and asbestos abatement, as well as compliance with SCAQMD Rule 1403, would reduce potential impacts to a less than significant level.

### **Lead Based Paint**

Lead-based paint would likely be found in existing buildings constructed prior to 1978. If, during demolition of the structures, paint is separated from the building material (chemically or physically), a potential health hazard could occur for building occupants. This potential impact is considered significant unless mitigated. Following compliance with mitigation requiring an independent evaluation and paint abatement, as well as compliance with CCR Title 8, Section 1532.1, potential impacts would be reduced to a less than significant level.

### ***Mitigation Measures:***

- HAZ-1      The interior of individual on-site structures shall be visually inspected prior to any demolition or construction activities. Should hazardous materials be encountered within the project site, the materials shall be tested and properly disposed of in accordance with State and Federal regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Results of the sampling shall indicate the appropriate level of remediation efforts that may be required.
- HAZ-2      Prior to construction activities, the presence or absence of the reported historic on-site underground storage tanks (USTs) shall be verified. If on-site, the USTs shall be removed and properly disposed of at an approved landfill facility. Once the tanks are removed, a visual inspection of the areas beneath and around the removed USTs shall be performed. Any stained soils observed underneath the USTs shall be sampled. Results of the sampling (if necessary) would indicate the level of remediation efforts that may be required.
- HAZ-3      Prior to construction activities, a qualified hazardous materials consultant with Phase II and Phase III experience shall review files for the adjacent service station property across the street, which has reported subsurface releases. The file review shall delineate the vertical and lateral extent of contamination relevant to the project site.



- HAZ-4 If unknown wastes or suspect materials are discovered during construction by the contractor, which he/she believes may involve hazardous waste/materials, the contractor shall:
- Immediately stop work in the vicinity of the suspected contaminant and remove workers and the public from the area;
  - Notify the Project Engineer of the implementing Agency;
  - Secure the areas as directed by the Project Engineer; and
  - Notify the implementing agency's Hazardous Waste/Materials Coordinator.
- HAZ-5 Prior to demolition work, an asbestos survey shall be conducted to determine the presence or absence of asbestos. The results of the survey shall be submitted to the City of Long Beach.
- HAZ-6 If ACBMs are located, abatement of asbestos shall be completed prior to any demolition activities that would disturb ACBMs or create an airborne asbestos hazard. Any demolition of the existing buildings shall comply with State law, which requires a certified contractor, where there is asbestos-related work involving 100 square feet or more of ACBMs, and that certain procedures regarding the removal of asbestos be followed.
- HAZ-7 If during demolition of the structures, paint is separated from the building material (e.g., chemically or physically), the paint waste shall be evaluated independently from the building material to determine its proper management. According to the Department of Substances Control, if paint is not removed from the building material during demolition (and is not chipping or peeling), the material could be disposed of as construction debris (a non-hazardous waste). The landfill operator shall be contacted in advance to determine any specific requirements they may have regarding the disposal of lead-based paint materials.

***Level of Significance After Mitigation:*** Less Than Significant Impact.

## **HAZARDOUS MATERIALS – PROPOSED USES**

- **OPERATION OF THE SHORELINE GATEWAY PROJECT COULD CREATE A RISK TO THE PUBLIC OR THE ENVIRONMENT THROUGH CONDITIONS INVOLVING HAZARDOUS MATERIALS (I.E., ROUTINE USE/TRANSPORT OR ACCIDENT CONDITIONS) ASSOCIATED WITH PROPOSED USES.**

***Level of Significance Prior to Mitigation:*** Less Than Significant Impact.

***Impact Analysis:*** The proposed project would involve development of residential and retail uses within the project site. Operation of the proposed project is not anticipated to involve the routine use, storage, disposal or transportation of acutely hazardous materials. However, secondary activities that would occur on-site (i.e., building and landscape maintenance) would involve the use of hazardous materials, such as cleaning and degreasing solvents, fertilizers, pesticides and other materials used in the regular maintenance of buildings and landscaping. Such use of



hazardous materials, although not expected to pose a risk to people residing or working in the area, could result in potentially significant impacts if not properly used, stored, transported or disposed. Title 8, *Health and Safety*, of the City's *Municipal Code*, identifies standards and regulations regarding the storage, handling, use and disposal of hazardous materials. Any storage, handling, use and disposal of hazardous materials would be subject to City, State and Federal regulatory requirements for the proper disposal of wastes. Therefore, impacts associated with the routine use of hazardous materials are considered less than significant following compliance with the City's *Municipal Code* provisions and compliance with City, State and Federal regulatory requirements.

***Mitigation Measures:*** No mitigation measures are recommended.

***Level of Significance After Mitigation:*** Not applicable.

#### **5.6.4 CUMULATIVE IMPACTS**

- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD NOT RESULT IN CUMULATIVELY CONSIDERABLE HAZARDS AND HAZARDOUS MATERIALS IMPACTS.

***Level of Significance Prior to Mitigation:*** Less Than Significant Impact.

***Impact Analysis:*** Because hazards and hazardous materials impacts are site-specific, the potential for cumulative impacts is remote. Impacts on the public and the environment from on-site hazards would be limited to those occurring on-site and would not be compounded or exacerbated by hazards created by development of related cumulative projects in and around the City of Long Beach. Possible exceptions, however, include potential toxic air contaminant emissions, transportation of hazardous materials and waste disposal. The need to respond to hazardous materials emergencies could also increase as a result of cumulative development.

**Toxic Air Contaminant Emissions.** Cumulative development could increase the overall concentrations of toxic air contaminants in the City of Long Beach, and project-related stationary and mobile emissions sources could contribute to this increase. Cumulative issues related to toxic air emissions are discussed in Section 5.4, Air Quality.

**Emergency Response.** The City of Long Beach has a Hazardous Materials Management Program that prevents employee, public and environmental exposure to hazardous material and chemicals. The Certified Unified Program Agency (CUPA) program is a Joint Powers Agency, which combines both Fire Department and Health Department programs related to hazardous material management into one Agency function that serves Long Beach. The project and future development in Long Beach could cumulatively increase demands for hazardous materials emergency response services. However, as stated in Section 5.8, Public Services and Utilities, cumulative development would not be expected to interfere with emergency response plans or emergency evacuation plans, as the City of Long



Beach, LBFD and LBPD would review site specific development plans to ensure that access by fire and emergency service vehicles and equipment is provided and meets applicable standards.

Additionally, the City's Multi-Hazard Functional Plan outlines procedures that would be followed in response to anticipated emergencies in Long Beach. The City's plan describes how the City would respond in the event of, but not limited to, a state of war emergency, natural emergency situations (earthquakes, fires, floods and storms) and man-made emergency situations (pollution spills, civil disturbances, aircraft accidents industrial accidents, explosions and radiological incidents).

Transportation. Hazardous materials are transported on virtually all public roads, particularly since all motor vehicles contain hazardous materials (e.g., fuel) in addition to any hazardous cargo that may be on board. The project would contribute little to cumulative transportation hazards. The cumulative effects of transporting hazardous materials would continue to be addressed by regulatory requirements. Packaging requirements for hazardous materials and wastes established by DOT, USPS and EPA minimize the potential consequences of possible accidents during transport. Therefore, the cumulative impact of potential transportation-related accidents would be less than significant.

Hazardous Waste Disposal. As cumulative development occurs in Long Beach and at the State and regional levels, more hazardous wastes will be generated. Project-related hazardous waste generation would contribute to cumulative increases in hazardous waste generation. The incremental environmental effects of expected increases in hazardous waste generation and off-site hazardous waste recycling, treatment and disposal would also contribute to cumulative effects. Hazardous waste disposal affects the environment by releasing contaminants to land, air and/or water. Cumulative increases in waste generation could also contribute to the potential for some wastes to be mismanaged at any point in the disposal process in a manner that poses potential hazards to people, or to animal and plant populations. Since the project's contribution to this cumulative impact would be a small increment, the project's contribution would be less than cumulatively considerable and, therefore, less than significant.

***Mitigation Measures:*** No mitigation measures are recommended.

***Level of Significance After Mitigation:*** Not applicable.

## **5.6.5 SIGNIFICANT UNAVOIDABLE IMPACTS**

With implementation of project-specific mitigation measures, as discussed above, impacts resulting from the proposed project would be reduced to a less than significant level. No significant unavoidable impacts would result from project implementation.



## **5.7 CULTURAL RESOURCES**

The purpose of this section is to identify historic, archaeological and paleontological resources existing in the project area and to assess the significance of such resources. The analysis in this section has been prepared in accordance with Section 15064.5 of the *CEQA Guidelines*, which considers potential impacts on prehistoric and historic resources. This section is based upon the information contained in the Historic-Period Building Survey conducted by CRM Tech (June 2006) and the Revised Historic Resources Survey Report prepared by Sapphos Environmental, Inc. (August 2006), which is included in Appendix 15.6, *Historical Resources Survey Reports*.

### **5.7.1 ENVIRONMENTAL SETTING**

Between August 2005 and June 2006, CRM Tech performed a historical resources survey for the proposed Shoreline Gateway Project. The boundaries of the project encompass portions of two fully urbanized city blocks located on the north side of Ocean Boulevard between Atlantic Avenue and Alamitos Avenue, on the eastern edge of the city's downtown area. In consideration of the project's potential for visual, atmospheric, and other indirect effects, the study area for the survey also includes properties of potential historic significance that are located adjacent to the project boundaries. In all, the entire study area extends from the west side of Atlantic Avenue to the east side of Alamitos Avenue, straddling both sides of Ocean Boulevard. It lies across the boundary between the Rancho Los Cerritos and Rancho Los Alamitos land grants, in what would be Section 6 of T5S R13W, San Bernardino Base Meridian.

As a technical component of the EIR, the study is required in compliance with the California Environmental Quality Act (CEQA; PRC §21000, et. seq.) and the City's Cultural Heritage Commission Ordinance (LBMC §2.63.010, et. seq.). The purpose of the study is to provide the City of Long Beach with the necessary information and analysis to determine whether any building, structure, object, site, or other feature within the study area constitutes a "historical resource," as defined by CEQA, and thus requires proper protection during the proposed redevelopment project.

In order to facilitate the proper identification and evaluation of potential "historical resources" within the study area, CRM Tech reviewed existing cultural resources records, pursued historical background research, consulted with groups and individuals active in local historic preservation, and conducted a systematic field survey.

### **RECORDS SEARCH**

At the commencement of the study, CRM TECH initiated a historical/archaeological records search at the South Central Coastal Information Center (SCCIC), California State University, Fullerton, which is the official cultural resource records repository for the Counties of Los Angeles, Orange, and Ventura. During the records search, SCCIC Staff Researcher Thomas D. Shackford checked the information center's maps and files for previously identified historical/archaeological resources in or near



the study area, and existing cultural resources reports pertaining to the vicinity. Previously identified historical/archaeological resources include properties designated as California Points of Historical Interest and California Historical Landmarks, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Resources Inventory.

To supplement the materials provided by the SCCIC, cultural resources files maintained by the City of Long Beach Office of Neighborhood and Historic Preservation were reviewed. Among these are official records on designated Long Beach historic landmarks, documentation generated from City-sponsored studies, and miscellaneous files on various properties within the study area.

## **FIELD SURVEY**

On August 3, 2005, an initial field inspection of all buildings located within the project boundaries was conducted. On June 7, 2006, the study area was further evaluated in order to complete the survey of all building and other built-environment features in the balance of the study area (i.e., those outside but adjacent to the project boundaries). Since the study area is fully developed with buildings, public roadways, paved parking lots, and landscaping features, with no undeveloped ground surface visible, a field survey by an archaeologist was determined not to be necessary.

In accordance with guidelines adopted for such surveys by the California State Office of Historic Preservation, the field procedures were focused primarily on buildings and other built-environment features that appeared to be more than 45 years old or to demonstrate the potential for exceptional historical or architectural merits. For these properties, CRM Tech made detailed notations and preliminary photo-recording of their structural/architectural characteristics and current conditions. The field observations and photographic records formed the basis of the building descriptions and the historic integrity assessment and in site record forms. Buildings and other features that date to the post-1962 period and clearly show no potential for exceptional merits were noted but excluded from further study.

## **HISTORICAL RESEARCH**

During the study, CRM Tech pursued historical research in order to establish the historic context for the evaluation of properties recorded during the field survey as well as each property's construction history, roles and uses over the years, and possible associations with important historic figures and/or events. Sources consulted during the research included the following:

- Published literature and online reference sources in local, regional, and architectural history;
- Archival records of the City of Long Beach and the County of Los Angeles, particular the City's building safety records and the County's real property assessment records;



- Historic maps of the study area, including U.S. General Land Office's (GLO) land survey plat maps dated 1868-1890, the U.S. Geological Survey's (USGS) topographic maps dated 1896-1941, and the Sanborn Map Company's insurance maps dated 1898-1969; and
- Local directories from the historic period and other materials on file at the local history collections of the Los Angeles and Long Beach Public Libraries.

## **CONSULTATION WITH LOCAL HISTORICAL GROUPS**

In conjunction with other research procedures, CRM Tech contacted several groups and individuals active in the Long Beach preservation community for additional information on buildings and other features recorded within the study area and to seek their input regarding the potential historical significance of these properties to the local community. The groups and individuals contacted included the Historical Society of Long Beach, Long Beach Heritage, and former Long Beach Historic Preservation Officer Ruthann Lehrer. Comments and information from these sources are incorporated into the analysis.

## **INPUT FROM LOCAL HISTORICAL GROUPS**

In September 2005, Julie Bartolotto, Executive Director of the Historical Society of Long Beach, and Dave Waller, Vice President of Public Awareness for Long Beach Heritage, were contacted regarding this project. In an effort to determine whether or not any of the buildings within the project boundaries or persons associated with them was of significance in local history, the organizations were provided with photographs of the buildings in the project area and a list of individuals associated with them. After initial contact with Ms. Bartolotto, on September 27, 2005, the Historical Society shared their extensive photo collection with CRM Tech researchers. Archive Manager Amy Luke facilitated the research with a survey of available databases and retrieval of several indexes, historical volumes, ephemera, and photographs.

In the meantime, Mr. Waller relayed the information to various members of Long Beach Heritage for their input. These individuals included Professor Louise Ivers of California State University, Dominguez Hills; Maureen Neeley of HousStories; and Karen Clements. Ms. Neeley also referred the information to her contacts and Ms. Clements offered access to various research sources. Ms. Clements noted that independent insurance salesman Clare Hamman, prominent local architect Kenneth S. Wing, Sr., and later Wing's son Kenneth S. Wing, Jr. had occupied one of the buildings in the project area, located at 40 Atlantic Avenue. She further stated that oral history interviews with Hamman and Wing, Sr., could be found at the library of California State University, Long Beach. Ms. Bartolotto also commented on the elder Wing's association with the building.

Due to time constraints, no formal consultation was conducted with the Historical Society of Long Beach and Long Beach Heritage regarding properties within the study area but outside the project boundaries. However, research resources maintained by these organizations were consulted during subsequent research efforts.



## HISTORICAL OVERVIEW

The City of Long Beach received the earliest European visitors in the late 18th century with the arrival of Spanish explorers and missionaries. Mission San Gabriel, originally founded in what is now Montebello, was awarded jurisdiction over most of this region after its establishment in 1771. Ten years later, the Pobladores, a group of 12 families, constituting about 40 people, founded a community in what is now the downtown area of the City of Los Angeles. The settlers, who were reportedly recruited to establish a farming community to relieve Alta California's dependence on shipped importations of grain, named the area el Pueblo de Nuestra Señora la Reina de Los Angeles de Porciuncula (the Pueblo of Our Lady the Queen of the Angels of Porciuncula).

Between 1781 and 1848, during the Spanish and Mexican reign in Alta California, the southern portion of present-day Los Angeles County was held in a variety of land grants. In 1784, Manuel Nieto, a Spanish soldier, was awarded approximately 300,000 acres (later reduced to 167,000 acres). After his death in 1804, the land was divided among his heirs into six separate ranchos, including Ranchos Los Alamitos and Los Cerritos. These two ranchos encompassed the bulk of what is now the City of Long Beach, and the boundary line between the Rancho Los Alamitos and the Rancho Los Cerritos cuts diagonally (SW to NE) through the survey area.

Between 1800 and 1834, the Nieto family built a home on a hilltop in Rancho Los Alamitos near today's Anaheim Road. In 1842, Abel Stearns purchased the land and improved the old adobe for use as his summer house. With the discovery of gold and resultant influx of people to the area between 1849 and 1855, Stearns and other cattle ranchers experienced a brief period of prosperity. However, the 1860s saw a decline and around 1878, John Bixby began leasing Rancho Los Alamitos. Three years later, J. Bixby and Company along with Isaias W. Hellman, a banker and local investor, purchased Rancho Los Alamitos. Between 1878 and 1887, John Bixby made many improvements to the rancho and brought in pure-bred sheep, horses, and registered Holstein dairy cattle, but in 1891, the rancho was divided. The southern 6,800 acres (now Los Alamitos and Leisure World) went to the Hellman family, the middle acreage remained with John Bixby's family, and the northern acreage went to the J. Bixby and Company partners. The Bixby family also owned Rancho Los Cerritos and had a major influence on the development of Long Beach.

Shortly before the American annexation of Alta California in 1848, Massachusetts-born Johnathan Temple bought the 27,000-acre Rancho Los Cerritos where he constructed a two-story adobe house in the Monterey Colonial style in 1844. In 1866, Flint, Bixby, and Company bought the rancho from Temple and from 1866 to 1881, John Bixby's cousin Jotham Bixby and his family lived in the adobe house. In the 1880s, Jotham Bixby began selling land to developers in areas that would later become the Cities of Long Beach, Lakewood, Bellflower, and Paramount, among others. Long Beach was originally founded in 1881-1883 as William Willmore's American Colony project.

William Erwin Willmore first visited the area in 1870, and later emigrated from London. He obtained a job promoting southern California real estate with Jotham Bixby and served as the southern manager for the California Immigrant Union, which



encouraged settlement and facilitated large real estate deals. In 1881, Willmore bought 4,000 acres of Rancho Los Cerritos from Bixby, right up to the roughly southeastern boundary line that runs through the survey area, and announced plans for the American Colony, also known as Willmore City. The colony encompassed the entire project area and was bounded by present-day Magnolia Avenue on the west, Alamitos Avenue on the east, 10<sup>th</sup> Street on the north, and the Pacific Ocean on the south. Ocean Park Avenue (now Ocean Boulevard) and American Avenue (now Long Beach Boulevard) were planned to be the main thoroughfares. At the time, the only building in the proposed colony was an old sheephearer's shack used by the Bixby ranch personnel, and located near the present-day intersection of 1<sup>st</sup> Street and Pine Avenue. The colony was marketed as a new seaside resort in newspapers throughout the country, including the Los Angeles Times, in 1883. Despite the extensive marketing, very few lots were sold, and Bixby regained ownership by default in 1884. Under new ownership of the Long Beach Land and Water Company, the colony was renamed Long Beach. Shortly thereafter, with the phenomenal increase in the number of settlers arriving in southern California in the late 1880s, the future of the colony turned. In 1888, the City of Long Beach incorporated with 59 buildings and a new school.

Between roughly 1891 and 1910, seaside facilities were the focal point of development in the little town. These facilities attracted tourists from nearby communities, which in turn created a demand for more and better transportation. Trains had been serving the area since as early as 1869, when Phineas Banning constructed a 22-mile railway from Los Angeles to San Pedro, but it was 1891 before the Long Beach City Council allowed the Los Angeles Terminal Railroad Company to install a rail line along Ocean Avenue to connect Long Beach with Los Angeles. By 1902, the Pacific Electric line also provided service into and around the city. In the following years the shipping industry began to develop at the port, led by John F. Craig who relocated the Craig Shipbuilding Company from Ohio to Long Beach in 1907. The Long Beach Harbor opened in 1911, following a period of explosive growth that resulted in a population jump from 2,252 in 1900 to 17,809 in 1910.

Perhaps as a result of this aggressive growth, in the 1910s and 1920s efforts were made to impose a "City Beautiful" plan on Long Beach. In general, this reform-minded movement sought to remedy social problems and increase civic loyalty through beautification of the city. The movement favored the Beaux-Arts and classical styles because of their dignified beauty, and supported the establishment of a monumental core or civic center, wide, tree-lined boulevards, and comprehensive city planning. As early as 1909, the movement as a whole came under fire for being expensive, impractical, and elitist. Although conflict between beautification and commerce was evident in Long Beach as well, the city was clearly proud of its architecture and the role it played in attracting and keeping residents and businesses. The importance of this was discussed in news articles from 1917 and 1922, which proudly noted that Long Beach was a leader in a variety of architectural styles, such as Swiss Chalet, Bungalow, and "Aeroplane." In fact, many well-known architects and designers of the time, such as Greene and Greene, Irving J. Gill, Coxhead and Coxhead, and the Olmstead Brothers, constructed noteworthy projects in the city and others became distinguished as their designs began to adorn the streetscape.



In 1921, the discovery of oil in Signal Hill was the catalyst for a “million-dollar-per-month” building boom in the downtown area. Despite, or perhaps because of the conflict between beautification and commerce, in the 1920s an organization of architects known as the Long Beach Architectural Club implemented comprehensive decisions regarding local architecture. Even in modest neighborhoods from that period an overall approach to design is evident. In 1928, the Pacific Southwest Exposition was held in Long Beach, featuring a conglomeration of faux Moorish buildings designed by local architect Hugh R. Davies. The exposition likely influenced the incorporation of “exotic” styles into the architectural fabric of the city and helped keep Long Beach on the cutting edge of architectural design.

Though many communities felt effects of the Depression soon after the stock market crashed in 1929, it was not really until 1932 that the Depression descended on Long Beach, and the tourist industry, a Long Beach staple, evaporated. In 1933, a magnitude 6.3 earthquake destroyed or damaged many of the masonry buildings and public schools in the Long Beach area. As a result of this disaster, the city received federal aid and this, coupled with the rebuilding process, jump-started the local economy. Although Long Beach had long had tougher-than-average building codes, local Assemblyman Harry B. Riley successfully campaigned for even stricter building and engineering codes to ensure that schools, in particular, would be safer. Many of the buildings that were repaired or rebuilt during this period incorporated the Art Deco Moderne or Streamline Moderne styles. In 1935, thanks to the Federal Works Progress Administration (later Works Projects Administration) funding, many parks and transportation facilities in the city were improved. In addition, the Federal Art Project subsidized art, literature, music, and drama and engaged artists for public projects, at a time when the artist’s enclave in the East Village was growing, producing a lasting legacy of public art in Long Beach.

In 1937, the Navy opened its first permanent base in Long Beach, Reeves Field, on Terminal Island. Three years later, Douglas Aircraft built a new facility adjacent to the Long Beach Airport that eventually created more than 41,000 jobs. In 1941, the Roosevelt Naval Base, shipyard, and hospital were constructed and in the same year, an 8.9-mile breakwater was constructed by the Federal government, creating 30 square-miles of protected anchorage and effectively eliminating the surf and sand in Long Beach.

The national and local wartime boom that carried the country out of the Depression also propelled most communities into an unprecedented period of post-war growth, but, while outlying areas grew in the postwar climate, many downtown areas suffered, including Long Beach. By the late 1950s and early 1960s military downsizing and the addition of major tourist attractions such as Disneyland and Knott’s Berry Farm in neighboring communities took a toll on the city’s economy. Although the city had gained some renewed interest as a destination spot after bringing the Queen Mary to Long Beach Harbor in the late 1960s, redevelopment efforts and the construction of freeways failed to obtain the desired results. Long Beach was a city in transition with many of its grand buildings falling into neglect, while others were destroyed by urban renewal projects.

By 1972, with the downtown area blighted, the citizens finally took action, stopping the completion of the Garden Grove Freeway (SR-22), which would have wiped out



residences and businesses along 7<sup>th</sup> Street, just north of the project area. Despite the public's increasing interest in preservation, redevelopment efforts continued to cause the loss of important historic buildings such as the Art Deco-style city offices and the historic Carnegie Public Library. In the 1980s, the pattern of redevelopment continued with buildings on six blocks in downtown being removed, including noteworthy examples of the PWA Moderne style such as the 1930-1932 Long Beach Municipal Auditorium, the 1933-1934 City Hall, and the 1936-1937 Veterans Memorial Building.

In reaction to the public outcry over the loss of these buildings, in 1978 the City established the Cultural Heritage Committee and authorized it to identify and protect historic resources by granting them historic district status. A decade later, the Cultural Heritage Committee became a City commission. In the early 1990s, the city began to thrive as major projects occurred in the downtown area. Around 1995, the construction of the Aquarium of the Pacific and the renovation of the Long Beach waterfront area began. Since then, redevelopment and preservation efforts together have achieved a reinvigorated downtown with many noteworthy buildings representing a wide variety of architectural styles and the work of several renowned architects including Julia Morgan, Edward Killingsworth, Greene and Greene, and Raphael Soriano. Today, Long Beach is once again a destination spot and a diverse and thriving community, with a population of approximately 440,000, an area of around 50 square-miles, and a thriving arts culture centered in the East Village.

## **PREVIOUS CULTURAL RESOURCES STUDIES IN THE VICINITY**

According to records of the SCCIC, the southernmost portion of the study area, to the south of Ocean Boulevard and the west of Shoreline Drive, was addressed in a previous cultural resources study completed in 1994. The remainder of the study area had apparently not been surveyed systematically prior to this study. However, SCCIC and City records suggest that several reconnaissance-level surveys may have included the study area in their scopes, such as a 1988 survey of some 350 buildings in the downtown area.

Records further indicate that four of the buildings in the study area were previously noted and evaluated as potential historical resources. Two of these, the Villa Riviera at 800 E. Ocean Boulevard and the Artaban Apartments at 10 Atlantic Avenue, have been formally recorded into the California Historic Resources Inventory and designated by the City of Long Beach as local historical landmarks. In addition, the Villa Riviera has also been placed in the National Register of Historic Places and the California Register of Historical Resources. The other two buildings, located at 777 E. Ocean Boulevard and 40 Atlantic Avenue, were the subjects of preliminary historical assessment completed in August 2005. Information from existing records on these four buildings is discussed in the section below as appropriate.

Outside the project boundaries but within a half-mile radius, at least three other area-specific cultural resources studies have been reported to the SCCIC, all of which are on relatively small tracts of land. A large number of historical/archaeological sites were previously recorded within the scope of the records search, all dating to the historic period. The vast majority of these sites consisted of buildings and/or other built environment features, and only one was an archaeological site, representing a



trash scatter. Other than the Villa Riviera and the Artaban Apartments, the nearest of these sites to the study area is the 1910-vintage Greenleaf Hotel at 63 Lime Avenue, just outside the study area boundaries. According to SCCIC records, this building has not been evaluated for eligibility in the National Register or the California Register. No prehistoric (i.e., Native American) archaeological resources have been recorded within the scope of the records search.

SCCIC records indicate that many buildings in downtown are now listed in the National Register and/or the California Register, or have been determined eligible for listing in one or both of these registers. In addition to those listed in the National Register and the California Register, nearly 200 buildings within the Long Beach city limits have been either locally designated or determined eligible for local designation, including more than 100 that have been designated officially as city landmarks.

The number of previously identified historical resources in the project vicinity, including many of recognized historic significance, attests to the high sensitivity of Long Beach's downtown area for potentially significant buildings and other built-environment features. Other than the Villa Riviera and the Artaban Apartments, however, none of these previously recorded historical/archaeological sites was located in the area that may be affected by the proposed project. Therefore, they do not require further consideration during this study.

## **POTENTIAL HISTORICAL RESOURCES WITHIN THE STUDY AREA**

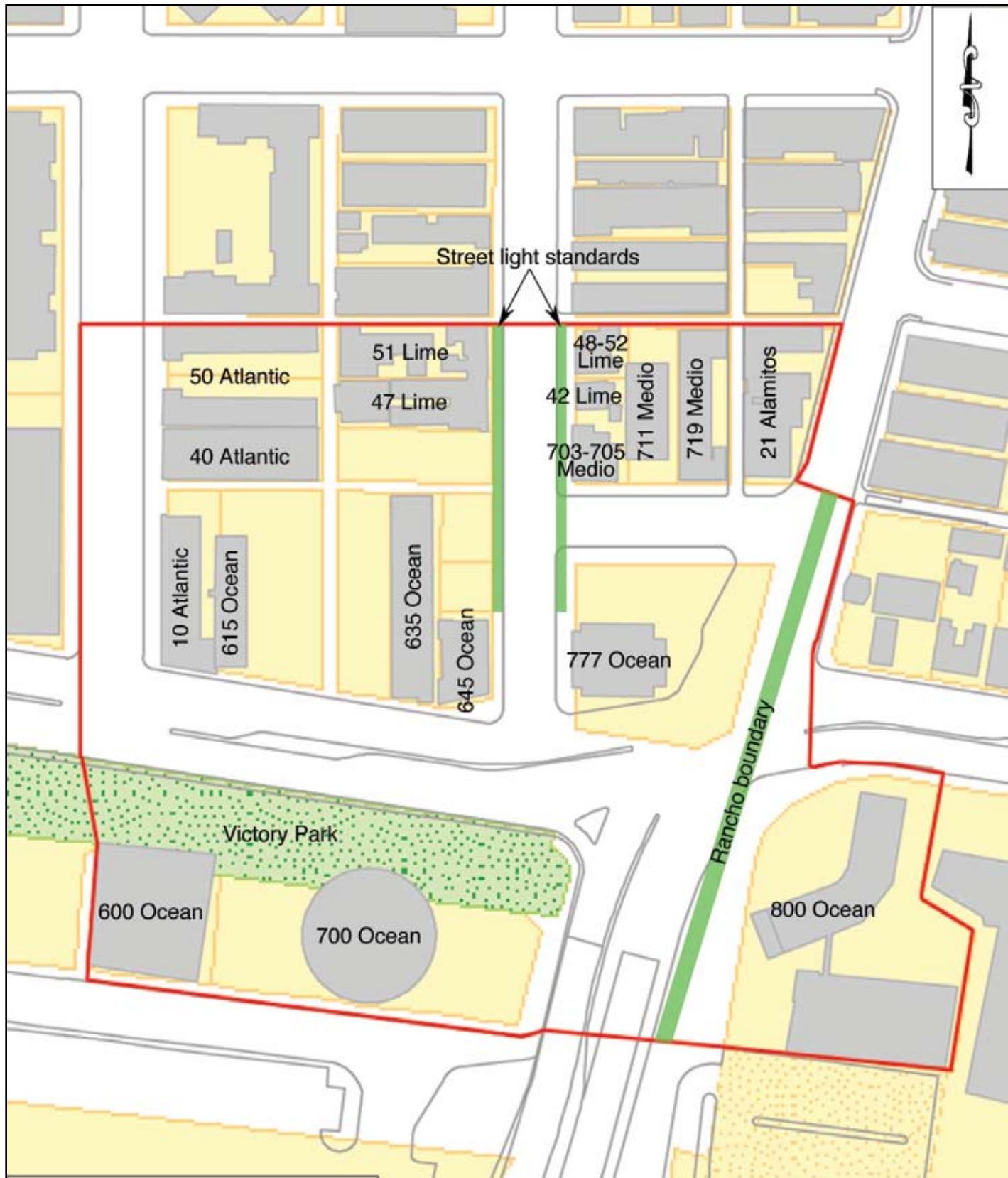
Situated on a major thoroughfare across downtown Long Beach and approximately one block from the shoreline, the study area is surrounded by a mix of historic and modern office, commercial, and multi-unit residential buildings. The study area itself hosts a total of 18 buildings or groups of buildings of similar nature. Fourteen of these date to the historic period (i.e., pre-1962), and thus meet the age threshold for recordation and evaluation as set forth by the California State Office of Historic Preservation. Of the four buildings constructed after 1962, two were included in this study due to their apparent potential for special merit in local architectural history. The other two, an apartment building at 600 E. Ocean Boulevard (Long Beach Towers, constructed in 1963-1964) and a restaurant at 615 E. Ocean Boulevard (Long Beach Café, constructed in 1969-1970), were noted but excluded from further study. The location of each of the following sites is depicted on Exhibit 5.7-1, Location of Buildings in Study Area.

Besides the buildings, a site of local historic interest, a group of streetscape features, and the remains of a municipal park were also encountered within the study area during this study. These features are described and discussed in further detail below, along with the 16 buildings or groups of buildings that were surveyed and evaluated as part of the study.

### **21 Alamitos Avenue**

#### **DESCRIPTION**

This wood-framed, stucco-clad apartment building is built on an irregular plan and surmounted by a flat roof. It stands three stories tall in the front portion and two



Not to Scale



stories tall in the rear portion. The south-facing primary façade is dominated by four large balconies on the upper levels, each of them with a simple, slender metal railing between low stucco walls. Similar balconies also adorn the upper portions of the south-facing walls of the rear portion.

All of the balconies are framed by wide, projecting copings and fins, creating a strong emphasis on a Modernist design theme. The theme is echoed in the rectangular open canopies over the top balconies and the rectangular copings around the windows facing the east. The lower level of the primary façade is decorated with an uncut stone veneer. Main access to the apartments is through a centered door that leads to a staircase, visible through openings in the middle portion of the façade. aluminum-framed sliding and double-hang windows provide fenestration to the building.

## CONSTRUCTION HISTORY

Originally known as the Joyce Manor Apartments, this building was built in 1956 as a 16-unit apartment complex with an attached garage. It was built on the former site of the Artaban Garage, a 150x60-foot commercial garage built in 1928 by then-property owner C. D. Cody, which stood until around 1954. The building has apparently remained largely intact with few permits for alterations issued over the years. Those on file in city building records were secured by tenants for interior remodeling. For example, in 1965 Marge Leferovich of Apartment 16 relocated a wall heater, and the following year Marie Wells of Apartment 10 added a forced-air unit.

## SIGNIFICANCE EVALUATION

Archival records indicate that Harris Rogers, a Long Beach building contractor, acquired this property from Earl F. Cody in 1956, shortly before the construction of the Joyce Manor Apartments. About that time, Mr. Rogers had a business office on Pacific Avenue and resided with his wife Nadyne on Maine Street. The name of C. D. Cody, the previous property owner, did not appear in a survey of 1950s local directories.

Dating to the late historic period, this apartment building is not known to be closely associated with any persons or events of recognized significance in national, state, or local history, or to represent the work of noted architect, designer, or builder. In terms of architectural, aesthetic, or artistic merits, the building does not qualify as an important example of its style, type, period, region, or method of construction. Therefore, it does not appear eligible for listing in the California Register of Historical Resources or for designation by the City of Long Beach as a landmark, and does not meet CEQA's definition of a "historical resource."

## **10 Atlantic Avenue (Artaban Apartments)**

### DESCRIPTION

A well-known local landmark at a highly visible location, this L-shaped, eight-story apartment building was first recorded into the California Historic Resources Inventory in 1984. The site record form prepared at that time offers the following description of the Artaban:



*Located at 10 Atlantic Avenue and constructed in 1922, this building is a very good example of a large-scale apartment building from the 1920/1930 era. As was common at this time in Long Beach, this building was built as cooperative apartments and included such amenities as a built-in refrigeration plant, laundry room, meeting and game rooms. The exterior of the building is concrete with many decorative touches added. There is a decorated band between the second and third floors and plain bands between each of the remaining floors. These bands are on the south and west sides of the building. The south side of the building features balconies under the center windows on the second through eighth floors and two side balconies on the seventh floor, all these balconies face the ocean. On the west side are two individual balconies on the fifth and seventh floors. Although the roof is flat, a decorative band running atop the south and west sides of the building simulates an overhanging roof. The entrance to this building is on the west side and is surrounded by a decorative arch and the recessed doorway is surrounded by a very decorated entrance. The lobby of the building is very beautiful and well maintained, the ceiling is a very colorful fresco with many details. The mantle around the fireplace shows scenes of Artaban travelers looking for Jesus. (View 1984:1)*

During the field survey, it was noted that this building remains largely intact as described above. However, as can be expected in a building of this vintage, many of the windows were replaced at an unknown time. Evidently, the apartments were originally fenestrated with wood-framed, two-pane picture windows flanked by narrow, wood-framed casements, some of which are still extant. A large number of these have been replaced with aluminum-framed, one-pane picture windows and aluminum-framed double-hungs.

## **CONSTRUCTION HISTORY**

As a designated City landmark, the construction history of the Artaban is well documented in City records. Built in 1922, it was among the city's first multi-storied residential building. It was designed by architect Charles McKenzie and constructed by contractors Wallace and Bush. City permit records since 1988 indicate a number of repairs to deteriorating features such as plumbing, electrical wiring, and planters, as well as minor interior alterations. Although replacement windows abound in the building today, no major alterations to the building are evident in archival records.

## **SIGNIFICANCE EVALUATION**

While nominating the Artaban Apartments for City landmark status in 1985, the City of Long Beach Cultural Heritage Committee determined that the building met Criteria C and I, as outlined in Long Beach Municipal Code §2.63.050.

*These particular criteria are applicable because this structure exemplifies an era of the construction of cooperative apartments and is a familiar visual feature in the downtown area. Its architectural significance stems mainly from the recessed doorway and the decorative lobby. (City of Long Beach 1985:1)*



Despite the minor alterations to its exterior features, the building continues to retain the qualities that rendered it a City landmark in 1985 and sufficient historic integrity to relate to its period of significance. Furthermore, since the development of cooperative apartments represented a pattern of events that contributed significantly to the development of Long Beach in the 1920s-1930s and helped bring about the current skyline of the downtown area, the Artaban, one of the first high-rise apartment buildings in the city, also appears eligible for listing in the California Register under Criterion 1, with a local level of significance. Therefore, it clearly meets CEQA's definition of a "historical resource."

## **40 Atlantic Avenue**

### **DESCRIPTION**

This rectangular, one-story office building, currently occupied by E & T Constructors, is an older poured concrete "box" with a much newer façade on the street-facing west side. This Modern-style façade features a centered, recessed entrance with aluminum-framed, tinted glass doors and windows. The north and south portions of the façade are covered with blue tiles, and the middle portion above the entrance has a smooth, white surface. The south elevation, adjacent to an alley and parking area, has painted concrete walls and recessed, steel-framed awning windows. The rear elevation has a large, vehicle-sized opening that has been partially filled with bricks and converted into two doors, flanked by a pair of windows.

### **CONSTRUCTION HISTORY**

Historical sources indicate that this building was originally constructed in 1922 as an automobile garage for the Artaban Apartments, and was called the Artaban Garage. It served in that capacity to at least 1942, although the name by that time had become K. W. Wade Garage. After the garage was relocated to the northwestern corner of Alamitos Avenue and Medio Street, the building was converted into commercial/office use after extensive interior and exterior remodeling in 1952. Further remodeling took place in 1967, around the time when prominent local architect Kenneth S. Wing, Sr., and his firm, Wing and Associates, moved into the building. The present façade, typical of Wing's architectural designs from that period, is probably the result of the 1967 remodeling.

### **SIGNIFICANCE EVALUATION**

Archival records indicate that the Artaban Garage was originally owned by Jesse G. Van Possum and George Sckenurr, neither of whom appears in local directories of the period. Later owners of the property included H. D. Henderson and William Duckworth, First Securities Company, and Assets Corporation before Kenneth S. Wing, Sr., and Clare Hamman, an independent insurance saleswoman, acquired the property around 1940. Wing, however, did not occupy the building during the 1940s-1950s, but had his architectural practice elsewhere in the City.

After it was converted into commercial/office use in 1952, the first tenants in the building included the Charm Unlimited School and the Otis Ted Majorette Studio. By



the early 1960s, the building was used as a dental office. According to research previously conducted:

*It was in the late 1960s that the Wings [Kenneth S. Wing, Sr., and his son Kenneth S. Wing, Jr., also an architect] decided to relocate their architectural firm (for a third and last time) to the building located at 40 Atlantic Avenue. From the early 1970s onward the building housed not only Wing's architectural practice, but was also shared by an insurance company and nursing registry. ... By the early 1980s, the subject property was being used as the headquarters of a chemical waste company. In the years to follow, the building also housed an employment placement company called PIP Personnel Services.*

In the meantime, after the death of Kenneth S. Wing, Sr., in 1986, Kenneth Wing, Jr., continued to work in the building until his own death in 1995.

Today, this building is in good condition and the attractive Modern-style façade is closely identified with the most notable period in its history, when it served as the office of Kenneth S. Wing, Sr., one of the most influential Long Beach architects, during the late 1960s and the 1970s. The design of the façade clearly reflected Wing's architectural philosophy. Consultation with local historic preservation groups demonstrates that there is a strong awareness of the building's association with Wing and his son, Kenneth S. Wing, Jr., among members of the preservation community.

Because of the relatively short period of occupancy by the Wings and the fact that it dates only to the 1960s-1970s, this building does not appear to meet the criteria for listing in the California Register of Historical Resources. However, as the last location of the architectural practice of Kenneth S. Wing, Sr., it demonstrates sufficient local historic interest to appear eligible for designation by the City of Long Beach as a landmark and, through the well-preserved main façade, retains a high level of historic integrity to relate to the period of significance.

## **50 Atlantic Avenue**

### **DESCRIPTION**

Located at this address is a motel complex currently operated as a Rodeway Inn. The complex consists of two flat-roofed, two-story buildings, each built on an elongated L-shape plan, connected at the western end by a canopy over the driveway. Both buildings feature aluminum-framed windows of recent origin and wrought-iron railings along the exterior corridors and stairways. The west-facing primary façade, which sports several evenly spaced bays with arched tops on the upper level and faux-marble engaged columns on the lower level, is clearly a modern construction.

### **CONSTRUCTION HISTORY**

Built in 1952 and called the At-Ocean Motel in 1955, this motel originally had a total of 18 units. The twin buildings were designed by architect Vern Hedden of Hedden



and Shelley, and executed by A. H. Ormsby of the Atlantic Building Company. A. H. Ormsby's office in 1951 was located at 709 ½ E. First Street in Long Beach. Subsequent names of the motel, if any, did not appear in local directories.

A small portion of the building was repaired after a 1963 auto collision. Later alterations include the 1985 addition of a manager's office and bedroom, which was designed by Kenneth S. Wing, Jr., and the addition of a canopy over the driveway. In 1999, 32 windows were replaced, and in 2002, Unit No. 122 was modified for disabled access.

### **SIGNIFICANCE EVALUATION**

Historical sources indicate that Ruth Foley was the property owner at the time of construction and a resident of building. She became co-owner with Leslie C. Foley around 1959, and in 1960 the property was deeded to Robert M. Hendon and M. Marge La Branch.

None of the property owners identified above is known to have attained recognized significance in history, nor have any important historic event, either a specific event or a pattern of events, been documented in association with the property. The motel itself demonstrates no particular architectural, aesthetic, or artistic merits, and indeed resembles a modern construction after the 1985 remodeling. The 1985 addition to the front, designed by Kenneth S. Wing, Jr., is essentially utilitarian in nature and does not appear to express any particular designed philosophy or ideals. Therefore, this property does not appear eligible for listing in the California Register of Historical Resources or for designation by the City of Long Beach as a landmark, and does not meet CEQA's definition of a "historical resource."

### **42 Lime Avenue**

#### **DESCRIPTION**

This modest vernacular residence, located on the rear portion of the parcel that also hosts the apartment building at 703-705 Medio Street, is a wood-framed structure with a roughly rectangular footprint. The low-pitched cross-gable roof is sheathed with composition shingles and has very narrow eaves. The exterior walls are clad with narrow clapboard in the main façade and with vertically grooved wood panels on the sides. The west-facing main façade features a small entry porch with wood picket railings and a bay window with a large, aluminum-framed fixed window flanked by two aluminum-framed double-hungs. Although the windows are evidently of modern origin, the original broad, flat window trim remains in place.

#### **CONSTRUCTION HISTORY**

Historic maps indicate that this 710-square-foot residence was constructed sometime between 1908 and 1914. Since 1923, it has shared the lot with an apartment building at 703-705 Medio Street. This residence has apparently remained largely intact with few recorded changes or alterations over the years. One permit for this address was issued in 1982 to Arnold Gladden to re-partition interior walls in order to create storage space.



## SIGNIFICANCE EVALUATION

Philander Hatch, who was president of the National Bank of Long Beach and vice president of the Long Beach Savings and Trust Co., was the owner of the property in 1917. John C. Farnham became owner around 1920. At that time he was the manager of Silverwood's, a men's clothing store that he later became proprietor of, changing the name to Farnham's. Located at 124 Pine Avenue, Farnham's was one of several similar stores, including Buffum's, clustered near the intersection of Pine and Broadway in the late 1920s.

Farnham and his family remained owners of the property until the 1950s, and lived for a time in the adjacent apartment building. After his death, Marvin A. and Pauline T. Shartzler acquired the property around 1958. Residents of this single-family dwelling included H. G. Quayle in 1939-1940. His occupation was not noted.

None of the persons identified in association with this residence is known to have attained recognized historic significance, nor have any important historic events been documented in association with this residence. In terms of architectural, aesthetic, or artistic merits, the building does not qualify as an important example of its type, period, region, or method of construction, or represent the work of prominent architect, designer, or builder. Therefore, this building does not appear eligible for listing in the California Register of Historical Resources or for designation by the City of Long Beach as a landmark, and does not meet CEQA's definition of a "historical resource."

## 47 Lime Avenue

### DESCRIPTION

The apartment complex located at this address consists of two separate buildings. The front building is a U-shaped one- and two-story structure that wraps around a narrow, tile-paved center court. The front portion of this wood-frame, stucco-clad building, facing east and standing two stories tall, encompasses almost all of the stylish and decorative elements in the building's design, and the rear, one-story portion of the building is largely utilitarian in appearance.

The symmetrical principal façade is focused on a centered main entrance, which opens to a breezeway and leads to the court. It is sheltered by a ceramic tile-covered pent roof resting on shaped rafters and braces, as are the three windows on the upper level. The two lower-level windows on either side of the entrance sport cloth awnings instead. Each of the tripartite windows in the façade comprises a wood-framed picture window flanked by two aluminum-framed double-hangs. Other windows in the structures include both wood-framed and aluminum-framed double-hungs. The front and rear ends of the flat roof over the two-story portion of the building feature projecting cornices, slightly more ornamental in the front.

The rear building in the complex is a one-and-a-half-story Neoclassical cottage of wood-frame construction. Its medium-pitched front-gable roof, covered with composition shingles, ends in wide, boxed eaves. The exterior walls are clad mainly with clapboard siding, while a large, gabled dormer is clad with wood-shingles.



Except for a lean-to in the rear, the building is rectangular in shape. The front façade, almost entirely obscured by the other building in the complex, consists of a bay window and a relatively large porch supported by square wooden posts. Some wood-framed casement windows are observed in the building, but most of the windows are now aluminum-framed double-hangs and sliders.

### **CONSTRUCTION HISTORY**

A single-family dwelling was first noted at this location between 1902 and 1905, and was eventually moved to the rear portion of the lot to make room for the construction of a nine unit, 4,593-square-foot apartment building around 1913. Called St. Ambrose Court in 1923 and through at least 1938, the apartment complex apparently has undergone no major alterations. New heating units were installed in 1955, and in 1972, a stove and refrigerator were placed in a snack room on the premises.

In 1979, a permit to repair fire damage noted there had been no “structural damage.” Another fire sometime around 1985 apparently caused minor damage to Units 12, 15, and 19. In December 2001, unspecified repairs were required by the City.

### **SIGNIFICANCE EVALUATION**

Thomas Wall acquired this property from John Baker around 1905, and in 1913 Emily Wall became owner. Directory information from 1907 lists 47 Lime Avenue as the address of Mrs. S. E. Findlay's furnished rooms, with the Walls' residing at 1105 Alamitos Avenue. Other property owners during the historic period include Oscar Block; Peter L. Christenson, a longtime owner of Christenson Auto Supply on American Boulevard (now Long Beach Boulevard); Charles D. Costas; Preston G. Baker; Louise Pelletier, who changed the name of the complex to Pelletier Court; and Bernice Becker, who retained the property at least well into the 1960s.

Becker changed the name of the property to Bomberger Apartments sometime around 1957, apparently after she married Edgar Bomberger. A survey of local directories yielded no further information on the Wall family, Block, Costas, or Baker.

None of the property owners identified above is known to have attained recognized significance in history, nor have any important historic events been documented in association with this property. Neither of the two buildings in the complex demonstrates any particular architectural, aesthetic, or artistic merits. Small-scale, Prairie- and Craftsman-influenced apartment buildings, characterized by symmetrical façades with centered entrances and a liberal application tripartite windows, and Neoclassical-style residences were both very common in Long Beach's downtown area during the early 20<sup>th</sup> century, and survive in large numbers today, as the records search results illustrate. The two specimens on this property do not show any special qualities beyond the ordinary. Therefore, they do not appear eligible for listing in the California Register of Historical Resources or for designation by the City of Long Beach as a landmark, either individually or collectively, and do not meet CEQA's definition of a “historical resource.”



## **48-52 Lime Avenue**

### **DESCRIPTION**

The building at this address is a two-story, irregularly shaped triplex. The woodframe, stucco clad building is surmounted by a low-pitched hip roof, which is covered with composition shingles and has very narrow eaves. Windows in the vernacular building are predominantly wood-framed double-hungs, except for a large glass-block window over a painted stone planter. Similar stone work is also observed in the sidewalk in front of the building. An exterior stairway in the main façade, lined with wrought iron railings, leads to a small balcony, which serves as both an entry porch for the lower-level unit and the main access to the two upper-level units. A wooden balcony with a metal roof and wood railing is located on the rear (eastern side) of the building.

### **CONSTRUCTION HISTORY**

Built in 1939, this two-story, three-unit dwelling was constructed by contractor John Dallas of Long Beach. It apparently has received little alteration, with the 1961 installation of new heaters being the only recorded work after the initial construction.

### **SIGNIFICANCE EVALUATION**

Joseph C. Hadley was identified as the property owner in 1939, at which time he was the manager of Truck-A-Way Company. His wife Clara became the sole owner around 1942, followed by Lulu F. Corey in 1943, and Edward W. Brandhorst the following year. Irene Argeris acquired the property around 1947. From that time until at least 1961, the building evidently was occupied by members of the same family, including Gus Argeris, who in 1957 was an engineer at Ford Motor Company. Other family members who resided in the dwelling include John Argeris and Irene Argeris' husband, Trifon L. Collias, who in 1957 was a bartender at the Sea Grotto in Long Beach.

None of the owners and occupants of the building listed above has been identified as a person of recognized historic significance, nor have any important historic events been documented in association with this residence. A vernacular structure with barely a hint of influence from the once-popular Streamline Moderns and Spanish Eclectic styles in its exterior design, this triplex does not represent the work of influential architect, designer, or builder, or demonstrate any other architectural, aesthetic, or artistic merits. Therefore, it does not appear eligible for listing in the California Register of Historical Resources or for designation by the City of Long Beach as a landmark, and does not meet CEQA's definition of a "historical resource."

## **51 Lime Avenue**

### **DESCRIPTION**

This apartment complex consists of a U-shaped two-story building in the front and an irregularly shaped one-story building in the rear, both of wood-frame construction and with stucco cladding. The flat roof of the two-story building is accented by a



front-facing shed roof in the middle portion of the symmetrical, east-facing primary façade, which is covered with ceramic tiles and sports exposed rafters. A matching pent roof over the main entrance rests on a square wooden beam supported by two buttresses. These buttresses, along with the slightly projecting “towers” at the ends of the façade and the decorative beams protruding from the walls bear the roofline, give the building a fortress-like appearance and an exotic flair.

The main entrance has a paneled wooden door of modern origin, flanked by a pair of narrow sidelights. It is accompanied by wrought-iron railings on either side of a set of concrete steps and wrought-iron light fixtures set in the buttresses. The main façade also include four tripartite windows with aluminum-framed double-hungs on the sides. The two lower-level windows are adorned with wooden planters supported by square wooden beams protruding from the wall. Other windows in the building are predominantly wood-framed double-hungs. The rear, one-story building is utilitarian in appearance, and lacks any notable stylish elements.

## CONSTRUCTION HISTORY

According to property records, a 342-square-foot structure and a seven-unit, 3,370 square foot apartment building with garages were both built on this parcel around 1922. In 1946, two of the garages were converted to a living room and bathroom, and three years later an 11x16-foot addition was built. Heaters were installed in 1957, and in 1960 another of the garages was converted to a utility room. Fire damage to the remaining garages was repaired in 1971. A bedroom and bath addition was completed on the smaller building in 1951.

## SIGNIFICANCE EVALUATION

Florence N. Negley, owner of the parcel when the buildings were built, operated the property as the Negley Apartments. After Rivers and Marie Mansker acquired the property around 1938, it became the Wilson Apartments, but by 1951 was called the Mansker Apartments. In 1938, Marie Mansker was the manager and Rivers was a clerk of the neighboring St. Ambrose Apartments at 47 Lime Avenue, where they also lived until they became owners of this property. They remained owners until at least 1963.

None of the property owners identified above is known to be of recognized significance in national, state, or local history, nor have any important historic events been documented in association with this property. Neither of the two buildings in the complex demonstrates any particular architectural, aesthetic, or artistic merits. Like its next-door neighbor at 47 Lime Avenue, this small-scale apartment complex belongs to a property type that was very common during the early 20<sup>th</sup> century and is well represented among recorded historic-period building in downtown Long Beach, and this specimen does not possess any unique or special characteristics. Therefore, it does not appear eligible for listing in the California Register of Historical Resources or for designation by the City of Long Beach as a landmark, and does not meet CEQA's definition of a “historical resource.”



## **703-705 Medio Street**

### **DESCRIPTION**

This Spanish Eclectic apartment building is a rectangular-shaped, three-story wood-frame structure with a flat roof and stucco wall cladding. Notable stylish elements in its exterior design include arched window openings on the top floor, wrought-iron balconies in the middle portion of the south-facing main façade, wrought-iron light fixtures beside the front entrance, and wrought-iron and perforated stucco balconets defined by engaged columns in the western façade, which faces Lime Avenue. An arched gate attached to the east side of the main façade further emphasizes the Spanish theme in its appearance.

The southwestern corner of the building is truncated on the two upper levels, allowing the placement of a small Mission parapet at the top, an oval opening with vertical vents, two windows, and a triangular balcony with wrought-iron railings. All of the windows are now aluminum-framed sliders and double-hungs. A striped cloth awning adorns the recessed main entrance, echoed by a similar awning over the third-floor balcony. An exterior stairway of wood construction is attached to the rear of the building.

### **CONSTRUCTION HISTORY**

This 6,636-square-foot, six-unit apartment building was constructed in 1922 by designer and builder C.T. McGrew and Sons. Since then, the building has apparently remained virtually intact with no major alterations documented. In 1965, a storage room was added in the rear of the building, between this building and the residence at 42 Lime Avenue. In 1976 a fireplace was installed in Apartment No. 5.

### **SIGNIFICANCE EVALUATION**

This apartment building is located on the same parcel as the single-family residence at 42 Lime Avenue. The ownership history of this building, therefore, is identical to that of its smaller companion.

Despite the minor alterations in the form of window replacement, this building, the finest example of an early 20<sup>th</sup> century mid-sized apartment development in the study area, retains excellent historic integrity in relation to its construction date and to its original design by noted local builder/designer C. T. McGrew. The truncated corner of the building and the ornamental details associated with it, in particular, is reminiscent of the Ebell Club and Theater, a well-known example of McGrew's large body of work in Long Beach. In addition, this very handsome building has long been a familiar visual feature in the neighborhood. For these reasons, the building appears eligible for designation by the City of Long Beach as a landmark under Criteria F and I, although its level of significance falls short of eligibility for the California Register of Historical Resources. Therefore, it qualifies as a "historical resource" under CEQA provisions.



## **711 Medio Street**

### **DESCRIPTION**

This two-story, Modern-style apartment building is constructed on a rectangular plan and is surmounted by a dual-pitched, front-facing gable-on-hip roof with exposed rafters and fascia boards under the widely overhanging eaves. The wood-frame structure is clad mostly with stucco, with vertically grooved plywood panels covering much of the south-facing primary façade. The façade features a pair of metal-framed sliding doors on the upper level, each adorned with a wooden balconet, and a wood-framed double glass door on the lower level. The gable ends are filled with louvered vents.

The west side of the building sports an exterior corridor sheltered by the wide eave, from which an exterior stairway leads to a wooden arbor and the gate in the wrought-iron fence, which is mostly concealed by a lush wall of bamboo and other vegetation. Dark-painted wooden beams in the façade echo those used in the construction of the arbor. On the east side of the building are a series of private balconies. Fenestration in the building consists mainly of aluminum-framed sliding windows. Although relatively plain and unadorned, the overall appearance of the building evokes a tropical theme with a strong Asian-Pacific emphasis.

### **CONSTRUCTION HISTORY**

Architect and property owner Jules Brady, of noted Long Beach architectural firm Killingsworth, Brady, and Smith, secured a permit in April 1961 to demolish an existing building to make way for this 5,378-square-foot, 10-unit apartment building. He contracted David Perrin, Inc., for the construction. The building apparently has remained virtually unaltered since then. A permit to repair fire damage in Apartment G was issued in 1977, and another to repair minor damage from an electrical fire in the attic was issued in 2003.

### **SIGNIFICANCE EVALUATION**

After Jules Brady, Bessie F. Brady became the property owner in 1963, followed by Gerald A. Evers et. al. in 1964. J. Anderson was identified as the owner on the 1977 permit. The firm of Killingsworth, Brady, and Smith, as mentioned above, became one of the best-recognized architectural practices in Long Beach under the helm of Edward A. Killingsworth, and is credited with a large number of projects around the world. There is no evidence that this building, likely designed by Jules Brady, is considered an important example of the prolific firm's works, but it appears unusual, if not unique, in that body of works in its tropical/Asian-Pacific character, possibly a reflection of the firm's experience in Hawaii, South Korea, and Indonesia.

All things considered, this building does not appear eligible for listing in the California Register of Historical Resources or for designation by the City of Long Beach as a landmark, and does not meet CEQA's definition of a "historical resource." However, as a property of potential local historical interest due to its association with Jules Brady, it appears to warrant special consideration in local planning.



## **719 Medio Street (Douglas Apartments)**

### **DESCRIPTION**

This two-story apartment building, known as Douglas Apartments, is a wood-framed, stucco-covered structure with a flat roof and a side-facing U-shape plan. The front portion of the building is decorated with three darker horizontal bands that extend around the corners, the two lower ones containing the windows on both levels and four raised horizontal grooves each. The horizontal lines, coupled with the rounded wall corners at the front entrance, give the simple façade a touch of Streamline Moderne influence.

The main entrance, set off-centered in the south-facing, asymmetrical façade and under a metal-covered canopy, opens to a breezeway. The inside court of the building features exterior corridors and stairways with steel-pipe railings. Windows in the building are predominantly aluminum-framed sliders.

### **CONSTRUCTION HISTORY**

Archival records indicate that this 26-unit apartment building was designed by H. Alf Anderson and constructed in 1941, originally named Dobson Apartments for owners John and Lecty Dobson. It apparently has remained largely unaltered. Other than heater installations in 1953, no other building permits associated with the building were found.

### **SIGNIFICANCE EVALUATION**

Lecty Dobson became sole owner of the property in 1953, and around 1958 it became part of the estate of John H. Dobson. In 1942, H. Alf Anderson was a local architect with an office at 30 Pine Avenue and a residence on East Sixth Street. That same year, Florence Shaver was listed as the manager of Dobson Apartments. No further information was found regarding the Dobsons.

In summary, no persons or events of recognized historic significance have been identified in association with this apartment building, nor does the building exhibit any special architectural, aesthetic, or artistic merits. H. Alf Anderson was evidently a local architect of little note, and no other individuals were identified in the design and construction of the building. Based on these considerations, the building does not appear eligible for listing in the California Register of Historical Resources or for designation by the City of Long Beach as a landmark, and does not meet CEQA's definition of a "historical resource."

## **635 E. Ocean Boulevard**

### **DESCRIPTION**

This two- and three-story apartment building is rectangular in shape and has a flat roof. The exterior walls of the wood-frame structure are covered with stucco on the rear portion and with wide, horizontally grooved aluminum siding on the front portion, with a narrow strip of stone veneer at the bottom of the south-facing main façade.



The asymmetrical façade features a series of projections and a total of six multi-paned ribbon windows with fixed middle sashes flanked by casements. The recessed central bay includes two balconies with rounded corners and metal railings, a fire escape, and a glazed front door, and has board-and-batten and stone accents.

The west elevation, adjacent to a large parking area, has numerous multi-paned, steel-framed casement, hopper, and fixed windows. Each of these windows has a painted semicircle above it, creating the illusion of a slightly projecting arch or awning. The rear elevation has a modest Western False Front-style parapet and includes five multi-paned casement windows with similar “arches,” as well as an external, metal staircase leading to a recessed door on the second floor.

## **CONSTRUCTION HISTORY**

This 34-unit apartment building was constructed in 1941 by Long Beach contractors Odmark and Son. It was designed by architect Victor E. Siebert. Although much of the materials used in the main façade appear to be of much later origin, no major alterations are documented in the City's building safety records. Archival records only indicate that unspecified repairs were made in 1978, apparently in response to City notification of building code violations.

## **SIGNIFICANCE EVALUATION**

Edward A. Geissler was listed as the property owner when this building was constructed. Around 1944, Forrest and June Palmateer became the owners and remained so through at least 1963. The builder of the structure, Odmark and Son, was a firm led by E.T. and Harold T. Odmark, which had an office on Gladys Street at the time of the construction. The firm appears to be of little prominence in the architectural history of Long Beach or elsewhere. A survey of local directories yielded no further information regarding Geissler or the Palmateers.

The designer of the building, Victor E. Siebert, was apparently an architect of some renown in Walla Walla, Washington. In 1912, Siebert and his former preceptor Henry Osterman established the firm of Osterman and Siebert, and in time became known as Walla Walla's foremost architects. The firm, or the two partners individually, is credited with many notable buildings in the Walla Walla area, including at least five that are listed in the National Register of Historic Places. Outside the Walla Walla area, however, Siebert appears to be virtually unknown. In any event, there is no evidence that this building occupies a notable place in the architect's long and prolific career.

Since no persons or events of recognized importance have been identified in close association with its history, this building does not appear eligible for listing in the California Register of Historical Resources or for local designation. Therefore, it does not qualify as a “historical resource.”



## **645 E. Ocean Boulevard**

### **DESCRIPTION**

This three-story apartment building is rectangular in shape and has a flat roof with a parapets. It is covered primarily with stucco, but has a stone veneer on the lower-level façade. The building sports groups of four narrow, low-relief bands on each level, which give it a horizontal emphasis evocative of the Streamline Moderne style. The south facing principal façade has a recessed central bay with two metal balconies that extend over the main entrance, which is surrounded by the stone veneer. Evenly spaced across the top of the façade there are three vents, each in a pattern of two square holes above and below a narrow rectangular hole.

Fenestration in the building consists of wood-framed fixed, double-hung, and casement windows, as well as aluminum-framed sliding windows. Tripartite windows are found on all three levels at either end of the principal and the eastern façades, but the ones at the southeastern corner of the building have been significantly altered.

### **CONSTRUCTION HISTORY**

Although no permit was found for its original construction, this building was evidently constructed around 1910. By 1914, a three-story apartment building was known to be present at this location, with a single-family residence behind it. It was likely remodeled after the 1933 Long Beach earthquake, when the Art Deco and Streamline Moderne styles became popular. In 1954 and 1981, permits for 20 fire ladders and chimney vents, respectively, were issued. Unspecified repairs were made in 1978, apparently in response to City notification of building code violations.

### **SIGNIFICANCE EVALUATION**

At the time of the building's construction, William Blackwood and William A. Preston were listed as the owners of the property. Around 1928, Una V. Mayhill became the owner, followed by Gladys Harris about ten years later. Harris remained owner until at least 1958. A survey of local directories yielded no information on Blackwood, Preston, Mayhill, or Harris.

Despite extensive research, the CRM Tech study found no evidence that the building is associated with persons or events of recognized significance in national, state, or local history. It does not qualify as an important example of its type, period, region, or method of construction, nor does it express any ideals or design concepts more fully than the numerous other similar structures in the City of Long Beach. In addition, the building is not known to represent the work of a prominent architect, designer, or builder. Therefore, it does not appear eligible for listing in the California Register of Historical Resources or for designation by the City of Long Beach as a landmark, and does not meet CEQA's definition of a "historical resource."



## 700 E. Ocean Boulevard (International Tower)

### DESCRIPTION

Located at this address, formerly 660 E. Ocean Boulevard, is one of the best recognized icons of modern architecture in Long Beach, the circular-shaped, high-rise International Tower. This unique building is described by Cara Mullio and Jennifer Volland in their popular 2004 survey of famous buildings in the city, *Long Beach Architecture: the Unexpected Metropolis*, as follows:

*Situated across the street from the Villa Riviera, the International Tower provides a striking contrast to the city's more traditional architecture. In fact, another old vestige of the beachfront, the El Mirador Hotel, was cleared to make way for its erection. The shape of the 32-story circular structure drew a great deal of attention while under construction. A July 1964 article in the Press-Telegram predicted it would be "one of the most unusual structures ever erected here." More recently, it has been referred to by locals as the "beer can."*

*The International Tower claimed to be the tallest prestressed-concrete structure in the world. An intricate web of steel formed the 130-foot diameter foundation and, in total, more than 1,000 tons of reinforcing bars were used to strengthen the foundation mat, floor slabs, and inner- and outer-core walls. It was built by the slipform method, in which wooden forms were airlifted to position and the concrete was poured. Operating 24 hours a day, the process allowed the tower to rise about one-foot an hour and form completely in two weeks.*

*The initial plans called for commercial space on the bottom floors and 204 residential units composing 25 floors of eight apartments plus one floor containing four penthouses. The exterior consists of a glass-curtain wall, recessed to form continuous balconies, with unobstructed views in every direction. Shortly after the grand opening, owner Henry Sassoon considered converting the tower into an apartment hotel because of lack of tenants. He also proposed a revolving restaurant atop the building. Neither was realized. In the mid-1980s, the International Tower was sold and approved for condominium status. (Mullio and Volland 2004:218)*

During the field survey, it was noted that the interior of the building had undergone extensive remodeling in recent years, but the exterior features remained essentially intact. The only notable exterior alteration is the reconfiguration and remodeling of the main entrance, which now faces the east and features a stone-lined rectangular portico, which is evidently of more recent construction.

### CONSTRUCTION HISTORY

Originally named Tower Sixes, this building began construction in early 1964 on the site of the former El Mirador Hotel. Property owner and developer Henry Sassoon contracted architects Carl B. Troedsson and Charles Boldon, along with structural engineering firm T.Y. Lin and Associates, for its design. A swimming pool was



installed in 1966 and in 1967 offices were added, although it is not clear if these were interior conversions or new additions to the building. In 1971 the 6<sup>th</sup>, 11<sup>th</sup> and 14<sup>th</sup> floors were shifted to commercial use. LeRoy Misuraca, president of the International Tower Owners Association, recalls that the new entrance probably dates to the 1980s, when the main access to the building was moved from the north side to the east side.

### SIGNIFICANCE EVALUATION

Henry Sassoon, a resident of Bel Air, built the International Tower at a cost of \$7 million dollars. Citing high vacancies rates that resulted in financial losses of \$2 million, Sassoon sold the building in August 1966 to California Federal Savings and Loan. International Tower, Ltd. became the titleholder in 1967. As stated above, the property was approved for condominium status in the 1980s. Tung-Yen (T.Y.) Lin was a professor emeritus in civil engineering at the University of California, Berkeley, and was considered one of the greatest structural engineers of his time. He pioneered pre-stressed concrete construction and had a profound influence on modern structural design. In 1986, Lin was presented with the prestigious National Medal of Science. A native of China, Lin died in 2003 at age 91. Although not yet 45 years old, the International Tower was surveyed and evaluated during this study due to the demonstrated interest that it commands among students of modern architectural history and technological innovation in the construction industry. Of particular note in the potential significance of the building are the following findings:

- It was once reportedly the tallest pre-stressed concrete building in the world;
- It represents a major project by Tung-Yen Lin, a well-recognized pioneer in that construction method; and
- Its unique design has made the building a well-known and prominent physical landmark at this location.

Although the entrance to the building has apparently been remodeled in more recent years, the relatively minor alterations have not compromised the most essential elements in the building's historic integrity, which lie in the overall design and construction of the tower itself. Based on these considerations, the International Tower appears to meet Criteria E, F, G, and I for designated by the City of Long Beach as a landmark, and may eventually prove to be eligible for listing in the California Register of Historical Resources once sufficient time has elapsed to allow the firm establishment of the building as a symbol of technological innovation and of its builder, Tung-Yen Lin, in his distinguished status in the history of construction technology.

### **777 E. Ocean Boulevard**

In August 2005, PCR Services Corporation was contracted by the City of Long Beach to pursue a preliminary historical assessment of this building, partially because of a rumor that claimed it to have been designed by the firm of Killingsworth, Brady and Associates. The results of that study established that the building was in fact designed by Coppedge and Balance and Associates, "a local



design firm of little, if any, prominence in the architectural history of Long Beach or elsewhere.” Built in 1975 to house the headquarters of Harbor Bank, this Post Modern structure, now occupied by a video rental store called Video Choice, has been significantly modified. Because of its recent age and the lack of any exceptional historical, architectural, or aesthetic merits, this building shows no potential to qualify as a “historical resource,” and requires no further study.

### **800 E. Ocean Boulevard (Villa Riviera)**

This 15-story, Chateauesque-style apartment building, once the tallest building on the southern California coast, is a designated City landmark and currently listed in both the National Register of Historic Places and the California Register of Historical Resources. Therefore, it clearly constitutes a “historical resource” for CEQA compliance purposes. In the National Register registration form, the architectural characteristics and the history of this building are documented and summarized as follows:

*The Villa Riviera is eligible for listing in the National Register of Historic Places under Criterion C as an outstanding example of a Chateauesque style luxury apartment building. The building is widely recognized as one of the most important landmarks in the City of Long Beach, not only for the beauty of its architecture, but also for its sheer size at 277 feet and for its prominent location on the Pacific Coast. It stood as the tallest building in Long Beach until the ARCO towers were completed in the 1980s.*

### **Street Lights and Other Streetscape Features**

During the survey, six Corsican-style street light standards that evidently date to the early 20<sup>th</sup> century were observed on the segment of Lime Avenue within the study area, including two within the project site. Characterized by fluted cast-iron shafts, Corinthian capitals, square bases, and acorn-type luminaries, these street light standards are similar but by far not identical to the many “old-fashioned” light standards scattered throughout the downtown area, which appear to be of a later vintage. A cursory survey of the surrounding neighborhood revealed the presence of four more identical light standards on adjacent blocks along Lime Avenue, farther to the north. However, no light standards of this type were found elsewhere in the downtown area.

Also noted in the study area were a number of other streetscape features that appear to date to the historic period, including traffic lights, mailboxes, and parking meters. These features, however, are all of standard design and exhibit no potential for any historic value.

Due to the lack of specific documentation, the exact age of the light standards noted in the study area is unclear, but they have been estimated to date to circa 1907-1920. As mentioned above, they appear identical to the streetlights that were purchased to illuminate the nearby Naples development, and in all likelihood may have come from the same source.



Due to their uncertain historical background, these streetlight standards do not demonstrate the potential to be considered eligible for listing in the California Register of Historical Resources or for local designation. Therefore, they do not meet CEQA's definition of "historical resources." However, as possibly the oldest surviving street lights in Long Beach's downtown area, they retain sufficient local historical interest to warrant some special consideration in local planning.

### **Boundary between Rancho Los Alamitos and Rancho Los Cerritos**

Alamitos Avenue, on the eastern edge of the study area, runs along the line dividing two former Mexican land grants, Rancho Los Alamitos and Rancho Los Cerritos, on which the bulk of the City of Long Beach is now located. As previously stated, both of these ranchos were parts of a Spanish concession awarded to Juan Manuel Nieto in or around 1784, and both of them were later confirmed by the Mexican government in 1834 and eventually by the U.S. Government after the American annexation of Alta California in 1848. As elsewhere in California, the boundary between these two large land grants were customarily vague under Mexican rule, and was clearly delineated at this location through a series of surveys conducted by the U.S. General Land Office between 1858 and 1866.

Today, the location of the boundary is marked by a bronze plaque established by the Long Beach Parlor of the Native Sons of the Golden West at an unknown time, which stands on the southwestern corner of Alamitos Avenue and Ocean Boulevard. The rancho boundary itself, lying within the Alamitos Avenue right-of-way, retains no physical features related to the establishment of the two land grants. As a common feature throughout coastal California that is not closely associated with any historic persons or events, the rancho boundary does not retain the potential to be eligible for listing in the California Register of Historical Resources or for designation by the City of Long Beach as a landmark. However, in light of the importance of Rancho Los Alamitos and Rancho Los Cerritos to the city's past, it warrants special consideration in local planning as a site of local historical interest. The rancho boundary marker, as a commemorative property with no demonstrated historic significance of its own, is not considered a potential "historical resource," as defined by CEQA.

### **Victory Park**

In 1920, the Long Beach City Council passed a resolution to designate the ocean bluff south of Ocean Boulevard and between Hart Court and Alamitos Avenue, informally called Bluff Park among local residence, as Victory Park. It was planned that artillery pieces and other mementoes of WWI would be placed in the park, and several flagpoles were also suggested. As dedicated in 1920, the eastern end of the park lies in the southwestern portion of the study area.

In later years, like many other parks and open space areas in downtown Long Beach, Victory Park was "virtually erased by commercial and civic development in the 1970s." Today, the two buildings in that portion of the study area, the Long Beach Towers at 600 E. Ocean Boulevard and the International Tower at 700 E. Ocean Boulevard, both occupy parts of the former parkland, and the only remnant of Victory Park within the study area is the strip of landscaping between these buildings and Ocean Boulevard). Since the park essentially no longer exists in the study area,



and since the proposed project, lying across Ocean Boulevard, has no potential to affect its remnants, Victory Park requires no further consideration during this study.

## **5.7.2 SIGNIFICANCE THRESHOLD CRITERIA**

According to Appendix G, the Initial Study Checklist, of the *CEQA Guidelines*, a project would typically have a significant impact on cultural resources if the project would:

- Cause a substantial adverse change in the significance of a historical resource as defined in *CEQA Guidelines* Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* Section 15064.5; refer to Section 10.0, Effects Found Not to be Significant,
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; refer to Section 10.0, Effects Found Not to be Significant, and/or
- Disturb any human remains, including those interred outside of formal cemeteries feature; refer to Section 10.0, Effects Found Not to be Significant.

## **HISTORICAL PROPERTIES**

Under Section 106 provisions, Federal agencies, as well as state or local agencies receiving federal funding, are required to take into account the effects of their undertakings on historic properties and seek ways to avoid, minimize, or mitigate any adverse effects on such properties (36 Code of Federal Regulations [CFR] 800.1(a)).

“Historic properties,” as defined by the Advisory Council on Historic Preservation, include any “prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior” (36 CFR 800.16(l)). The eligibility for inclusion in the National Register is determined by applying the following criteria, developed by the National Park Service as per provision of the National Historic Preservation Act (NHPA):

*The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and*

- (a) *that are associated with events that have made a significant contribution to the broad patterns of our history; or*
- (b) *that are associated with the lives of persons significant in our past; or*
- (c) *that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*



- (d) that have yielded, or may be likely to yield, information important in prehistory or history. (36 CFR 60.4)*

According to 36 CFR 800.16(i), “Effect means alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register.” In 36 CFR 800.5(a)(1), the criteria of “adverse effect” are set forth as follows:

*An adverse effect is found when an undertaking may alter, directly or indirectly, and of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.*

## **HISTORICAL RESOURCES**

The purpose of this analysis is to identify any potential historical resources within or adjacent to the project site, and to assist the Lead Agency in determining whether such resources meet the official definitions of “historical resources,” as provided in the California PRC (and CEQA, in particular).

For CEQA-compliance considerations, the State of California’s Public Resources Code (PRC) establishes the definitions and criteria for “historical resources,” which require similar protection to what NHPA Section 106 mandates for historic properties. “Historical resources,” according to PRC §5020.1(j), “includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.” More specifically, *CEQA Guidelines* state that the term “historical resources” applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the Lead Agency (Title 14 California Code of Regulations [CCR] §15064.5(a)(1)-(3)).

Regarding the proper criteria of historical significance, *CEQA Guidelines* mandate that “a resource shall be considered by the lead agency to be ‘historically significant’ if the resource meets the criteria for listing on the California Register of Historical Resources” (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

- (1) *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.*
- (2) *Is associated with the lives of persons important in our past.*



- (3) *Embodyes the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.*
- (4) *Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c)).*

CEQA establishes that “a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment” (PRC Section 21084.1). “Substantial adverse change,” according to PRC Section 5020.1(q), “means demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired.”

A local register of historical resources, as defined by PRC §5020.1(K), “means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.” For properties within the City of Long Beach, the City’s Cultural Heritage Commission Ordinance provides criteria for designation of “landmarks” and “landmark districts,” per *Long Beach Municipal Code* Section 2.63.050. A cultural resource may be designated as a landmark if it meets one of the following criteria:

- A. *It possesses a significant character, interest or value attributable to the development, heritage or cultural characteristics of the city, the southern California region, the state or the nation; or*
- B. *It is the site of an historic event with a significant place in history; or*
- C. *It is associated with the life of a person or persons significant to the community, city, region or nation; or*
- D. *It portrays the environment in an era of history characterized by a distinctive architectural style; or*
- E. *It embodies those distinguishing characteristics of an architectural type or engineering specimen; or*
- F. *It is the work of a person or persons whose work has significantly influenced the development of the city or the southern California region; or*
- G. *It contains elements of design, detail, materials, or craftsmanship which represent a significant innovation; or*
- H. *It is a part of or related to a distinctive area and should be developed or preserved according to a specific historical, cultural or architectural motif; or*
- I. *It represents an established and familiar visual feature of a neighborhood or community due to its unique location or specific distinguishing characteristic; or*



- J. *It is, or has been, a valuable information source important to the prehistory or history of the city, the Southern California region or the state; or*
- K. *It is one of the few remaining examples in the city, region, state or nation possessing distinguishing characteristics of an architectural or historical type.*

Pursuant to these statutory and regulatory guidelines, “historical resources” in the project area are evaluated under both the California Register criteria and those for local designations.

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.

### **5.7.3 IMPACTS AND MITIGATION MEASURES**

#### **HISTORICAL RESOURCES**

- **IMPLEMENTATION OF THE PROPOSED PROJECT COULD CAUSE A SIGNIFICANT IMPACT TO HISTORICAL RESOURCES WITHIN THE PROJECT AREA.**

***Level of Significance Prior to Mitigation:*** Potentially Significant Impact.

***Impact Analysis:*** CEQA establishes that “a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.” (PRC §21084.1). “Substantial adverse change,” according to PRC §5020.1(q), “means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired.”

Of the total of 19 properties surveyed and evaluated during the CRM Tech study, five buildings meet CEQA’s definition of “historical resources,” including the Villa Riviera at 800 E. Ocean Boulevard, a City landmark that is also listed in the National Register of Historic Places and the California Register of Historical Resources; the Artaban at 10 Atlantic Avenue, a City landmark that appears eligible for listing in the California Register of Historical Resources; and the three buildings at 40 Atlantic Avenue, 703-705 Medio Street, and 700 E. Ocean Boulevard (International Tower), which appear eligible for designation as City landmarks.

In addition to these “historical resources,” three other properties, including the building at 711 Medio Street, the boundary between Rancho Los Alamitos and Rancho Los Cerritos, and the early 20<sup>th</sup> century street light standards on Lime Avenue, warrant special consideration in local planning due to their local historic value. The following analysis examines the proposed project’s potential impacts on



these eight properties, and determines whether such impacts constitute “a substantial adverse change in the significance of a historical resource.”

10 Atlantic Avenue (The Artaban). The historic significance of the Artaban Apartment stems primarily from its association with a pattern of historic events that was important in local history and secondarily from its architectural merit and its long presence as a familiar visual feature in the neighborhood. The building retains excellent integrity in the aspects of location, design, materials, workmanship, and association, which would not be directly or indirectly affected by the proposed project. Character defining features of the Artaban include its Ocean Boulevard location; rectangular massing; flat roof and cornice; exterior materials; horizontal divisions articulated by the second story cornice and by stringcourses; fenestration pattern; window detailing and materials; primary (west) entry materials, configuration and detailing; and balconies. No direct impacts to character-defining features such as demolition or physical alteration would result from implementation of the project.

The current project plan calls for the construction of a 12-story building to the northeast of the Artaban Apartments. The presence of this new building would have a visual and atmospheric effect on the Artaban Apartments integrity in terms of setting and feeling. The Artaban is urban in its placement, with the building sitting directly on the sidewalk with no setbacks or garden. Because of its corner location at the intersection of Ocean and Lime Avenue, the two primary, street-facing elevations on the west and south were the focus of the architectural design. Lack of architectural detailing and finishes clearly identifies the east and north elevations as secondary. The placement of the proposed new building would avoid visual intrusion on the Artaban’s more ornate western and southern façades, which contain essentially all of its character-defining architectural elements.

When it was constructed in 1922, the Artaban, with eight stories, would have been a noticeable feature on the skyline. However, the erection of numerous multi-storied buildings along Ocean Boulevard has diminished the presence of the building. Construction of the proposed project may intensify that effect, but would not result in new, significantly adverse impacts to character defining features such that the significance of the building would be materially impaired. Therefore, potential impacts to the Artaban that may result from the implementation of the proposed project would be less than significant, and no mitigation measures are required.

40 Atlantic Avenue. Based on the CRM Tech study results, the historic significance of the building is embodied primarily in the modern-style façade that was designed and implemented by famed local architect Kenneth S. Wing, Sr., in 1967, around the time when Mr. Wing moved his architectural design studio to this location. The remainder of the otherwise unremarkable structure, although more than 40 years old, contributes little to the significance of this property.

The project plan calls for the demolition of this building, which clearly constitutes “a substantial adverse change in the significance of a historical resource.” Recommended mitigation includes a comprehensive documentation program (including photographic recordation), a detailed written description, scaled mapping, and compilation of historical background be completed for this building prior to the commencement of the project. A commemorative plaque identifying the association



of Kenneth S. Wing, Sr., to this location is also to be established at or near the site of the building. However, the implementation of these mitigation measures would not reduce project effects to a level less than significant. If demolition or other substantial physical alterations to the building is to occur, particularly to the Kenneth Wing-era façade, the project would have a significant and unavoidable effect on a "historical resource."

Preservation of the building (including preservation of the façade of the building only) is infeasible because doing so would eliminate the required project access (including access to underground parking) from Atlantic Avenue. The building is situated so close to Atlantic Avenue that a ramp to the underground parking garage cannot be constructed without demolishing the building's façade. Nor can access on Atlantic Avenue be moved to another location. Moving the access southward would result in the demolition of a portion of the Artaban building, which is a building with substantially more historic significance than 40 Atlantic Avenue. Nor is it feasible to forego project access and egress on Atlantic Avenue. To do so would create significant and unavoidable traffic impacts.

**703-705 Medio Street.** The historic significance of this building is derived primarily from its outstanding architectural merit and secondarily from its long presence as a familiar visual feature in the neighborhood. Since it is located outside the project boundaries, the proposed development would not have a direct impact on the building's architectural integrity and its character-defining features. As a three-story structure located in a mixed-use area with several existing high-rise buildings and parking lots at the former sites of demolished buildings, the original setting of this building, as related to its period of origin in the 1920s, is no longer intact. The implementation of the proposed project would not further compromise the setting and feeling of this "historical resource," nor would the potential visual and atmospheric intrusion significantly affect the view of this building as a localized neighborhood landmark. Therefore, the proposed project would not cause a substantial adverse change in its significance and integrity, and no mitigation measures are recommended.

**711 Medio Street.** The significance of this building lies in its notable architectural design by the firm of Killingsworth, Brady, and Smith. Located adjacent to the building at 703-705 Medio Street, this building would not be adversely affected by the proposed project for the same reason discussed above. No mitigation measures are recommended for this property.

**700 E. Ocean Boulevard (International Tower).** The International Tower attains its historic significance through its architectural merit, especially in the aspect of technological innovation, and through its widely recognized status as a prominent physical landmark. Character-defining features of the building 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. Since it is located outside the project boundaries, no direct impacts to character-defining features, such as demolition or physical alteration would result from implementation of the proposed project. The building may be subject to indirect effects to its setting.



The construction of the 21-story, 233-foot stepped slab building and the 12-story, 124-foot building across Ocean Boulevard would impose some visual affect on the view of the 27-story (above-ground), 278-foot International Tower, but such affect would be localized to views from the north and northeast. Most importantly, the new buildings would not block the primary vantages along Ocean Boulevard and Lime Avenue, which according to the project plan would be vacated for the construction of a landscaped paseo. Based on these considerations, the proposed project's potential indirect effect on this "historical resource" would not constitute a substantial adverse change in its significance and integrity since the qualities that convey the significance of the building would not be materially impaired, and the building would 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. No mitigation measures are recommended.

800 E. Ocean Boulevard (Villa Riviera). The Villa Riviera is listed in the National Register of Historic Places under Criterion C for its architectural design, and is a designated City of Long Beach landmark, eligible not only for its architecture but also for its role as "an established and familiar visual feature of a neighborhood or community due to its unique location or specific distinguishing characteristics. Similar to the International Tower, the Villa Riviera would not receive any direct impacts to the character-defining features such as demolition or physical alteration that 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. As in the case of the International Tower, the construction of a 22-story, 284-foot residential tower on the northwestern corner of Alamitos Avenue and Ocean Boulevard would bring about some visual affect to the Villa Riviera, but would not affect the primary vantages from the main thoroughfares. There are numerous buildings of equal or greater height than the Villa Riviera existing 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. The effects of the intrusion could be minimized by design of the project including siting of the Gateway Tower so as to step back from the corner, perhaps as an echo of the V-shaped plan of the Villa Riviera or design of the shaft of the Gateway Tower so as to step back in increments on the upper stories, revealing the upper edge and roofline of the Villa Riviera.

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, as well as its local landmark status. Therefore, the project would not cause a substantial adverse change in the significance and integrity of the Villa Riviera and no mitigation measures are recommended.



Street Lights. As stated above, two of the six early 20<sup>th</sup> century street light standards noted in the study area are located within the project boundaries, on the west side of Lime Avenue. Character-defining features of this historical resource include their regular placement in the parkway or sidewalk in proximity to each other; cast-iron square bases, fluted shafts and ornamental capitals; and single, acorn-shaped luminaries. At the present time, the proposed project plan is unclear as to the future disposition of these two light standards, and the implementation of the project may have an adverse effect on these historic features. Removal would materially impair the significance of the historical resource as a whole and the two affected streetlights individually. Therefore, implementation of the proposed project could cause significant impacts to historical resources. The other four light standards in the study area, however, would not be affected. Mitigation measures for the two light standards that would be affected have been identified.

Rancho Boundary. As a symbolic site with no physical components, this historic site of local historic interest would receive no effect from the proposed project. No mitigation measures are recommended.

### **Summary of Conclusion**

As stated above, among the five properties that constitute "historical resources" under CEQA provisions and the three that warrant special consideration in local planning, the building at 40 Atlantic Avenue would be adversely affected by the proposed project, and two of the six street light standards noted in the study area may be affected. Although mitigation measures are recommended, the impact to 40 Atlantic Avenue would remain significant and unavoidable.

### ***Mitigation Measures:***

- CUL-1     Although the impacts from demolition of a historical resource cannot be mitigated to below the level of significance, the project applicant shall require and shall be responsible for ensuring that comprehensive data recording and documentation of the Wing Building are completed prior to issuance of any demolition or grading permits. The documentation shall be in the form of a Historic American Buildings Survey (HABS) Level II and shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The documentation shall include large-format photographic recordation, detailed written description, sketch plan, and compilation of historic background research. The documentation shall be completed by a historian or architectural historian meeting the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History. The original, archival-quality documentation package shall be deposited with the City of Long Beach Historic Preservation Office in the Department of Planning and Building. Copies of the documentation on archival-quality paper shall also be provided to the City of Long Beach Public Library; the library of California State University, Long Beach; the Kenneth S. Wing, Sr. archives housed in the Architecture and Design Collection at the University Art Museum, University of California at Santa Barbara; the Long Beach Heritage; Historical Society of Long Beach and the California



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Office of Historic Preservation. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach.

- CUL-2a The project applicant shall require and be responsible for the production and placement of a commemorative plaque memorializing the association of Kenneth S. Wing, Sr.; Kenneth S. Wing, Jr.; and the architectural firm of Wing and Associates with the 40 Atlantic Avenue location. The plaque shall be placed at or near the site of the existing building. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach.
- CUL-2b Within one year of project approval and prior to the issuance of demolition or grading permits, the project applicant shall require and be responsible for ensuring that a retrospective exhibit, brochure, and/or web page documenting the architectural careers of Kenneth S. Wing, Sr.; Kenneth S. Wing, Jr.; and the architectural firm of Wing and Associates, are prepared. Such an exhibit, brochure, and/or web page shall be accessible to the general public for a period of at least one year and shall include both text and historic images. The history and architecture of the Wing Building shall be included in the exhibit, brochure, and/or web page. A historian or architectural historian who meets the Secretary of the Interior's Professional Qualification Standards for History or Architectural History shall be engaged to research and write the exhibit, brochure, and/or web page. The exhibit, brochure, and/or web page shall be completed within a period of no more than two years. Completion of the mitigation measure shall be monitored and enforced by the City of Long Beach.
- CUL-3 The project applicant shall require and be responsible for ensuring that the two early 20<sup>th</sup> century streetlights located on Lime Avenue in the project site shall be documented in place by 35-mm black-and-white or digital photos and a historical narrative prior to issuance of any project-related demolition or grading permits; removed under the supervision of a qualified historic architect and/or other professional meeting the Secretary of the Interior's Profession Qualification Standards for Historic Architect, History or Architectural History; stored in a safe pace and manner; and reinstalled either at or near their current locations or at an appropriate nearby site. Reinstallation shall utilize the services of a qualified professional as referenced above, and any rehabilitation of the historic streetlights shall be completed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Appropriate sites may be determined in consultation with the City of Long Beach Historic Preservation Officer. Reinstallation shall occur no later than six months following completion of the proposed project. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach.

**Level of Significance After Mitigation:** Significant and Unavoidable Impact.



## **5.7.4 CUMULATIVE IMPACTS**

- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD RESULT IN CUMULATIVELY CONSIDERABLE CULTURAL RESOURCES IMPACTS.

*Level of Significance Prior to Mitigation:* Potentially Significant Impact.

*Impact Analysis:* After implementation of proposed mitigation measures, one significant adverse impact, demolition of 40 Atlantic Avenue, would result from implementation of the proposed project. Although, no related projects are known that may cause adverse impacts to the significance of other Wing designs in the City, the loss of any historical resource contributes to the overall loss of historic fabric in the City of Long Beach. Therefore, the impact of the demolition of 40 Atlantic Avenue is considered to be cumulatively significant. Potential impacts from development of related cumulative projects would be site and project area specific and an evaluation of potential impacts would be conducted on a project-by-project basis. Each incremental development would be required to comply with all applicable City, State and Federal regulations concerning preservation, salvage, or handling of cultural resources. Cumulative impacts upon cultural resources would be significant and unavoidable.

*Mitigation Measures:* Refer to mitigation measures CUL-1 through CUL-3. No additional mitigation measures are recommended.

*Level of Significance After Mitigation:* Significant and Unavoidable Impact.

## **5.7.5 SIGNIFICANT UNAVOIDABLE IMPACTS**

Despite recommended mitigation measures, the demolition of the 40 Atlantic Avenue building on the project site and cumulative impacts to historic resources have been concluded to be significant and unavoidable.

If the City of Long Beach approves the Shoreline Gateway Project, 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.



## 5.8 PUBLIC SERVICES AND UTILITIES

Information in this section was based upon information from public service and utility agencies; refer to Appendix 15.1, Initial Study and Notice of Preparation, Appendix 15.8, Correspondence and other references. Public services include fire protection, police protection, schools and library services, as well as recreation. Utilities include water, wastewater (sewers), solid waste, electricity and natural gas.

This section provides existing conditions and background information necessary to determine potential impacts of the proposed project. Criteria by which an impact may be considered potentially significant is provided, along with discussion of impacts pursuant to Appendix G of the *CEQA Guidelines*. Mitigation measures are identified to avoid or reduce potential impacts to less than significant levels.

### 5.8.1 ENVIRONMENTAL SETTING

#### FIRE PROTECTION

The Long Beach Fire Department (LBFD) provides fire protection and emergency medical services to a 55 square mile area from 23 fire stations in the community. Fire Stations 1, 2 and 3 serve the project site. Table 5.8-1, Fire Station Information, details fire and paramedic resources serving the project area.

**Table 5.8-1**  
**Fire Station Information**

Equipment	Manpower	Response Distance (miles)	Response Time (minutes)
<b>Fire Station 1</b> 237 Magnolia Avenue (90802)  2 Engines, 1 Truck, 1 Paramedic Vehicle	14 (2 Paramedics, 12 EMT's)	1.1	1-2
<b>Fire Station 2</b> 1645 E. 3 Street (90802)  1 Engine, 1 Paramedic Vehicle	6 (4 EMT's, 2 Paramedics)	0.9	2-3
<b>Fire Station 3</b> 1222 Daisy Avenue (90813)  1 Engine	4 (4 EMT's)	2.1	2-4

Source: Steve Lewis (Deputy Chief of Operations), City of Long Beach, December 20, 2005.  
EMT = Emergency Medical Technician.



## FIRE HAZARDS

The *City of Long Beach General Plan (General Plan)* includes a Public Safety Element (1975), which identifies potential safety hazards and establishes policies to protect life and property from natural and man-made hazards. The element establishes goals for public safety, addresses various public safety topics and makes recommendations for attaining public safety goals. It establishes a decision-making framework for City leaders to evaluate land use issues for their safety impact. The Public Safety Element provides recommendations for hazard mitigation and ensures that adequate emergency response can be provided when needed.

Fires are generally categorized as either urban fires or brush fires. The City of Long Beach is primarily built out and as a result does not typically experience brush fires. The downtown area of Long Beach is highly urbanized with several high-rise buildings and older and sometimes deteriorated structures. The Public Safety Element of the *General Plan* identifies the project site and surrounding area as a "critical" fire hazard area. The "critical" classification is based upon categories established by the LBFD, which include multiple dwellings, accumulation of small businesses, mixed occupancies, two to three story wood frame buildings, small manufacturing, car lots, railroad and wharf property and schools.<sup>1</sup>

## FIRE PREVENTION

Fire prevention laws and regulations at the State and local levels are considered adequate. Hazardous fire conditions are regulated within the City through the permit issuance program and the business licenses approval required by the Fire Prevention Bureau. Special permits are required for most hazardous materials and all business license applications are required to be filed annually and approved by the Fire Prevention Bureau. Additionally, the Fire Prevention Bureau assures that newly constructed buildings are designed with correct fire protection and life safety systems built into them and that existing structures meet Fire Code requirements and standards.

## FIRE CODE

Chapter 18.48, Fire Code, of the *City of Long Beach Municipal Code (Municipal Code)* adopts the California Fire Code (CFC) with amendments and modifications, and portions of the Uniform Fire Code (UFC) not included as part of the CFC. These codes are adopted by reference and collectively comprise the *Long Beach Fire Code (Fire Code)*. The *Fire Code* includes provisions for fire department access, water supply, plan approval, fire protection systems and equipment, hazardous materials management and permits. Fire-flow requirements are based on building types and floor area and are determined by the LBFD on a project-by-project basis.

The City's *Fire Code* defines a high-rise structure as any "building of any type of construction or occupancy having floors used for human occupancy located more than seventy-five feet above the lowest level of Fire Department vehicle access". The *Fire Code* requires that each high-rise building have an emergency helicopter

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<sup>1</sup> *City of Long Beach General Plan, Public Safety Element, May 1975 (Reprint 2004).*



landing facility located on the roof of the building in an area approved by the LBFD and that the landing facility be for emergency operations only. Additionally, depending upon the height and size of the structure, additional provisions such as sprinklers and on-site fire hydrants, may be required in accordance with the *Fire Code*.

## **POLICE PROTECTION**

The Long Beach Police Department (LBPD) provides police protection to the City. Currently located at 400 West Broadway, the LBPD is comprised of four bureaus: Investigations, Support, Patrol and Administration.

The Patrol Bureau of the LBPD is divided into four patrol divisions (South, West, East and North). The South Patrol Division (400 West Broadway) responds to calls for service and coordinates the Tourist Police Bicycle Unit. This unit polices the downtown and oceanfront recreation areas. Opened in 1997, the West Patrol Substation (1835 Santa Fe Avenue) responds to calls for service in the western quadrant of the City. Opened in 1994, the East Patrol Substation (4800 Los Coyotes Diagonal) responds to calls for service in the eastern quadrant of the City, including Belmont Shore and several outdoor entertainment centers. Reopened in 2004, the North Patrol Substation (4891 Atlantic Avenue) works with Los Angeles County Parole and Probation Departments, developing joint task forces to address parole or probation violations. Additionally, officers in the North Division work closely with the California Highway Patrol and adjacent law enforcement agencies to manage criminal activity that crosses jurisdictions.<sup>2</sup>

According to the LBPD, the South Division serves a geographic area of 3.2 square miles (including the project site), and currently has approximately 40 patrol vehicles assigned. The approximate response time to the project site is 4.2 minutes for priority one calls (immediate and/or life threatening), 19.9 minutes for priority 2 calls (immediate, but not life threatening) and 28.3 minutes for priority 3 calls (crime has already occurred or is not immediate and/or life threatening).<sup>3</sup> The LBPD goal for responding to priority one calls is under five minutes.

## **SCHOOLS**

The project site is served by the Long Beach Unified School District (LBUSD). As the third largest school district in California, LBUSD educates more than 95,000 students in 95 public schools in the cities of Long Beach, Lakewood, Signal Hill and Avalon (Catalina Island). Children residing within the project area are within the jurisdiction of Stevenson Elementary School, Franklin Middle School and Polytechnic High School. Table 5.8-2, *School Information*, provides the location, capacity and enrollment of the schools serving the project site.

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<sup>2</sup> City of Long Beach, "Long Beach Police Department", <http://www.ci.long-beach.ca.us/police/default.asp>, (accessed on August 2, 2005).

<sup>3</sup> Based on March 2006 data as provided by Steven L. Ditmars (Lieutenant), Long Beach Police Department, Information Technology Division, March 3, 2006.



**Table 5.8-2**  
**School Information**

School	Capacity	Enrollment <sup>1</sup>
<b>Chavez Elementary School</b> 730 West 3rd Street	775	519
<b>Franklin Middle School</b> 540 Cerritos Avenue	1,704	1,270
<b>Polytechnic High School</b> 1600 Atlantic Avenue	3,562	4,399
Source: Telephone conversation/e-mail with Cliff Bagget, Long Beach Unified School District, January 12, 2006 and June 19, 2006.		
<sup>1</sup> Enrollment numbers as of September 23, 2005.		

## SCHOOL FUNDING

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the State passed Assembly Bill 2926 (AB 2926) in 1986. This bill allowed school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees were also referenced in the 1987 Leroy Greene Lease-Purchase Act, which required school districts to contribute a matching share of project costs for construction, modernization or reconstruction.

Senate Bill 50 (SB 50) and Proposition 1A (both of which passed in 1998) provided a comprehensive school facilities financing and reform program by, among other methods, authorizing a \$9.2 billion school facilities bond issue, school construction cost containment provisions and an eight-year suspension of the Mira, Hart and Murrieta court cases. Specifically, the bond funds are to provide \$2.9 billion for new construction and \$2.1 billion for reconstruction/modernization needs. The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate and reinstate the school facility fee cap for legislative actions (e.g., general plan amendments, specific plan adoption, zoning plan amendments) as was allowed under the Mira, Hart and Murrieta court cases. According to Government Code Section 65996, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." These provisions are in effect until 2006 and will remain in place as long as subsequent state bonds are approved and available.

SB 50 establishes three levels of Developer Fees that may be imposed upon new development by the governing board of a school district depending upon certain conditions within a district. These three levels are described below:

**Level 1:** Level 1 fees are the base statutory fees. These amounts are the maximum that can be legally imposed upon new development projects by a school district unless the district qualifies for a higher level of funding.



Level 2: Level 2 fees allow the school district to impose developer fees above the statutory levels, up to 50 percent of certain costs under designated circumstances. The State would match the 50 percent funding if funds are available. Under Level 2, the governing board of a school district may require a developer to finance up to 50 percent of new school construction costs. However, in order to qualify for Level 2 funding the district must satisfy at least one of the following four requirements until January 1, 2000, or satisfy at least two of the four requirements after January 1, 2000:

- Impose a Multi Track Year Round Education (MTYRE) with:
  - At least 30 percent of K-6 enrollment in the high school attendance area on MTYRE for unified and elementary school districts; or
  - At least 30 percent of high school district enrollment on MTYRE; or
  - At least 40 percent of K-12 enrollment on MTYRE within boundaries of the high school attendance area for which the district is applying for funding.
- Place a local bond measure on the ballot in the last four years which received at least 50 percent plus 1 of the votes.
- District has issued debt or incurred obligations for capital outlay equal to a specified (under Government Code 65995.5(b)(3)(C)) percentage of its local bonding capacity.
- At least 20 percent of teaching stations within the district are portable classrooms.

Level 3: Level 3 fees apply if the State runs out of bond funds after 2006, allowing the school district to impose 100 percent of the cost of the school facility or mitigation minus any local dedicated school moneys.

In order to accommodate students from new development projects, school districts may alternatively finance new schools through special school construction funding resolutions and/or agreements between developers, the affected school districts and occasionally, other local governmental agencies. These special resolutions and agreements often allow school districts to realize school mitigation funds in excess of the developer fees allowed under SB 50.

According to the LBUSD, current “Statutory School Fees (Developer Fees)” are \$2.24 per square foot for residential and \$0.36 per square foot for commercial/industrial uses.<sup>4</sup> However, it should be noted that the State Allocation Board would be meeting in early 2006 for a possible recommendation of a fee increase. Additionally, LBUSD is currently in the planning stages of developing a Master Plan, which will evaluate the need for new schools depending upon student growth and available funding.

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<sup>4</sup> Carri M. Matsumoto (Executive Director), Long Beach Unified School District, October 18, 2005.



## **LIBRARIES**

The Main Branch of the Long Beach Public Library is located at 101 Pacific Avenue and serves the City of Long Beach as well as the project site. The Library is 135,000 square feet with seating capacity for 300 people. There are currently 30 public access computers and a wireless (WiFi) environment available to library patrons. The library offers computers with Internet access, the library catalog, a community resource file, and various on-line reference resources. Additionally, the library has a meeting room, auditorium and auditorium lobby available for rent. Various programs provided by the Long Beach Public Library include free Internet classes and the Family Learning Center, which provides homework assistance for students in grades K - 8. The center is staffed with homework helpers to provide help with homework assignments and computer instruction.

## **PARKS AND RECREATION**

The Long Beach Parks, Recreation and Marine Department operates approximately 3,100 acres of recreation area, including 92 parks with 25 community centers, two major tennis centers, five municipal golf courses, 3,800 boat slips and 11 miles of beaches.<sup>5</sup> Six parks are located within an approximately one-mile radius of the project site and comprise over 100 acres of cumulative park or open space. The parks consist of a greenbelt/passive park, a mini-park, two community parks and special use parks, as described below.<sup>6</sup>

Victory Park. Victory Park is situated south of Ocean Boulevard, approximately 120 feet south of the project site. The 80-foot wide linear park totals 4.43 acres, and stretches from Alamitos Avenue to Magnolia Avenue. Approximately 1.28 acres is located on the block immediately across from the project site. Victory Park is categorized as a greenbelt and is passive in use.

East Village Arts Park. East Village Arts Park is located approximately 0.23 mile from the project site near Broadway and Elm Avenue. The 0.09-acre park is categorized as a mini-park and is a passive park designed for art displays and neighborhood events.

Marina Green. Located south of Ocean Boulevard and Shoreline Drive (approximately 870 feet from the project site), Marina Green is a special use park comprised of 9.39 acres. Marina Green was designed as a visual buffer between the downtown and the Long Beach Shoreline Marina parking lot. It is a mounded lawn area with minimal trees and no recreational amenities. The park has evolved into an area utilized during large outdoor events including Grand Prix bleachers, Boat Show displays and Gay Pride Parade retail vendors.

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<sup>5</sup> City of Long Beach, "Parks, Recreation and Marine"/About the Department, <http://www.ci.long-beach.ca.us/park/about/default.asp> (accessed February 24, 2006).

<sup>6</sup> Dennis Eschen (Manager of Planning and Development), City of Long Beach Department of Parks, Recreation and Marine, December 28, 2005.



Alamitos Beach. Located southeast of the project site (approximately 900 feet), Alamitos Beach is a 47.42-acre ocean front beach. The beach is categorized as a regional park and contains a paved bicycle path, paved parking and a concession stand/restroom.

Cesar E. Chavez Park. Cesar E. Chavez Park is a community park located approximately one mile northwest of the project site. The park is comprised of approximately 32.43-acres, of which 9.66 acres are categorized as an active park with the remaining area having restricted public access. The park contains a community recreation center, two playgrounds, basketball court, amphitheater, picnic areas and open lawn areas where informal field sport activities occur.

Bixby Park. Bixby Park is 16.68 acres located approximately one mile east of the project site. Categorized as a community park, it contains a community recreation center building, bandstand, playground, basketball court, picnic tables, fountain and open lawn area where informal field sport activities occur. Existing approved plans will restore the bandstand to its historic character and construct an amphitheater, skate plaza and picnic area at the base of the ocean bluff.

Although Cesar E. Chavez and Bixby Parks are categorized as community parks, the lack of sports fields prevent them from being full service community parks. Bixby Park is the nearest site that functions as a neighborhood park with a playground. It is currently drawing residents for this function from almost four times the service radius standard of 0.25 mile, and is therefore considered severely overcrowded.<sup>7</sup> The total population served by the park (63,359 persons) is the second highest of any park in the City. Additionally, the population served per acre (4,499 persons) is also the second highest in the City. Cesar E. Chavez Park is only slightly less impacted, as it currently serves 3,421 persons per acre.

## PARK STANDARDS

The City of Long Beach has established a standard of 8.0 acres of recreational open space per 1,000 residents. Recreational open space is defined to include parks, golf courses, nature preserves, beaches and recreational water areas (Alamitos Bay and the water inside the Long Beach Shoreline Marina). Based on the January 2005 population of 491,564<sup>8</sup> persons, the City of Long Beach should maintain approximately 3,933 acres of recreational open space. With approximately 3,100 acres of recreational open space within the City, the City is currently deficient in providing recreational open space by approximately 833 acres.

In addition to the recreational open space standard, the City has established standards for the type and size of parkland that should occur within a given distance from each residence, as indicated in Table 5.8-3, Standards for Park Facilities. Based upon the 2005 population estimates, a shortage of facilities currently exists within the City.

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<sup>7</sup> *Ibid.*

<sup>8</sup> California Department of Finance, E-1 Report: City/County Population Estimates, January 2005.



**Table 5.8-3**  
**Standards for Park Facilities**

Facility	Population Served	Service Area (mile)	Shortage <sup>1</sup> (acres)
Playground	5,000	0.25	25
Swimming Pool	50,000	1.0	6
Tennis Court	7,500	0.5	5
Basketball Court	2,000	0.25	29
Football/Soccer Field	5,000	1.0	55
Baseball/Softball	5,000	1.0	32
Community Center	1 square foot/resident	1.0	330,936 sq.ft.

Source: Dennis Eschen (Manager of Planning and Development), City of Long Beach Department of Parks, Recreation and Marine, December 28, 2005.

<sup>1</sup> Based on 2005 population estimates of the California Department of Finance. All other figures are from the 2000 U.S. Census.

## PARK FEES

Chapter 18.18 of the *Long Beach Municipal Code* requires payment of park fees for parkland acquisition and recreation improvements, prior to the issuance of certificate of occupancy for residential developments, as defined in the *Municipal Code*. The park fee imposed on residential development projects reflects the specific project's share of the cost of providing parkland and improvements to meet the needs created by the residential development at established City service level standards.

## WATER

### WATER SUPPLY

The project site is served by the Long Beach Water Department (LBWD). The LBWD meets its water demand needs through four main sources: Metropolitan Water District, groundwater from the Central Basin, conservation efforts and reclaimed water. Approximately 42 percent of the water supply consists of imported water obtained from the Metropolitan Water District (MWD), approximately 38 percent is from groundwater, conservation efforts are responsible for 14 percent and recycled water represents approximately six percent.<sup>9</sup> Reclaimed water is primarily used to irrigate large municipal landscapes such as City parks and golf courses.

The MWD recalculates each of its member agency's preferential rights on an annual basis. According to the 2005 calculation, LBWD's right to MWD imported water is 39,150 acre-feet (AF) per year. This represents a worse case scenario of harsh hydrological conditions that limit imported water supplies over an extended period of

<sup>9</sup> Long Beach Water Department, water supply portfolio 2006, [www.lbwater.org](http://www.lbwater.org), [http://www.lbwater.org/drinking\\_water/wtr\\_supply\\_portf\\_04.html](http://www.lbwater.org/drinking_water/wtr_supply_portf_04.html) (November 30, 2005).



time. However, the amount of water represented by LBWD's preferential rights (39,150 AF/year) typically exceeds the demand for water during these conditions.

At this time, the LBWD continues to meet the water demands of its customers and has programs in place to add additional supply sources and increase water conservation. The LBWD is currently in the process of developing its 2005 Urban Water Management Plan.

### **WATER SUPPLY ASSESSMENT**

Senate Bills 221 and 610. Senate Bills 221 and 610 were signed into law in 2001 and took effect January 1, 2002. The two bills amended State law to better link information on water supply availability to certain land use decisions by cities and counties. The two companion bills provide a regulatory forum that requires more collaborative planning between local water suppliers and cities and counties. All SB 610 and 221 reports are generated and adopted by the public water supplier.

Senate Bill (SB) 610 requires a detailed report regarding water availability and planning for additional water supplies that is included with the environmental document for specified projects. All projects that meet any of the following criteria require the water availability assessment:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel and motel having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or an industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use project that includes one or more of the projects specified in this subdivision; or
- A project that would demand an amount of water equivalent to or greater than the amount of water required by a 500 dwelling unit project.

While SB 610 primarily affects the Water Code, SB 221 principally applies to the Subdivision Map Act. The primary effect of SB 221 is to condition every tentative map for an applicable subdivision on the applicant by verifying that the public water supplier (PWS) has sufficient water supply available to serve it. Under SB 221, approval by a city or county of certain residential subdivisions requires a written verification of sufficient water supply. SB 221 applies to any subdivision, defined as:



- A proposed residential development of more than 500 dwelling units (if the PWS has more than 5,000 service connections); or
- Any proposed development that increases connections by 10 percent or more (if the PWS has fewer than 5,000 connections).

The project proposes the development of 358 residential units and 13,561 square feet of retail/gallery space. The project would not demand an amount of water equivalent to or greater than the amount of water required by a 500 dwelling unit project. Therefore, the proposed project would not be subject to SB 610 or SB 221.

### Existing Water Demand and Facilities

According to the Long Beach Water Department, annual water use averages 70,000 acre feet (AF) with an average daily flow of 96 cubic feet per second (cfs).<sup>10</sup> Since January 2000, peak demand has been 87.21 million gallons (MG).<sup>11</sup>

The project site is currently developed with 63 residential units and approximately 20,981 square feet of retail, restaurant and office uses. As indicated in Table 5.8-4, Existing Water Demand, existing water demand for the project site is approximately 20.38 AF/year.

**Table 5.8-4**  
**Existing Water Demand**

Land Use	Building Area (s.f.)	Dwelling Units (du)	Demand Factor <sup>1</sup>		Existing Demand (AF/year)
			AF/year/du	AF/year/1 million s.f.	
Residential	--	63	0.249	--	15.69
Retail/restaurant.office	20,981	--	--	224	4.69
<b>Totals</b>	<b>20,981</b>	<b>63</b>			<b>20.38</b>

s.f. = square feet; du = dwelling unit(s); AF = acre feet.

<sup>1</sup> Demand factors based on Water Availability Assessment for the PacifiCenter @ Long Beach, Prepared by LBWD, December 2002.

### EXISTING WATER FACILITIES

Existing water system facilities are located adjacent to the project site, which include a 6-inch line in Broadway Court, 8-inch lines in Bronce Way and Medio Street, a 12-inch line in Ocean Boulevard and a 20-inch water main in Alamitos Avenue.<sup>12</sup>

<sup>10</sup> Matthew P. Lyons (Manager of Planning and Conservation), Long Beach Water Department, January 20, 2006.

<sup>11</sup> *Ibid.*

<sup>12</sup> Robert Villanueva, P.E. (Division Engineer), Long Beach Water Department, November 28, 2005.



## **WASTEWATER (SEWERS)**

### **WASTEWATER SERVICE**

In 1988 the Long Beach Water Department assumed the responsibility of the various functions of the City's sanitary sewer system, including operations and maintenance. The Long Beach Water Department operates and maintains nearly 765 miles of sanitary sewer line, delivering over 40 million gallons per day (mgd) to Los Angeles County Sanitation Districts facilities located on the north and south sides of the City of Long Beach.<sup>13</sup>

Wastewater flow from the project area is discharged to local sewer lines (maintained by the LBWD for conveyance to the Districts' DeForest Avenue Trunk Sewer, located in the right of way along the west side of the Long Beach Freeway at Broadway. The 36-inch diameter trunk sewer has a design capacity of 20 mgd and conveyed a peak flow of 5.7 mgd when last measured in 2003.<sup>14</sup>

Wastewater generated from the project area is treated at the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson. The JWPCP is the largest of the Districts' wastewater treatment plants, providing advanced primary and partial secondary treatment with a design capacity of 385 mgd of wastewater. The plant currently processes an average flow of 324.9 mgd of wastewater.<sup>15</sup>

At the JWPCP, the treated wastewater is disinfected with chlorine and sent to the Pacific Ocean through networks of outfalls that extend two miles off the Palos Verdes Peninsula to a depth of 200 feet.<sup>16</sup>

The design capacities of the Sanitation Districts' wastewater treatment facilities are based on the regional growth forecast adopted by SCAG. In order to conform to the Federal Clean Air Act (FCAA), all expansions of facilities must be sized and service phased in a manner consistent with SCAG regional growth forecasts. The available capacity of the treatment facilities is therefore limited to levels associated with approved growth identified by SCAG.

The Sanitation Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Sanitation Districts' sewerage system or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the sewerage system to accommodate future development, which will mitigate the impact of development projects on the present sewerage system.

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<sup>13</sup> Long Beach Water Department, [http://www.lbwater.org/sewers/sewage\\_treatment.html](http://www.lbwater.org/sewers/sewage_treatment.html) (November 30, 2005).

<sup>14</sup> Ruth I. Frazee (Engineering Technician), Finance & Property Management Section, County Sanitation Districts of Los Angeles County.

<sup>15</sup> *Ibid.*

<sup>16</sup> Long Beach Water Department, [http://www.lbwater.org/sewers/sewage\\_treatment.html](http://www.lbwater.org/sewers/sewage_treatment.html) (November 30, 2005).



## EXISTING WASTEWATER GENERATION AND FACILITIES

The project site is currently developed with 63 residential units and approximately 20,981 square feet of retail, restaurant and office uses. As indicated in Table 5.8-5, Existing Wastewater Generation, existing wastewater generated from the project site is approximately 19,795 gallons per day.

**Table 5.8-5**  
**Existing Wastewater Generation**

Land Use	Building Area (s.f.)	Dwelling Units (du)	Demand Factor <sup>1</sup>		Existing Generation gpd
			Gallons/person/day	Gallons/tsf/day	
Residential	--	63	85 x 2.913 persons per du <sup>2</sup>	--	15,599
Retail/restaurant/Office	20,981	--	--	200	4,196
<b>Totals</b>	<b>20,981</b>	<b>63</b>			<b>19,795</b>

s.f. = square feet; du = dwelling unit; tsf = thousand square feet; gpd = gallons per day.

<sup>1</sup> Demand factors based on the Comprehensive Sewer System Master Plan and Management Program provided by the LBWD.

<sup>2</sup> 2.913 persons per household per the State of California Department of Finance, 2005.

Wastewater lines currently existing near the project site include 8-inch sewer lines within Broadway Court, Ocean Boulevard, Medio Street and Alamitos Avenue.

## ELECTRICITY

### REGULATORY FRAMEWORK

The California Public Utilities Commission (CPUC) regulates investor-owned electric power and natural gas utility companies in the State of California. Assembly Bill 1890, enacted in 1996, deregulated the power generation industry, allowing customers to purchase electricity on the open market. Under deregulation, the production and distribution of power that was under the control of investor-owned utilities (e.g., Southern California Edison) was decoupled.

All new construction in the State of California is subject to the energy conservation standards set forth in Title 24, Part 6, Article 2 of the California Administrative Code. These are prescriptive standards that establish maximum energy consumption levels for the heating and cooling of new buildings.

The utilization of alternative energy applications in development projects (including the proposed project), while encouraged, is not required as a development condition. Such applications may include installation of photovoltaic solar panels, active solar water heating systems or integrated pool deck water heating systems, all of which serve to displace consumption of conventional energy sources (i.e., electricity and natural gas). Incentives, primarily in the form of state and federal tax credits, as well as reduced energy bills, provide a favorable basis for individual builders, property owners and occupants to install such alternative energy systems.



## ELECTRICITY SUPPLY

Southern California Edison (SCE) provides electrical service to the City of Long Beach and the project area. SCE maintains and operates transmission and distribution infrastructure to provide purchased power to end users throughout its service area. A variety of power generation sources provide electricity to SCE, including, coal, nuclear and hydroelectric plants throughout the western states. High voltage electrical lines are typically utilized to transmit power from these plants. This power subsequently passes through a substation, from which it is distributed to individual consumers via lower voltage lines. SCE maintains a high voltage system (12,000 volts) and various low voltage systems within the project area.

According to the California Energy Commission (CEC), SCE is projected to deliver 100.8 million megawatt-hours (MWh) to its customers during 2004.<sup>17</sup> By 2010, SCE's demand is expected to increase to 113.1 million MWh.<sup>18</sup>

## NATURAL GAS

### CALIFORNIA NATURAL GAS REGULATION AND INFRASTRUCTURE

The California Public Utilities Commission (CPUC) regulates natural gas utility service for approximately 10.5 million customers that receive natural gas from Pacific Gas and Electric Company (PG&E), Southern California Gas Company (SCGC), San Diego Gas & Electric Company (SDG&E), Southwest Gas and several smaller natural gas utilities. Most of California's natural gas customers are residential and small commercial customers (referred to as "core" customers) who accounted for approximately 40 percent of the natural gas delivered by California utilities in 2003. Large consumers, like electric generators and industrial customers (referred to as "non-core" customers) accounted for approximately 60 percent of the natural gas delivered by California utilities in 2003. The CPUC regulates the California utilities' natural gas rates and natural gas services, including in-state transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering and billing.

Most of the natural gas used in California comes from out-of-state natural gas basins. In 2003, California customers received 42 percent of their natural gas supply from basins located in the Southwest, 26 percent from Canada, 14 percent from the Rocky Mountains and 18 percent from basins located within California.

Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The five major interstate pipelines that deliver out-of-state natural gas to California consumers are the Gas Transmission Northwest Pipeline, Kern River Pipeline, Transwestern Pipeline, El Paso Pipeline and Mojave Pipeline. Another pipeline, the North Baja Pipeline, takes gas off the El Paso Pipeline at the California/Arizona border and delivers that gas through California into Mexico. While the Federal Energy Regulatory Commission (FERC) regulates the

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<sup>17</sup> California Energy Commission. California Energy Demand 2000-2010. Technical Report to California Energy Outlook 2000. Docket #99-CEO-1. June 2000.

<sup>18</sup> *Ibid.*



transportation of natural gas on the interstate pipelines, the CPUC often participates in FERC regulatory proceedings to represent the interests of California natural gas consumers.

## **2001 TITLE 24, PART 6 CALIFORNIA'S ENERGY EFFICIENCY STANDARDS FOR RESIDENTIAL AND NON-RESIDENTIAL BUILDINGS**

The Energy Efficiency Standards for Residential and Nonresidential Buildings were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. New standards were adopted by the Commission in 2001 as mandated by Assembly Bill 970 to reduce California's electricity demand. The new standards went into effect on June 1, 2001. The standards (along with standards for energy efficient appliances) have saved more than \$20 billion in electricity and natural gas costs. It is estimated the standards will save \$57 billion by 2011.

### **LONG BEACH ENERGY**

Through the purchase of natural gas from Southern California Gas Company, Long Beach Energy provides natural gas to the City of Long Beach, including the project site. Long Beach Energy has the capacity to deliver over 155 million cubic feet (cf) of natural gas per day. Natural gas lines currently exist within the project area. However, due to lot consolidations and various development projects occurring within downtown Long Beach, Long Beach Energy is currently in the process of relocating gas lines from alleyways into roadways.<sup>19</sup>

According to Long Beach Energy, gas lines are planned to be relocated in three phases between 2006 and 2008. Phases one and two would occur within downtown and central Long Beach. The third phase is planned to occur in 2008 and would include relocating gas pipelines in the East Village.

### **SOLID WASTE**

#### **STATE PLANS AND POLICIES FOR SOLID WASTE DISPOSAL**

##### **California Integrated Waste Management Act**

The California Integrated Waste Management Act of 1989 (AB 939) requires every city and county in the State to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory State waste diversion goals of 25 percent by the year 1995 and 50 percent by the year 2000. The purpose of AB 939 is to "reduce, recycle, and reuse solid waste generated in the State to the maximum extent feasible." Noncompliance with the goals and timelines set forth within AB 939 can result in fines up to \$10,000 per day on jurisdictions (cities and counties) not meeting the recycling and planning goals.

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<sup>19</sup> Based on a telephone interview with Mike Zykuksi of Long Beach Energy, January 6, 2006.



The term “integrated waste management” refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment. AB 939 established a waste management hierarchy as follows:

- Source Reduction;
- Recycling;
- Composting;
- Transformation; and
- Disposal.

As of January 2003, neither the California Integrated Waste Management Board nor the State Legislature have introduced new legislation to set diversion requirements beyond 2000.

## **REGIONAL PLANS AND POLICIES FOR SOLID WASTE DISPOSAL**

### **Los Angeles Countywide Siting Element**

In 1997, the County of Los Angeles prepared a countywide siting element that estimates the amount of solid wastes generated in the County and proposes various diversion and alternate disposal options.

The Los Angeles Countywide Siting Element identifies the Los Angeles County Department of Public Works (LACDPW) as the responsible agency to develop plans and strategies to manage and coordinate the solid waste generated (including hazardous waste) in the County unincorporated areas and address the disposal needs of Los Angeles County as a whole. The Siting Element is based upon the traditional practice of simply collecting solid waste and disposal of at landfills in the local vicinity. Therefore, currently many jurisdictions (such as the County of Los Angeles) are stating that existing local landfill space may reach capacity in the very near future.

## **LOCAL PLANS AND POLICIES FOR SOLID WASTE DISPOSAL**

### **Source Reduction and Recycling Element**

To meet the requirements of the California Integrated Waste Management Act, the City of Long Beach adopted a SRRE. The SRRE describes policies and programs that will be implemented by the City to achieve waste disposal reductions. Specifically, the City has identified goals to reduce waste at the source, increase the use of recyclable materials, encourage the use or reusable products and reduce green waste through on-site composting.

According to the Integrated Waste Management Board, the City of Long Beach has an approved solid waste diversion rate of 54 percent for 2002.<sup>20</sup>

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<sup>20</sup> 2002 is the most current approved waste diversion rate.



## EXISTING SOLID WASTE COLLECTION AND DISPOSAL

The Long Beach Environmental Services Bureau as well as private permitted waste haulers provide solid waste service for the City. Waste generated from the project area is disposed at various facilities, however the Puente Hills Landfill #6 and the Southeast Resource Recovery Facility, typically receive the greatest proportions of solid waste.

In 2004, approximately 653,546 tons of solid waste was generated by uses in the City of Long Beach (refer to Table 5.8-6, Landfills Summary). Approximately 38.9 percent (254,675 tons) of Long Beach's solid waste is sent to the Southeast Resource Recovery Facility and approximately 31.1 percent (203,127) is sent to the Puente Hills Landfill. The 18 landfills serving Long Beach have a total permitted capacity of 929.7 million tons and a remaining capacity of approximately 569.7 million tons.

**Table 5.8-6**  
**Landfill Summary**

Facility	Amount Disposed from Long Beach (tons/year) <sup>1</sup>	Permitted Daily Capacity (tons/day) <sup>2</sup>	Permitted Total Capacity (cubic yards) <sup>2</sup>	Remaining Capacity (cubic yards) <sup>2</sup>
Bakersfield S.L.F.	34	4,500	53,000,000	2,985,888
CWMI – B18 Nonhazardous Codisposal (Kings Waste and Recycling Authority)	2,040	8,000	10,700,000	6,000,000
Antelope Valley Public Landfill	1,635	1,400	6,480,000	2,978,143
Azusa Land Reclamation Co, Inc.	11,886	6,500	66,670,000	34,100,000
Waste Management of Lancaster	1,684	1,700	22,645,000	22,645,000
Chiquita Canyon Sanitary Landfill	13,997	6,000	45,889,550	26,024,360
Puente Hills Landfill #6	203,127	13,200	106,400,000	62,291,000
Commerce Refuse-to-Energy Facility	260	1,000	1,000 tons/day	N/A
Sunshine Canyon SLF County Extension	16,231	5,500	13,441,300	13,441,300
Southeast Resource Recovery Facility	254,675	2,240	2,240 tons/day	N/A
Bradley Landfill West and West Extension	18	10,000	38,000,000	4,725,968
Prima Deshecha Sanitary Landfill	45,195	4,000	172,900,000	87,384,799
Olinda Alpha Sanitary Landfill	47,941	8,000	74,900,000	38,578,383
Frank R. Bowman Sanitary Landfill	10,845	8,500	N/A	63,019,060
El Sobrante Sanitary Landfill	43,258	10,000	184,930,000	172,531,000
Fontana Refuse Disposal Site	7	7,500	62,000,000	694,058
B-J Dropbox Sanitary Landfill	0	2,400	28,240,000	22,815,505
Simi Valley Landfill – Recycling Center	712	3,000	43,500,000	9,473,131
<b>Total</b>	<b>653,546</b>	<b>103,440</b>	<b>929,695,850</b>	<b>569,687,595</b>

<sup>1</sup> California Integrated Waste Management Board, Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility, [www.ciwmb.ca.gov](http://www.ciwmb.ca.gov), 2004 data.

<sup>2</sup> California Integrated Waste Management Board, Solid Waste Information System (SWIS), [www.ciwmb.ca.gov](http://www.ciwmb.ca.gov), Retrieved March 3, 2006.



Existing on-site uses include 63 multi-family residential units, 9,629 square feet of retail uses, 7,500 square feet of office uses and 3,852 square feet of restaurant uses. As indicated in Table 5.8-7, Existing Solid Waste Generation, existing uses on the project site generate approximately 759 pounds of solid waste per day or 139 tons per year. This represents approximately 0.02 percent of the City's solid waste disposed of per year.

**Table 5.8-7**  
**Existing Solid Waste Generation**

Land Use	Building Area (s.f.)	Dwelling Units	Demand Factor <sup>1</sup>		Existing Generation (Pounds/day)
			Pounds/ du/ day	Pounds/ s.f./day	
Residential	-	63	4	-	252
Retail	9,629	-	-	0.046	443
Office	7,500	-	-	0.006	45
Restaurant	3,852	-	-	0.005	19
<b>Totals</b>	<b>20,981</b>	<b>63</b>	<b>-</b>	<b>-</b>	<b>759</b>

s.f. = square feet; du = dwelling units.

<sup>1</sup> Demand factors obtained from the California Integrated Waste Management Board, Estimated Solid Waste Generation Rates, ([www.ciwmb.ca.gov](http://www.ciwmb.ca.gov)) Retrieved March 3, 2006.

## **STORMWATER/WATER QUALITY**

### **REGULATORY FRAMEWORK**

#### **Clean Water Act**

In 1972, the Federal Water Pollution Control Act [later referred to as the Clean Water Act (CWA)] was amended to require National Pollutant Discharge Elimination System (NPDES) permits for the discharge of pollutants to waters of the United States from any point source. In 1987, the CWA was amended to require that the United States Environmental Protection Agency (EPA) establish regulations for permitting of municipal and industrial stormwater discharges under the NPDES permit program. The EPA published final regulations regarding stormwater discharges on November 16, 1990. The regulations require that municipal separate storm sewer system (MS4) discharges to surface waters be regulated by a NPDES permit.

In addition, the CWA requires the states to adopt water quality standards for receiving water bodies and to have those standards approved by the EPA. Water quality standards consist of designated beneficial uses for a particular receiving water body (e.g., wildlife habitat, agricultural supply, fishing, etc.), along with water quality criteria necessary to support those uses. Water quality criteria are prescribed concentrations or levels of constituents – such as lead, suspended sediment and fecal coliform bacteria – or narrative statements which represent the quality of water



that support a particular use. Because California had not established a complete list of acceptable water quality criteria, EPA established numeric water quality criteria for certain toxic constituents in receiving waters with human health or aquatic life designated uses in the form of the California Toxics Rule ("CTR") (40 CFR 131.38).

### **California Porter-Cologne Act**

The Federal CWA places the primary responsibility for the control of surface water pollution and for planning the development and use of water resources with the states, although it does establish certain guidelines for the states to follow in developing their programs and allows the EPA to withdraw control from states with inadequate implementation mechanisms.

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the State Water Resource Control Board (SWRCB) and each of the Regional Water Quality Control Boards (RWQCBs) power to protect water quality, and is the primary vehicle for implementation of California's responsibilities under the Federal CWA. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a water quality control plan for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its state water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas or types of waste.

### **Basin Plan**

The Los Angeles RWQCB's Basin Plan provides quantitative and narrative criteria for a range of water quality constituents applicable to certain receiving water bodies and groundwater basins within the Los Angeles Region. Specific criteria are provided for the larger, designated water bodies within the region, as well as general criteria or guidelines for ocean waters, bays and estuaries, inland surface waters and groundwater basins. In general, the narrative criteria require that degradation of water quality does not occur due to increases in pollutant loads that would adversely impact the designated beneficial uses of a water body. For example, the Los Angeles Basin Plan (Basin Plan) requires that "Inland surface waters shall not contain suspended or settleable solids in amounts which cause a nuisance or adversely affect beneficial uses as a result of controllable water quality factors." Water quality criteria apply within receiving waters as opposed to applying directly to runoff; therefore, water quality criteria from the Basin Plan are utilized as benchmarks as one method to evaluate the potential ecological impacts of runoff on receiving waters.



The Basin Plan also contains water quality criteria for groundwater basins. For example, the Basin Plan requires that “Ground waters shall not contain taste or odor producing substances in concentrations that cause nuisance or adversely affect beneficial uses.”

### **National Pollutant Discharge Elimination System (NPDES)**

The Los Angeles RWQCB has jurisdiction over the NPDES permits and other regulatory programs. The General Permit for Discharges of Storm Water Associated with Construction Activity regulates discharges whose projects disturb one or more acres of soil or disturb less than one acre, but are part of a larger common development plan that disturbs one or more acres. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is required to list Best Management Practices (BMPs) to protect stormwater runoff quality.

NPDES permits are also required for stormwater discharges from municipal separate storm water systems. The MS4 permit requires the discharger to develop and implement a Storm Water Management Plan (SWMP) to reduce the discharge of pollutants to the maximum extent practicable (MEP). The SWMP identifies what BMPs will be used to address certain program areas.

The City of Long Beach has its own NPDES permit (NPDES Permit No. 99-060; CAS004003/CI 8052). To obtain its permit, the City of Long Beach submitted a Report of Waste Discharge (ROWD), which included a SWMP. The SWMP identifies practices and activities to reduce or eliminate pollutants to the MEP. Chapter 18.95, NPDES and SUSMP Regulations, of the City's *Municipal Code*, establishes regulations to “effectively prohibit non-storm water discharges into the storm drain systems or watercourses and controls to reduce the discharge of pollutants into the storm water to the maximum extent practicable.” In accordance with the *Municipal Code*, a SWPPP is required to be prepared for construction projects of one or more acres.

### **EXISTING STORMWATER RUNOFF AND WATER QUALITY**

The project site is currently developed and is almost completely impervious. Stormwater runoff from the site is conveyed in the City's local street system. The project site lacks any measured data on stormwater runoff quality. In the absence of site-specific data, expected storm water quality can be qualitatively discussed by relating typical pollutants to specific land uses.

Currently, the site contains residential dwellings, commercial/retail and office buildings. The expected existing pollutants in the existing condition stormwater runoff from the project site are oil and grease from automobile use. Other pollutants associated with residential, commercial and office development includes trash, nutrients, bacteria, oil and grease and household hazardous wastes.

### **RESIDENTIAL ACTIVITIES AND DEVELOPMENT**

Residential and urban development is often a significant source of stormwater pollution. Development and redevelopment activities have two primary effects on



water quality; they are sources of erosion and sedimentation during the construction phase and they have long-term effects on runoff once the development is complete. Residential and urban development can affect water quality in three ways:

- Impervious surfaces associated with development increase the rate and volume of stormwater runoff, which increase downstream erosion potential;
- Urban activities generate dry-weather ("nuisance") flows, which may contain pollutants and/or may change the ephemeral nature of streams and the degradation of certain habitats; and
- Impervious surfaces increase the concentration of pollutants during wet weather flows.

The potential for negative water quality effects is generally correlated to the density of development and the amount of impervious area associated with development. Detached residential development has the potential to generate sediments such as nutrients and organic substances (including fertilizers), pesticides (from landscape application), trash and debris (including household hazardous waste), oxygen demand, oil and grease (from driveways and roads), and bacteria and viruses.

### **Municipal Activities and Development**

Infrastructure and facilities (roads, streets, highways, parking facilities, storm drains and flood management facilities) present a threat to water quality. Other facilities such as parks, airfields, water treatment plants, wastewater reclamation plants, landfills and transfer centers and corporate yards also present water quality issues. Municipalities may also own and administer areas and activities tributary to impaired water bodies and/or water quality sensitive areas that might be harmful to water quality.

### **Commercial Activities and Development**

Certain commercial activities have the potential to generate pollutants that can negatively affect stormwater quality. Restaurants have the potential to generate pollutants such as grease, trash and other oxygen-demanding substances.

## **5.8.2 SIGNIFICANCE THRESHOLD CRITERIA**

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form used during preparation of the project Initial Study, which is contained in Appendix 15.1 of this EIR. The Initial Study includes questions relating to public services and utilities. 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:

### **PUBLIC SERVICES**

#### **FIRE AND POLICE PROTECTION, SCHOOLS AND LIBRARIES**

A significant impact would occur if the project would result in a:



- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.

## **RECREATION**

A significant impact would occur if the project:

- Increases the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- Includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

## **UTILITIES AND SERVICE SYSTEMS**

### **WATER, WASTEWATER/SEWERS, SOLID WASTE AND STORMWATER**

A significant impact would occur if the project:

- Exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- Requires or results in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Has insufficient water supplies available to serve the project from existing entitlement and resources, and new or expanded entitlement is needed;
- Results in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Is served by a landfill that does not have sufficient permitted capacity to accommodate the project's solid waste disposal needs; and/or
- Does not comply with Federal, State, and local statutes and regulations related to solid waste.



## **STORMWATER/WATER QUALITY**

A significant impact would occur if the project would:

- Violate any water quality standards or waste discharge requirements.
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

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.

### **5.8.3 IMPACTS AND MITIGATION MEASURES**

#### **FIRE PROTECTION**

- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT WOULD RESULT IN AN INCREASED DEMAND FOR FIRE SERVICES.

*Level of Significance Prior to Mitigation:* Potentially Significant Impact.

**Impact Analysis:** The proposed project would involve the construction of 358 residential units and 13,561 square feet of retail/gallery space, resulting in an increased need for fire protection services to the project site. As stated, Fire Stations 1, 2 and 3 currently serve the project site and surrounding area. The stations are located approximately one to two miles from the project site and have a current response time of one to four minutes, depending upon the responding fire station. Implementation of the proposed project would not impact the response time to the project site.

The proposed project would be required to comply with all Fire Prevention Bureau codes and regulations, including access, sprinklers, placement of fire hydrants and fire flows, in accordance with the City’s *Municipal Code*. The LBFD would review the project to ensure compliance with all requirements and may impose additional requirements based on the scale and nature of the proposed project. The LBFD has advised that they would assess their ability to handle the increased occupant load to the downtown area and at this time does not anticipate that the project would result in the need for any new fire stations.<sup>21</sup> Therefore, no significant impacts would occur in this regard.

The proposed project would be required to provide emergency access to the site. Consistent with applicable building and fire codes, the proposed structures would be required to design adequate access by fire and emergency service vehicles and

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<sup>21</sup> Steve Lewis (Deputy Chief of Operations), Long Beach Fire Department, December 20, 2005.



equipment. The project proposes relocating the exiting Bronce Way alley northward to the edge of the project site, which would serve as a one-way street. Additionally, Lime Avenue between Medio Street and Ocean Boulevard would be vacated. The project applicant would be required to obtain approval of the vacation from the City Council. Additionally, the City of Long Beach and LBFD would review any plans for the relocation, vacation and improvements of streets to ensure adequate emergency access or emergency response to the project site. LBFD's standard plan check review procedures and requirements would assure that potential impacts would be below thresholds for significance.

Construction activities could potentially affect emergency access to various locations within the project site on a short-term basis. However, the incorporation of temporary traffic controls in accordance with the City's requirements would reduce the potential short-term impacts to emergency access within the project area to a less than significant level. Additionally, prior to off-site construction activities, the project would be required to submit a construction plan for pedestrian protection, street lane closers, construction staging, shoring excavations and the routing of construction vehicles. Plans would require approval from the City Engineer, City Traffic Engineer, LBFD, LBPD, public utility agencies and Long Beach Transit, further reducing impacts to a less than significant level. To review project plans, the LBFD Fire Prevention Bureau would require a one-half full time equivalent (essentially a part-time position) Fire Inspector for a 24 month time frame, or until completion of the proposed project, commencing at the beginning of construction.

Following compliance with the City's standards/codes and/or conditions of approval set forth by the LBFD, payment of applicable development fees and taxes and implementation of recommended mitigation measures, impacts to fire protection services would be reduced to less than significant levels.

***Mitigation Measures:***

- PSU-1 Prior to the issuance of building permits, the developer shall provide verification that the project complies with all Fire Prevention Bureau provisions required by the LBFD.
- PSU-2 Prior to the commencement of construction activities, the applicant shall make a fair share contribution to the cost of obtaining a one-half full time equivalent (FTE) Fire Inspector for a 24-month time frame, or until completion of the proposed project.
- PSU-3 Prior to the issuance of building permits, the developer shall provide verification that the proposed project would meet all fire flow requirements determined by the LBFD.

***Level of Significance After Mitigation:*** Less Than Significant Impact.

**POLICE PROTECTION**

- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT WOULD RESULT IN AN INCREASED DEMAND FOR POLICE SERVICES.



***Level of Significance Prior to Mitigation:*** Potentially Significant Impact.

***Impact Analysis:*** The proposed project would involve the construction of 358 residential units and 13,561 square feet of retail/gallery space, resulting in an increased need for police protection services to the project site. As stated, the South Division serves the project site and surrounding area. The LBPD currently maintains a response time of 4.2 minutes for priority one calls (immediate and/or life threatening) within the South Division, which complies with the LBPD goal of under five minutes for responding to priority one calls.

According to the LBPD, implementation of the proposed project would not result in significant impacts to police protection services and would not require additional staffing or facilities.<sup>22</sup> The LBPD would have adequate resources to serve the proposed project.

As previously stated, construction activities could potentially affect emergency access to various locations within the project site on a short-term basis. Incorporation of temporary traffic controls, in accordance with the City's requirements, would reduce the potential short-term impacts to emergency access within the project area to a less than significant level. As stated, the City of Long Beach, LBFD and LBPD would review plans for the relocation, vacation and improvements of streets within the area to ensure the proposed project would not interfere with emergency access or emergency response to the project site, resulting in a less than significant impact.

The LBPD would review site-specific development plans and provide recommendations for public safety and crime prevention. Recommendations may include, providing appropriate security lighting for proposed uses, including garages, clearly marked addresses and units, security systems and clear views of delivery areas, mailboxes and landscaped areas. Mitigation requiring compliance with recommended public safety and crime prevention measures would assist in reducing project-related calls for service.

***Mitigation Measures:***

PSU-4 Prior to issuance of building permits, the project developer shall incorporate the LBPD's required public safety and crime prevention measures, subject to the approval and verification of the Planning and Building Department.

***Level of Significance After Mitigation:*** Less Than Significant Impact.

## **SCHOOLS**

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT WOULD INCREASE STUDENT ENROLLMENT WITHIN THE LONG BEACH UNIFIED SCHOOL DISTRICT.**

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<sup>22</sup> Steven L. Ditmars (Lieutenant), Long Beach Police Department, Information Technology Division, March 3, 2006.



**Level of Significance Prior to Mitigation:** Potentially Significant Impact.

**Impact Analysis:** The proposed project would result in a net increase of residents to the project area. Although, the population growth would be consistent with SCAG's 2010 population projections for the City, the additional residents could place increased demands on local school facilities.

As stated, students within the project area would be within the service area of Chavez Elementary School, Franklin Middle School and Polytechnic High School. Based upon the generation rates provided by the LBUSD, Table 5.8-8, Estimated Student Generation, provides the number of students that could potentially be generated as a result of the proposed project. As indicated in Table 5.8-8, new residential development resulting from the proposed project would add a total of four elementary school students, two middle school students and two high school students to the LBUSD.

**Table 5.8-8**  
**Estimated Student Generation**

School	Student Generation Factor Multi-Family <sup>1</sup>	Number of Multi-Family Units	Number of Students Generated From Project
K-6	0.013	295	4
7-8	0.005	295	2
9-12	0.005	295	2

Source: Cani M. Matsumoto (Executive Director), Long Beach Unified School District, October 18, 2005.

<sup>1</sup> Student generation numbers are from the Long Beach Unified School District Development Impact Fee Nexus Study, May 10, 2004, as provided by Cani M. Matsumoto (Executive Director), Long Beach Unified School District, October 18, 2005.

As shown in Table 5.8-9, Estimated Increase in School Enrollment, this 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.

**Table 5.8-9**  
**Estimated Increase in School Enrollment**

School	Capacity <sup>1</sup>	Enrollment <sup>2</sup>	Number of Students Generated From Project	Percent Increase in Enrollment
Chavez Elementary School	775	519	4	0.77
Franklin Middle School	1,704	1,270	2	0.16
Polytechnic High School	3,562	4,399	2	0.05

<sup>1</sup> Capacity information provided by Cliff Bagget, Long Beach Unified School District, June 19, 2006.

<sup>2</sup> Enrollment numbers as of September 23, 2005 provided by Cani M. Matsumoto (Executive Director), Long Beach Unified School District, October 18, 2005.



The proposed project would be required to pay fees to the LBUSD to compensate for the impacts of the residential and commercial development on local school capacities, in order to maintain adequate classroom seating and facilities standards. As stated, development of the proposed project is currently subject to developer fees of \$2.24 per square foot for residential and \$0.36 per square foot for commercial/industrial uses.

Pursuant to SB 50, payment of fees to the LBUSD is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. Therefore, the project applicant would be required to pay the statutory fees, so that space can be constructed, if necessary, at the nearest sites to accommodate the impact of project-generated students, reducing impacts to a less than significant level.

***Mitigation Measures:***

- PSU-5      Prior to certificates of occupancy, the project applicant shall pay the required mitigation fees in place at time of payment to the LBUSD. Proof of payment shall be provided to the City of Long Beach.

***Level of Significance After Mitigation:*** Less Than Significant Impact.

***LIBRARIES***

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT WOULD RESULT IN AN INCREASED DEMAND FOR LIBRARY SERVICES.**

***Level of Significance Prior to Mitigation:*** Less Than Significant Impact.

***Impact Analysis:*** Development of the proposed project would result in a net increase of residents to the project area. The increase in residents may result in increased demand for library services. Although increased demand on library facilities may occur, the City of Long Beach Public Library and Information Center does not anticipate a significant impact to library operations as a result of the proposed project. It is expected that the library's current resources would be able to serve the proposed project. Additionally, the Long Beach Public Library has advised that it is currently addressing an increased demand for computer resources that currently exists within the City. Therefore, a less than significant impact is anticipated in this regard.

***Mitigation Measures:*** No mitigation measures are required.

***Level of Significance After Mitigation:*** Not applicable.



## PARKS AND RECREATION

- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT WOULD RESULT IN AN INCREASED DEMAND FOR PARK AND RECREATION FACILITIES.

**Level of Significance Prior to Mitigation:** Potentially Significant Impact.

**Impact Analysis:** Bixby Park and Cesar E. Chavez Park are the nearest neighborhood/community parks serving the project site. At this time, no future park sites have been identified within the neighborhood park service radius of the proposed project. Therefore, an existing impacted park would most conveniently serve many of the recreational needs of the proposed project residents.

The proposed project would result in a net increase of 295 residential units to the project site. Based upon typical City standards, there would be a need for 256,133 square feet (5.88 acres) of additional recreational open space for the project residents.<sup>23</sup> Further, based upon City standards, the increase in residents would result in the need for 0.15 acres of additional playground, 0.015 acres of additional swimming pool, 0.37 acres of additional basketball court, 0.10 acres of additional tennis court, 0.15 acres of additional football/soccer field, 0.15 acres of additional baseball/softball field and an additional 735 square feet of community recreation center building.<sup>24</sup> According to the Department of Parks, Recreation and Marine, the project would not be required to dedicate parkland as part of the proposed project to mitigate potential impacts.<sup>25</sup>

The project proposes recreational and leisure amenities for potential residents including a podium garden with a swimming pool, lawn, garden alcove and clubhouse. Additionally, the townhouse units fronting the terrace garden would have private yards. A workout room and gym would be situated on the first and second floors of the Gateway Tower and a lap pool and sun deck would be provided on the roof. Additionally, the project would incorporate passive open space areas, including an elliptical paseo and forecourt area. Provision of recreational amenities would reduce the demand on park and recreational facilities in the area.

Due to the scope and nature of the proposed project (i.e., high-rise residential within downtown Long Beach with on-site recreational amenities) and potential project residents, it is likely that demand for park and recreational facilities would be less than demand typically associated with single family and lower density multiple-family residential uses. The project site is located within proximity to several regional recreational facilities including beaches and marinas.

The Parks, Recreation and Marine Department acknowledges that the project is located within the Central Redevelopment Project Area and the Redevelopment

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<sup>23</sup> Based upon a population increase of 735 additional residents as provided by Dennis Eschen (Manager of Planning and Development), City of Long Beach Department of Parks, Recreation and Marine, December 28, 2005.

<sup>24</sup> Dennis Eschen (Manager of Planning and Development), City of Long Beach Department of Parks, Recreation and Marine, December 28, 2005.

<sup>25</sup> *Ibid.*



Agency has funded the acquisition and development of parklands. Because the proposed project is within a redevelopment project area and contributes to the tax increment for the project area, future Redevelopment Agency contributions to parks and park facilities should be considered indirect mitigation.<sup>26</sup> While no future park sites have been identified within the one-mile neighborhood park service radius of the project site, the Redevelopment Agency has included in the Central Long Beach Redevelopment Project Area's budget more than \$10.25 million for parks through Fiscal Year 2007; additional funding for parks is expected to be budgeted in future years. This funding is targeted at five recreational facilities within a three-mile radius of the project site: Drake Park expansion (1.7 miles), a future park at Alamitos and 15<sup>th</sup> Street (1.85 miles), Officer Daryle Black Memorial Park expansion (2 miles), Orizaba park expansion (3 miles) and California Recreation Senior Center (1.55 miles)

The proposed project would be required to pay park impact fees, as established by the City, to compensate for the impacts of the proposed project on park and recreational facilities, in order to maintain adequate recreation standards. According to the Parks, Recreation and Marine Department, payment of the fees would not fully mitigate the impact of the proposed project on park and recreational facilities.<sup>27</sup> However, the inclusion of on-site recreational amenities and payment of the park impact fees would reduce project impacts to below the significance threshold established for recreation and therefore project impacts would be less than significant.

***Mitigation Measures:***

- PSU-6      Prior to certificates of occupancy, the project applicant shall pay the required park impact fees in place at time of payment to the City of Long Beach.

***Level of Significance After Mitigation:*** Less Than Significant Impact.

***WATER***

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD CREATE DEMAND FOR WATER THAT EXCEEDS AVAILABLE SUPPLIES.**

***Level of Significance Prior to Mitigation:*** Potentially Significant Impact.

***Impact Analysis:*** Implementation of the proposed project would create additional demand for water. The project proposes 358 residential units and 13,561 square feet of retail/gallery space. As indicated in Table 5.8-10, Proposed Project Water Demand, the proposed project would create a demand of 92.18 AF/year, compared to an existing water demand of 20.38 AF/year.

The proposed water system would be required to support the fire flow as well as the Maximum Day Demand. Adverse pressures would need to be corrected by the

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<sup>26</sup> *Ibid.*

<sup>27</sup> *Ibid.*



applicant's engineer under any flow condition. At the time of design, the applicant would be required to prove, to the satisfaction of the LBWD, that the additional flow would not impact the City water system.

**Table 5.8-10**  
**Proposed Project Water Demand**

Land Use	Building Area (s.f.)	Dwelling Units (du)	Demand Factor <sup>1</sup>		Proposed Project Demand (AF/year)
			AF/year /du	AF/year/ 1 million s.f.	
Residential	--	358	0.249	--	89.14
Retail	13,561	--	--	224	3.04
<b>Totals</b>	<b>13,561</b>	<b>358</b>			<b>92.18</b>

s.f. = square feet; du = dwelling unit(s); AF = acre feet.

<sup>1</sup> Demand factors based on Water Availability Assessment for the PacifiCenter @ Long Beach, Prepared by LBWD, December 2002.

The demand for potable water within the City of Long Beach is not expected to increase significantly over the next 15 years; however, the demand for less-expensive reclaimed water is expected to increase significantly as the distribution system is expanded. With the expansion of the reclaimed system, increase in conservation and acquisition of additional supply sources, it is anticipated that the LBWD will be able to successfully fulfill the future water demands of the City, including the proposed project.

The project proposes relocating the existing Bronce Way alley northward to the edge of the project site. Additionally, development of the project, as proposed, would require the vacation of a portion of Broadway Court located within the project site. According to the LBWD, the project would be required to pay the cost to relocate the existing water line in Bronce Way north of its present location and to relocate the existing water line in Broadway Court (between Bronce Way and Ocean Boulevard) to allow development of the project and maintain the hydraulic grid system.<sup>28</sup>

The project's water improvement plans would be submitted to and approved by the LBWD and LBFD. The project would be subject to all applicable LBFD requirements regarding fire flows to the project site. All on-site water facilities would be constructed in accordance with the Uniform Plumbing Code and City design standards. Additionally, prior to issuance of a connection permit, the project would be required to pay water connection fees according to the fee schedule in place at the time of permitting.

Compliance with all applicable State and City development requirements and construction of water-related facilities in accordance with the Uniform Plumbing Code and City design standards would ensure that impacts to water service and facilities are less than significant.

<sup>28</sup> Robert Villanueva, P.E., (Division Engineer), Long Beach Water Department, November 28, 2005.



**Mitigation Measures:**

- PSU-7 Prior to the issuance of building permits, the applicant shall pay the fees required to relocate the existing water line in Broadway Court between Bronce Way and Ocean Boulevard and to relocate the existing water line in Bronce Way north of its present location.
- PSU-8 Prior to the issuance of building permits, the applicant shall submit engineering studies to the LBWD verifying that adequate capacity exists to convey additional flow to the proposed project. If additional improvements are required, the applicant shall pay the necessary fees required for the water system improvements.

**Level of Significance After Mitigation:** Less Than Significant Impact.

**WASTEWATER (SEWER)**

- DEVELOPMENT OF THE PROPOSED PROJECT WOULD GENERATE WASTEWATER THAT COULD EXCEED THE CAPACITY OF CONVEYANCE AND TREATMENT FACILITIES THAT SERVE THE PROJECT AREA.

**Level of Significance Prior to Mitigation:** Potentially Significant Impact.

**Impact Analysis:** Project implementation would result in increased wastewater generated from the project site. The project proposes 358 residential units and 13,561 square feet of retail/gallery space. As indicated in Table 5.8-11, Proposed Project Wastewater Generation, the proposed project would generate approximately 78,966 gallons per day of wastewater, compared to existing wastewater generation of 19,795 gallons per day for a net increase of 59,171 gallons per day.

**Table 5.8-11**  
**Proposed Project Wastewater Generation**

Land Use	Building Area (s.f.)	Dwelling Units (du)	Demand Factor <sup>1</sup>		Existing Generation gpd
			Gallons/day <sup>2</sup>	Gallons/tsf/day	
Residential	--	358	213	--	76,254
Retail/restaurant/office	13,561	--	--	200	2,712
<b>Totals</b>	<b>13,561</b>	<b>358</b>			<b>78,966</b>

s.f. = square feet; du= dwelling unit(s); tsf = thousand square feet; gpd = gallons per day.

<sup>1</sup> Demand factors based on the Comprehensive Sewer System Master Plan and Management Program provided by the LBWD.

<sup>2</sup> Demand factor for high-rise residential units.

At the time of design, the applicant would be required to prove, to the satisfaction of the LBWD, that the existing sewer mains would support the project. Wastewater generated by the proposed project would be treated at the JWPCP. The project



would be required to pay a connection fee to mitigate impacts of the project on the sewerage system, reducing impacts to a less than significant level.

The legally permitted levels of sewer service are contingent upon the available capacity of the Districts' treatment facilities, which is in turn limited to levels associated with approved growth identified by SCAG. The wastewater flow associated with the proposed project is not anticipated to exceed levels associated with approved growth, as identified by SCAG's regional growth forecasts; refer to Section 6.0.

Development of the project, as proposed, would encroach into the existing sewer line located within Broadway Court (between Bronce Way and Ocean Boulevard). According to the LBWD, this sewer line would be abandoned and the project would be required to pay the fees necessary to construct a new sewer manhole on a portion of the remaining existing sewer line.<sup>29</sup> The applicant's engineer would be required to prove that the City's sewer system has adequate capacity to accept the additional sewage flow.

Compliance with existing State and City development requirements would ensure that adequate and sufficient wastewater service is provided to the proposed project. The project's sewer improvement plans would be reviewed by the City's Water Department. All on-site sewer facilities would be constructed in accordance with the Uniform Plumbing Code and City design standards. Additionally, prior to issuance of a connection permit, the project Applicant would be required to pay sewer connection fees according to the fee schedule in place at the time of permitting.

Compliance with all applicable State and City development requirements and construction of wastewater-related facilities in accordance with the Uniform Plumbing Code and City design standards would ensure that impacts regarding wastewater service and facilities are less than significant.

***Mitigation Measures:***

- PSU-9 Prior to the issuance of building permits, the developer shall pay the fees required to construct a new sewer manhole on a portion of the remaining Broadway Court sewer line.
- PSU-10 Prior to issuance of building permits, the project applicant shall provide evidence that the County Sanitation Districts of Los Angeles County has sufficient wastewater transmission and treatment plant capacity to accept sewage flows from the buildings for which building permits are being requested.
- PSU-11 Prior to the issuance of building permits, the project applicant shall provide engineering studies to the LBWD verifying that the sewer system has adequate capacity to serve the project. If additional improvements are required, the applicant shall pay the necessary fees required for the sewer system improvements.

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<sup>29</sup> *Ibid.*



**Level of Significance After Mitigation:** Less Than Significant Impact.

## ELECTRICITY

- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT WOULD RESULT IN AN INCREASED DEMAND FOR ELECTRIC SERVICES.

**Level of Significance Prior to Mitigation:** Less Than Significant Impact.

**Impact Analysis:** Implementation of the proposed project would result in an increased demand for electricity service to the project site. As indicated in Table 5.8-12, Proposed Project Electricity Consumption, the proposed project would consume approximately 2,198 megawatt-hours per year of electricity. This represents 0.002 percent of SCE's annual power deliveries in 2010, which is not considered a significant impact.

**Table 5.8-12**  
**Proposed Project Electricity Consumption**

Land Use	Building Area (s.f.)	Dwelling Units (du)	Usage Factor <sup>1</sup>	Electricity Consumption (MWh/year)
Residential	--	358	5,626.5 kWh/du/year	2,014.3
Retail/Gallery	13,561	--	13.55 kWh/s.f./year	183.7
<b>Total</b>	<b>13,561</b>	<b>358</b>		<b>2,198</b>

s.f. = square feet; du = dwelling unit(s); MWh = megawatt-hour; KWh = kilowatt-hour.

<sup>1</sup> Usage factors are from South Coast Air Quality Management District CEQA Air Quality Handbook, April 1993.

Although the total system demand is expected to increase annually, SCE has indicated that their plans for new distribution resources would be adequate to serve all customer loads in accordance with SCE rules and tariffs.<sup>30</sup> Additionally SCE has advised that the electrical loads associated with the proposed project are within the parameters of projected load growth, which SCE is planning to meet in the project area.<sup>31</sup> The project applicant would be responsible for the costs associated with any new facilities and/or relocation of existing SCE facilities to accommodate the proposed project. The project's electrical distribution plans would be submitted to and approved by SCE and all electrical facilities would be constructed in accordance with SCE and City design standards. Thus, impacts would be less than significant in this regard.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance After Mitigation:** Not applicable.

<sup>30</sup> Jim Matthei (Service Planner), Southern California Edison, January 5, 2006.

<sup>31</sup> *Ibid.*



## NATURAL GAS

- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT WOULD INCREMENTALLY INCREASE DEMANDS ON NATURAL SUPPLIES AND DISTRIBUTION INFRASTRUCTURE.

**Level of Significance Prior to Mitigation:** Less Than Significant Impact.

**Impact Analysis:** Implementation of the proposed project would result in an increased demand for natural gas service to the project site. As indicated in Table 5.8-13, Proposed Project Natural Gas Consumption, the proposed project would consume approximately 1,475,443.9 cubic feet of natural gas per month. This represents 0.0032 percent of Long Beach Energy's daily capacity, which is not considered a significant impact.

**Table 5.8-13**  
**Proposed Project Natural Gas Consumption**

Land Use	Building Area (s.f.)	Dwelling Units (du)	Usage Factor <sup>1</sup>	Natural Gas Consumption (cf/month)
Residential	--	358	4,011.5 cf/du/month	1,436,117
Retail/Gallery	13,561	--	2.9 cf/s.f./month	39,326.9
<b>Total</b>	<b>13,561</b>	<b>358</b>		<b>1,475,443.9</b>

s.f. = square feet; du = dwelling unit(s); cf = cubic feet.

<sup>1</sup> Usage factors are from South Coast Air Quality Management District CEQA Air Quality Handbook, April 1993.

Although demand for natural gas would increase as a result of the proposed project, Long Beach Energy would have sufficient supplies to support the increased demand, resulting in a less than significant impact. Additionally, gas service, including any new facilities, would require coordination with Long Beach Energy. The project applicant would be responsible for the costs associated with any new facilities and/or relocation of existing facilities to accommodate the proposed project. The project's natural gas distribution plans would be submitted to and approved by the City and all facilities would be constructed in accordance with the City's design standards. Thus, impacts would be less than significant in this regard.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance After Mitigation:** Not applicable.

## SOLID WASTE

- DEVELOPMENT ASSOCIATED WITH BUILDOUT OF THE PROPOSED PROJECT WOULD GENERATE SOLID WASTE THAT WOULD INCREMENTALLY DECREASE THE CAPACITY AND LIFESPAN OF LANDFILLS.



**Level of Significance Prior to Mitigation:** Potentially Significant Impact.

**Impact Analysis:** The proposed project would require demolition of approximately 49,270 square feet of existing facilities during construction. Site preparation (vegetation removal and grading activities) and construction activities would generate typical construction debris, including wood, paper, glass, plastic, metals, cardboard, and green wastes. Construction activities could also generate hazardous waste products. The wastes generated would result in an incremental and intermittent increase in solid waste disposal at landfills and other waste disposal facilities within Los Angeles County, resulting in a potentially significant impact.

As shown in Table 5.8-14, Proposed Project Solid Waste Generation (No Recycling), implementation of the proposed project would generate a total of 2,056 lbs/day of solid waste, or 375 tons/year before recycling and other waste diversion activities.

The project currently generates approximately 759 pounds of solid waste per day. Therefore, the proposed project would result in a net increase in solid waste generation of 1,297 pounds per day or 236.7 tons per year. This represents approximately 0.04 percent of the City's solid waste disposed of per year. The proposed project would be required to comply with applicable State and local regulations, thus reducing the amount of landfill waste by at least 50 percent.

**Table 5.8-14**  
**Proposed Project Solid Waste Generation (No Recycling)**

Land Use	Building Area (s.f.)	Dwelling Units	Demand Factor <sup>1</sup>		Proposed Generation (Pounds/day)
			Pounds/ du/ day	Pounds/ s.f./ day	
Residential	-	358	4	-	1,432
Retail/Gallery	13,561	-	-	0.046	624
<b>Totals</b>	<b>13,561</b>	<b>358</b>			<b>2,056</b>

s.f. = square feet; du = dwelling unit(s).

<sup>1</sup> Demand factor obtained from the California Integrated Waste Management Board, Estimated Solid Waste Generation Rates ([www.ciwmb.ca.gov](http://www.ciwmb.ca.gov)), Retrieved March 3, 2006.

The landfills serving the project area have available permitted capacity, and therefore would accommodate the proposed project's solid waste disposal needs. Specifically, as depicted in Table 5.8-6, the landfills serving the City have a daily permitted tonnage of 103,440 tons per day. The proposed project would represent 0.00099 percent of the total daily permitted tonnage. With implementation of recommended mitigation measures as well as compliance with Federal, State and local statutes or regulations, a less than significant impact would occur.

**Mitigation Measures:**

- PSU-12 The project applicant shall adhere to all source reduction programs for the disposal of construction materials and solid waste, as required by the City



of Long Beach. Prior to issuance of building permits, a source reduction program shall be prepared and submitted to the Environmental Services Bureau for each structure constructed on the subject property to achieve a minimum 50 percent reduction in waste disposal rates.

- PSU-13 The applicant shall comply with all applicable City, County and State regulations and procedures for the use, collection and disposal of solid and hazardous wastes.

***Level of Significance After Mitigation:*** Less Than Significant Impact.

## **STORMWATER/WATER QUALITY**

- **DEVELOPMENT OF THE PROPOSED PROJECT MAY INCREASE RUNOFF FROM THE PROJECT SITE, RESULTING IN IMPACTS TO WATER QUALITY.**

***Level of Significance Prior to Mitigation:*** Potentially Significant Impact.

***Impact Analysis:*** Impacts related to water quality would range over three different periods: 1) during the earthwork and construction phase, when the potential for erosion, siltation and sedimentation would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high; and 3) following completion of the project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.

Construction of the proposed project has the potential to produce typical pollutants such as nutrients, suspended solids, heavy metals, pesticides and herbicides, toxic chemicals related to construction and cleaning, waste materials (including wash water), paints, wood, paper, concrete, food containers, sanitary wastes, fuel and lubricants. The project would be required to comply with the City's *Municipal Code* which requires construction plans for the project to include features that would meet the applicable construction BMPs and erosion and sediment control BMPs.

Additionally, the project would be required to comply with Chapter 18.95, NPDES and SUSMP Regulations, of the City's *Municipal Code*, which establishes regulations to "effectively prohibit non-storm water discharges into the storm drain systems or watercourses and controls to reduce the discharge of pollutants into the storm water to the maximum extent practicable." In accordance with the *Municipal Code*, a SWPPP is required to be prepared for construction projects of one or more acres. The SWPPP would include appropriate construction site BMPs. Water quality impacts would be less than significant in this regard.

A reduction in permeable surfaces would be considered to be a water quality impact because permeable surfaces allow for rain and runoff to infiltrate into the ground. The project proposes development of residential and ground floor retail/gallery and civic space uses. As the site is currently developed with residential, retail, restaurant, office and parking uses, the amount of impervious surfaces would not be significantly altered as a result of project implementation. It is expected that the net change in impervious area and associated runoff flow volumes resulting from project



implementation would not result in significant surface drainage impacts on- or off-site. Additionally, the project would be required to submit hydrology and hydraulic calculations for approval by the City, further reducing impacts to a less than significant level.

***Mitigation Measures:***

- PSU-14 A Storm Water Pollution Prevention Plan (SWPPP) shall be completed for the construction activities on-site and submitted to the Department of Public Works, Engineering Bureau for review and approval. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the maximum extent practicable.

***Level of Significance After Mitigation:*** Less Than Significant Impact.

#### **5.8.4 CUMULATIVE IMPACTS**

- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE PUBLIC SERVICES AND UTILITIES IMPACTS.

***Level of Significance Prior to Mitigation:*** Less Than Significant Impact.

***Impact Analysis:*** Development within the City associated with the proposed project and related cumulative projects identified in Section 4.0, Cumulative Projects, would not result in significant cumulative impacts to public services and utilities.

#### **FIRE PROTECTION**

Development of the project and related cumulative projects would result in new residential, retail, hotel, restaurant, institutional and parking uses to the area. Additionally, several of the related cumulative projects include high-rise structures within the downtown. The increase in population and density would significantly increase the demand on fire protection services to the area. The LBFD would assess their ability to serve development projects within the City on a project-by-project basis. Individual projects would be required to comply with the City's standards/codes and/or conditions of approval set forth by the LBFD and any recommended mitigation measures applicable to the project. The LBFD has advised that the proposed project would not result in significant impacts to fire protection services. Therefore, development of the proposed project would not result in significant cumulative impacts in regards to fire protection services.

#### **POLICE PROTECTION**

As stated, development of the project and related cumulative projects would result in new residential, retail, hotel, restaurant, institutional and parking uses to the area. The increase in population and density would significantly increase the demand on



police protection services to the area. The LBPD would assess their ability to serve development projects within the City on a project-by-project basis. Individual projects would be required to comply with the City's standards/codes and/or conditions of approval set forth by the LBPD and any recommended mitigation measures applicable to the project. The LBPD has advised that the proposed project would not result in significant impacts to police protection services. Therefore, development of the proposed project would not result in significant cumulative impacts in regards to police protection services.

## SCHOOLS

Development of the proposed project and related cumulative projects would potentially generate new students to the City. Individual development projects would be required to pay school impact fees based on the type and size of development proposed. Pursuant to SB 50, payment of fees to the LBUSD is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. Therefore, individual project applicants would be required to pay the statutory fees, so that space can be constructed, if necessary, at the nearest sites to accommodate the impact of project-generated students. Therefore, development of the proposed project would not result in significant cumulative impacts in regards to school services and facilities.

## LIBRARIES

Development of the proposed project and related cumulative projects would result in increased demand to library facilities within the City. The Long Beach Public Library has advised that the proposed project would not result in significant impacts to library services and facilities. Therefore, the proposed project would not contribute to cumulative impacts in regards to library services and facilities.

## PARKS AND RECREATION

Park and recreation facilities within the project area are currently deficient. Development of the proposed project and related cumulative projects would further contribute to the existing parkland deficiency. Although individual projects would be required to pay park impact fees, the City has advised that payment of these fees would not fully mitigate impacts on existing facilities. However, the inclusion of on-site recreational amenities and payment of park impact fees would reduce project impacts to a less than significant level. Residential developments within the downtown are anticipated to include recreational amenities and would be required to pay park impact fees. The inclusion of recreational amenities into the development of related cumulative projects would be assessed on a project-by-project basis. Therefore, the proposed project would not contribute to cumulative impacts in regards to park and recreation facilities.



## **WATER**

At the time of project design, the applicant would be required to prove to the LBWD that the additional flow would not impact the water system or provide adequate funds for necessary improvements to the water system. The City's UWMP takes into account the future water demands of proposed development projects based on housing, population and employment growth forecasts for the City. Adequate water supply would be available in normal and dry years to serve the proposed project. Water availability for individual development projects would be determined on a case-by-case basis. In accordance with SB 610, a water supply assessment would be required for projects exceeding established development thresholds. The LBWD would review site-specific development plans to determine the impact on existing water mains. Individual projects would be required to pay the cost to relocate existing water mains impacted by new development. Development of the proposed project would not result in significant cumulative impacts in regards to water services.

## **WASTEWATER (SEWERS)**

At the time of project design, the applicant would be required to prove to the LBWD that the additional flow would not impact the sewer system or provide adequate funds for necessary improvements to the sewer system. Due to this requirement, the proposed project would not result in significant impacts to wastewater service and facilities. It is anticipated that the existing network of sewer mains would be able to support the proposed project and related cumulative projects. The legally permitted levels of sewer service are contingent upon the available capacity of the Districts' treatment facilities, which is in turn limited to levels associated with approved growth identified by SCAG. The wastewater flow associated with the proposed project and related cumulative projects are not anticipated to exceed levels associated with approved growth, as identified by SCAG's regional growth forecasts. The proposed project and related cumulative projects would be required to pay a connection fee to mitigate impacts of the development on the sewerage system.

The LBWD would review site-specific development plans to determine the impact on existing sewer mains. Individual projects would be required to pay the cost to relocate existing sewer mains impacted by new development. Development of the proposed project would not result in significant cumulative impacts in regards to wastewater services.

## **ELECTRICITY**

Electrical loads of the proposed project and related cumulative projects are within the parameters of projected load growth, which SCE is planning to meet in the area. All electrical lines and other system improvements would be installed, in whole or in part, at the expense of development project applicants, and would serve to avoid adverse impacts to the electricity distribution system.

Although the proposed project and related cumulative projects would create additional demands on electricity supplies and distribution infrastructure, these demands are within the service capabilities of SCE. Thus, cumulative impacts would be less than significant.



## NATURAL GAS

Implementation of the proposed project would not result in significant impacts as a result of increased demand for natural gas. Long Beach Energy has the capacity to deliver over 155 million cubic feet (cf) of natural gas per day and existing gas lines are located within the area. Although development of the proposed project and related cumulative projects would result in increased demand for natural gas, the demand would be within existing capacity. Due to lot consolidations and various development projects occurring within the area, Long Beach Energy is currently in the process of relocating gas lines from alleyways into roadways. Where necessary, natural gas distribution pipelines would be installed or upsized to serve development associated with the proposed project and related cumulative projects at the expense of the project applicants. The proposed project would not result in significant cumulative impacts in this regard.

## SOLID WASTE

Development associated with the proposed project and related cumulative projects would contribute to the reduction of landfill capacity within the County. Although the proposed project would not significantly impact existing landfill capacity, the increase in solid waste generation from the project and related cumulative projects together, could significantly impact the finite resources associated with solid waste disposal. The proposed project and related cumulative projects would be required to meet current recycling goals, reducing the amount of solid waste requiring disposal at landfills. The proposed project would not result in significant cumulative impacts in this regard.

## STORMWATER/WATER QUALITY

Development associated with the proposed project and related cumulative projects could result in significant stormwater runoff and water quality impacts. The proposed project and related cumulative projects would be required to comply with the City's *Municipal Code*, which establishes regulations to "effectively prohibit non-storm water discharges into the storm drain systems or watercourses and controls to reduce the discharge of pollutants into the storm water to the maximum extent practicable." In accordance with the *Municipal Code*, a SWPPP is required to be prepared for construction projects of one or more acres. The SWPPP would include appropriate construction site BMPs. The proposed project and related cumulative projects would be required to submit hydrology and hydraulic calculations to the City for review and approval. Projects would be evaluated on a case-by-case basis and mitigation would be developed as appropriate. The proposed project would not result in significant cumulative impacts in this regard.

***Mitigation Measures:*** No mitigation measures are recommended.

***Level of Significance After Mitigation:*** Not applicable.



## **5.8.5 SIGNIFICANT UNAVOIDABLE IMPACTS**

Implementation of the proposed Shoreline Gateway Project would not result in significant unavoidable impacts to public services and utilities for project buildout and cumulative conditions.

## **6.0 Long-Term Implications of the Proposed Project**

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## **6.0 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT**

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

If the proposed 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 this EIR and through compliance with the *City of Long Beach Municipal Code*; refer to Section 5.0, Environmental Analysis.

Ultimate development of the project site would create long-term environmental consequences associated with a transition in land use. Development of the proposed 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**

Approval of the proposed 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);
- 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 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 proposed 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.<sup>1</sup> 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.<sup>2</sup> As of January 2005, the County's population was an estimated 10,226,506 persons.<sup>3</sup> The County has the largest population of any county in the State with approximately 27.8 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.<sup>4</sup>

**Table 6-1**  
**Population, Housing and Employment Estimates**

Year	County of Los Angeles	City of Long Beach	Census Tract 5761 <sup>1</sup>
<b>Population</b>			
1990	8,863,164	429,433	NA
2000	9,519,338	461,552	2,669
Change	+ 7.40%	+ 7.48%	NA
2005	10,226,506	491,564	NA
<b>Housing</b>			
1990	3,163,343	170,388	NA
2000	3,279,909	171,632	2,088
Change	+ 3.68%	+ 0.73%	NA
2005	3,341,548	173,848	NA
<b>Employment<sup>2</sup></b>			
1990	4,538,364	211,638	NA
2000	4,307,762	209,167	1,586
Change	- 5.08%	-1.17%	NA
2005	NA	NA	NA
Notes:			
<sup>1</sup> Census tract boundaries changed between Census 1990 and Census 2000. Therefore, no comparisons of the 2000 data shown can be made.			
<sup>2</sup> Civilian labor force.			

<sup>1</sup> Los Angeles County website [www.lacounty.info](http://www.lacounty.info), September 21, 2005.

<sup>2</sup> U.S. Census, 1990 and 2000.

<sup>3</sup> *State of California, Department of Finance, E-5 City/County Population and Housing Estimates, 2005, Revised 2001-2004, with 2000 DRU Benchmark.* Sacramento, California, May 2005.

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



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, 2005, the City's population was an estimated 491,564 persons, making it the second most populated City within Los Angeles County.<sup>5</sup> 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.<sup>6</sup> This projection would represent a population growth of approximately 8.5 percent between 2005 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.<sup>7</sup> 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 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 2.913 persons per household (California Department of Finance, 2005), the project site's current population is an estimated 184 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 2005, the County's housing stock was an estimated 3,341,548 housing units, and its vacancy rate was 10.4 percent.<sup>8</sup> The number of persons per household in the County was 3.284 (January 2005).

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 2005, the City's housing stock was an estimated 173,848 housing units, and its vacancy rate was 4.98 percent.<sup>9</sup> The number of persons per household in the City was 2.913 (January 2005). According to SCAG projections, the number of housing units in the City is expected to increase to 171,723 units by

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<sup>5</sup> State of California, Department of Finance, January 2005 Cities/Counties Ranked by Total Population, Numeric Change and Percent Change, May 2005.

<sup>6</sup> Southern California Association of Governments, 2004 Regional Transportation Plan Growth Forecasts, June 2004.

<sup>7</sup> U.S. Census 2000.

<sup>8</sup> State of California, Department of Finance, E-5 City/County Population and Housing Estimates, 2005, Revised 2001-2004, with 2000 DRU Benchmark. Sacramento, California, May 2005.

<sup>9</sup> Ibid.



2010, 178,252 units by 2015 and 184,906 units by 2020. This represents an approximate 6.4 percent increase in housing between 2005 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.<sup>10</sup>

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 20,981 square feet of employment-generating land uses are located within the project site, including retail, restaurant and office uses. The estimated employment associated with these existing uses is approximately 34 jobs; refer to Table 6-2.

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<sup>10</sup> U.S. Census 2000.



**Table 6-2**  
**Estimated Existing Employment**

Land Use	Square Feet	Employment Rate <sup>1</sup>	Estimated Employment
<b>EXISTING</b>			
Commercial/Retail	13,481	1 / 500 SF	27
Office	7,500	1 / 1,125 SF	7
<b>Total Existing</b>	<b>20,981</b>	--	<b>34</b>
SF = square feet.			
Note:			
<sup>1</sup> 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 project, as proposed, would result in the development of residential and retail/gallery uses; refer to Section 3.0, Project Description. More specifically, the 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, project implementation would not result in significant growth-inducing impacts:

- As discussed in Section 5.8, Public Services and Utilities, project implementation 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. Therefore, the proposed 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 proposed 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, project implementation 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 project would develop both new homes and employment-generating land uses.<sup>11</sup> Based on an estimate of 2.913 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 859 persons.

The retail component of the proposed 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.

The project is located within the Central Long Beach Redevelopment Project Area; refer to Section 3.2, *Background and History*. 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 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 project (859 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 project would be consistent with SCAG's projected 2010 population, project implementation would not induce substantial population growth in the City.

- The proposed project would not be growth-inducing with respect to development or encroachment into an isolated or adjacent area of open

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<sup>11</sup> Although the project would develop employment-generating land uses (i.e., retail uses), project implementation would remove existing employment generating uses, resulting in a net decrease of employment positions within the project area.



space. The project is considered an urban infill development because the site is surrounded by urban development such as residential, retail/commercial and office uses.

Overall, project implementation would not be considered growth inducing, inasmuch as it would not foster significant economic expansion and growth opportunities. The 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 proposed 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 proposed project would result in the removal of approximately 63 housing units. Based on an estimate of 2.913 persons per household (State of California Department of Finance), the removal of 63 housing units would displace approximately 184 persons. In addition, project implementation would require removal of 20,981 square feet of retail/restaurant and office uses. The displacement of persons, housing and businesses resulting from implementation of the proposed project is considered a significant impact unless mitigated.

California Government Code §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; refer to Section 3.2, *Background and History*.

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 businesses<sup>12</sup> 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.*
  - (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,*

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<sup>12</sup> According to California Government Code Section 7260(d), "business" also includes any lawful activity, except a farm operation, conducted primarily by a nonprofit organization.



- (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 and vacancy rate. As previously noted, the City's existing housing supply and vacancy rate as of January 2005 was 173,848 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 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, the following section describes a range of reasonable alternatives to the proposed project, which 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. The evaluation considers the comparative merits of each alternative. The analysis focuses 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 proposed project objectives.

Potential environmental impacts associated with three separate alternatives are compared to impacts from the proposed project. The alternatives include:

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

Throughout the following analysis, impacts of alternatives are analyzed for each of the issue areas examined in Section 5.0 of this EIR. In this manner, each alternative can be compared to the proposed project on an issue-by-issue basis. Each alternative's impacts are compared to the proposed project. Table 7-6, Comparison of Alternatives, provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the proposed project. The section concludes with a review of Alternatives considered but rejected for further analysis.

Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. The proposed project would result in significant and unavoidable impacts in the following environmental issue areas:

- Aesthetics/Light and Glare
  - Shade and Shadow Impacts
- Traffic and Circulation
  - Forecast Year 2015 with Project Impacts
  - Los Angeles County CMP Facilities Impacts
  - Cumulative Impacts
- Air Quality
  - Short-term Construction Impacts (NOx emissions)
- Noise
  - Short-term Construction Noise Impacts
  - Long-Term Mobile Noise Impacts



- Cultural Resources
  - Historic Structure (40 Atlantic Avenue)

In Section 7.4 of the alternatives analysis is the identification of the “environmentally superior” alternative, as required by CEQA.

## **7.1 “NO PROJECT/NO DEVELOPMENT” ALTERNATIVE**

### **DESCRIPTION OF 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.

### **IMPACT COMPARISON TO THE PROPOSED PROJECT**

#### **Land Use and Relevant Planning**

The No Project/No Development Alternative does not involve a development proposal that would affect land use plans or policies of the City or other local and regional agencies. This alternative would not create any land use compatibility conflicts, as new development would not occur. However, the No Project/No Development Alternative would be inconsistent with several *General Plan* and *Redevelopment Plan* policy provisions, which establish long-range development goals for the project site. Specifically, policy documents have identified the project site for development with higher intensity uses, such as high-density residential, employment or visitor serving uses in proximity to existing employment, transit and other retail opportunities. The No Project/No Development Alternative would be considered environmentally inferior to the proposed project in this regard.

#### **Aesthetics/Light and Glare**

The No Project/No Development Alternative would maintain the current views of and across the project site from off-site vantage points. The No Project/No Development Alternative would not obstruct current existing views of and across the project site with new development. However, proposed aesthetic improvements, such as undergrounding of utilities and landscaping would not occur with this Alternative. Under the No Project/No Development Alternative no new light sources and no new shade and shadow impacts would be created. The No Project/No Development Alternative would be considered environmentally superior to the proposed project, since there would be no new light and glare or new shade and shadow impacts.

#### **Traffic and Circulation**

Existing morning and evening peak hour operating conditions were evaluated for the proposed project. The results of the analysis indicate that five of the study intersections are operating at an unacceptable Level of Service (LOS). These



conditions would continue with the No Project/No Development Alternative. When compared to the proposed project, an increase in average daily traffic (ADT) would not occur with this Alternative, as no development would occur within the project site. In comparison to the proposed project, this Alternative would not result in significant impacts to study intersections or CMP facilities. The No Project/No Development Alternative would be considered environmentally superior to the proposed project in this regard.

### **Air Quality**

Grading and construction activities associated with the proposed project would not occur with this Alternative. Emissions associated with construction equipment, which have been concluded to exceed SCAQMD construction thresholds for NO<sub>x</sub> would not occur. Similar to the proposed project, the No Project/No Development Alternative would be consistent with the regional air quality plan, as it would not increase the intensity of land uses at the project site beyond that anticipated in the City's *General Plan*, and would not result in significant cumulative air quality impacts. The No Project/No Development Alternative would be considered environmentally superior to the proposed project since no significant construction or additional operational air emissions would occur.

### **Noise**

Under the No Project/No Development Alternative, no additional land uses would be developed within the project site. Nearby sensitive receptors would not be subjected to noise associated with construction activities or additional vehicular activity. New stationary and mobile noise sources would not occur and ambient noise levels would not increase. Thus, the No Project/No Development Alternative would be considered environmentally superior to the proposed project in this regard.

### **Hazards and Hazardous Materials**

A Phase I site assessment was conducted to verify existing conditions of hazardous materials within the project area. The assessment identified the presence of a UST on- and off-site and the potential of groundwater impacts from properties within the surrounding area. Under the No Project/No Development Alternative, undocumented USTs would remain and would not be remediated, as would occur with the proposed project. Further, the potential for contaminated groundwater and soil impacts from properties within the project area would continue to exist. Similar to the project, documented USTs and/or subsurface petroleum releases would be required to be remediated in compliance with City, State and Federal regulatory requirements. The potential to create a significant hazard to the public or the environment through the disposal of hazardous materials (i.e., asbestos and lead paint) would not occur with this Alternative since hazardous materials, which may occur within the project site, would not be disturbed by demolition/construction activities. However, with implementation of mitigation measures, potential hazards would be reduced to a less than significant level. Due to the potential presence of undocumented USTs and contaminated groundwater, which would not be remediated, the No Project/No Development Alternative would be considered environmentally inferior to the proposed project in this regard.



## Cultural Resources

Under the No Project/No Development Alternative, demolition of a potentially historic structure would not occur and construction activities would not occur adjacent to designated historic structures. Impacts associated with the potential disturbance or destruction of undocumented archaeological and/or paleontological resources would not occur. Thus, the No Project/No Development Alternative would be considered environmentally superior to the proposed project in this regard.

## Public Services and Utilities

An increased demand for public services and utilities would not occur with the No Project/No Development Alternative, as no additional land uses would be developed within the project site. However, with implementation of mitigation measures, increased demand on public services and utilities would be reduced to a less than significant level. Due to the increased demand for public services and utilities generated by the proposed project, the No Project/No Development Alternative would be considered environmentally superior to the proposed project.

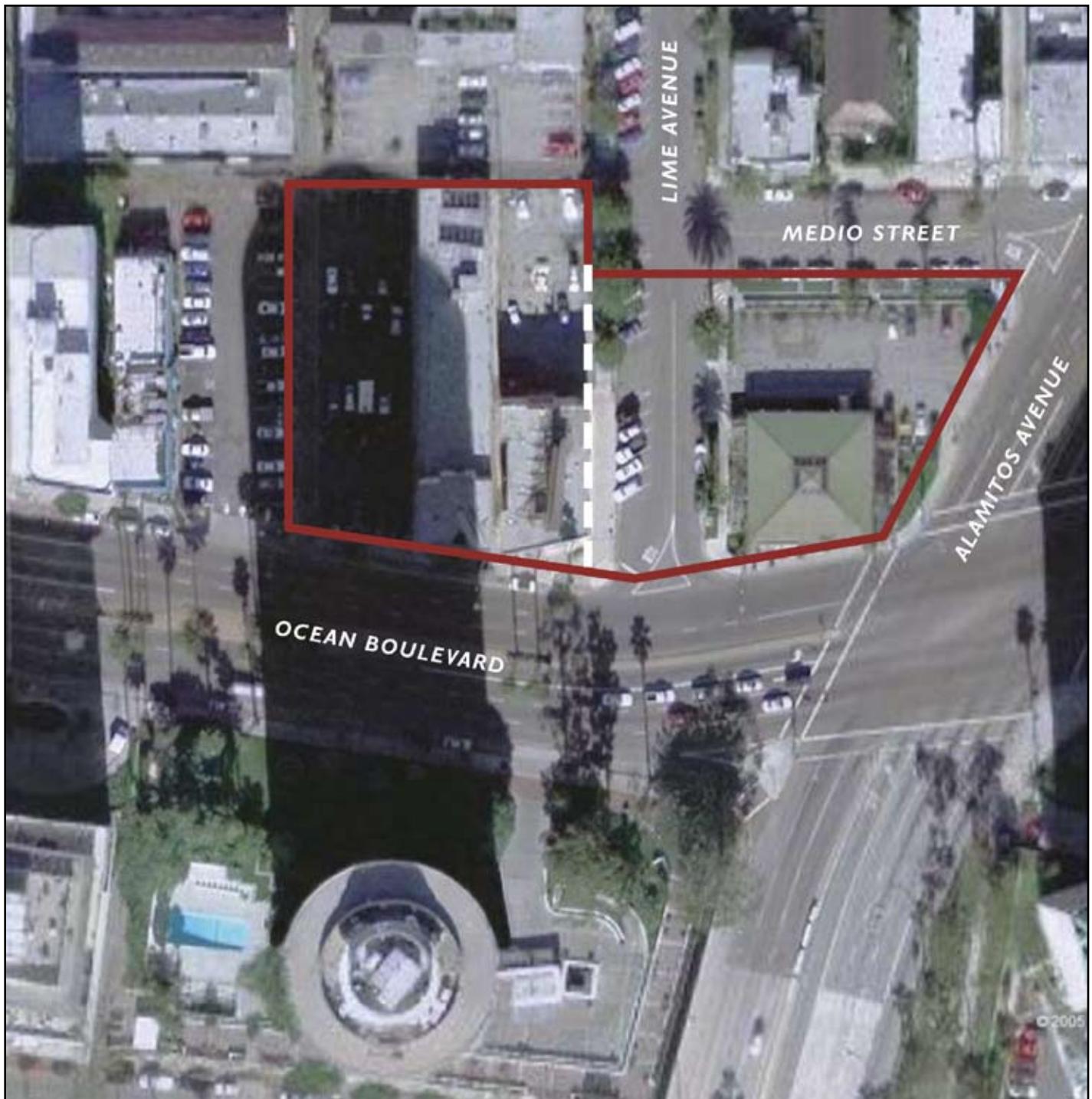
## ABILITY TO MEET PROJECT OBJECTIVES

The No Project/No Development Alternative would not be consistent with the objectives of the proposed project, which include providing an iconic gateway tower to the East Village Arts District and downtown, providing a forecourt plaza and formal civic space for outdoor dining and gathering opportunities and providing a diversity of residential unit types including live/work spaces, townhomes, apartment units and penthouse units. Under this Alternative, the proposed residential and retail/gallery uses would not be developed. Therefore, none of the project objectives identified in Section 3.4, *Project Goals and Objectives*, would be met under the No Project/No Development Alternative. Additionally, the No Project/No Development Alternative would be inconsistent with Redevelopment Plan policies identified for the project site and surrounding area.

## 7.2 “REDUCED PROJECT” ALTERNATIVE

### DESCRIPTION OF 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; refer to Exhibit 7-1, Reduced Project Aerial Map. Currently the site is developed with 63 multiple-family residential units and approximately 9,629 square feet of retail uses (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.



Source: Studio One Eleven at Perkowitz + Ruth Architects, February 2006.



Not to Scale



PLANNING ■ DESIGN ■ CONSTRUCTION

09/06 • JN 10-104514

SHORELINE GATEWAY PROJECT  
ENVIRONMENTAL IMPACT REPORT

## Reduced Project Alternative Aerial Map

Exhibit 7-1



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.

Table 7-1, *Comparison of Proposed Project and Reduced Project Alternative*, provides a comparison of the proposed project and Reduced Project Alternative.

**Table 7-1**  
**Comparison of Proposed Project and Reduced Project Alternative**

Development Characteristics	Proposed Project	Reduced Project
Acreage	2.2 acres	1.53 acres
Number of Buildings and Heights	3 Towers 24 stories/284 feet 21 stories/133 feet 12 stories/124 feet	2 Towers 22 stories/250 feet 20 stories/220 feet
Residential (dwelling units)	358	305
Retail/Gallery (square feet)	13,561	12,000
Parking Spaces	820	723

## **IMPACT COMPARISON TO THE PROPOSED PROJECT**

### **Land Use and Relevant Planning**

The Reduced Project Alternative would develop a similar mix of land uses as compared to the proposed project, but would be at a reduced density for the



residential uses and retail/gallery space. This Alternative would be consistent with applicable goals and policies of the *General Plan* and Redevelopment Plans, similar to the proposed project. In terms of land use and planning impacts, the Reduced Project Alternative would be considered neither environmentally inferior nor superior to the proposed project.

### **Aesthetics/Light and Glare**

The Reduced Project Alternative would result in development on fewer parcels, which would allow for greater retention of views within the area of the project site. Specifically, views of and across the parcels north of Bronce Way and the existing Long Beach Café site would remain unchanged, as development would not occur within these parcels. The Reduced Project Alternative would result in two high-rise buildings at slightly reduced heights than the proposed project. Similar to the proposed project, street level views southward toward Ocean Boulevard, from uses located north of the project site, which currently include views of prominent residential buildings (i.e., Villa Riviera, International Tower and Long Beach Towers) and the skyline would be obstructed with this Alternative. Additionally, with the Reduced Project Alternative, views from Ocean Boulevard, Alamitos Avenue and Shoreline Drive would be similar to the proposed project, as with the development of a gateway tower at the corner of Ocean Boulevard and Alamitos Avenue.

The Reduced Project Alternative would introduce new sources of light and glare to the project area, but to a lesser degree than the proposed project. As with the proposed project, potential light and glare impacts would be minimized through the City's discretionary review process, approval of development proposals and compliance with the City's Zoning Regulations.

Shade and shadow impacts would be slightly reduced with the Reduced Project Alternative. Similar to the proposed project, the Reduced Project Alternative would create shadows on Lime Avenue, Medio Street and Alamitos Avenue during the afternoon (3:00 p.m.) on June 21. However, shadows would not be cast on the apartment building at the northeast corner of the Medio Street/Lime Avenue intersection. As with the proposed project, morning shadows would be present primarily to the northwest of the project site on December 21. During noon, the sun shines above from a southerly direction, casting shadows in a northerly fashion. Impacts to uses to the north would be reduced with the Reduced Project Alternative, as development would not occur west of Broadway Court. In the early afternoon (i.e., 3:00 p.m.) the entire area northwest of the Ocean Boulevard/Alamitos Boulevard intersection would be cast over by shadows. During this period, the Reduced Project Alternative would impact the apartment buildings north of Medio Street, similar to the proposed project. Shadows generated during March 21 and September 21 would be similar and tend to extend to the northwest. Similar to the proposed project, shadows would extend to the apartments north of Medio Street and Malta Way. Although shadow impacts would be reduced with this Alternative, due to the scale and orientation of the buildings, the Reduced Project Alternative would result in significant and unavoidable shade and shadow impacts, similar to the proposed project.



The short-term impacts associated with construction activities would be slightly reduced under this Alternative, as it would result in less intensity of construction activities and associated equipment, and possibly a reduced construction schedule. Architectural design, landscaping, and other visual relief features of the project would still be provided, as required by City standards. The Reduced Project Alternative would not be considered environmentally superior or inferior to the proposed project in this regard.

### Traffic and Circulation

The proposed project is projected to generate approximately 3,080 ADT. Table 7-2, Reduced Project Alternative Trip Generation, summarizes the projected trip generation for the Reduced Project Alternative. As indicated in Table 7-2, this Alternative is projected to generate a total of approximately 2,716 ADT, or approximately 12 percent fewer trips when compared to the proposed project ADT of 3,080.

**Table 7-2**  
**Reduced Project Alternative Trip Generation**

Land Use	Size	Units	ITE Code	Trips Generated					
				AM Peak Hour Rates			PM Peak Hour Rates		
				Total	In	Out	Total	In	Out
Residential	305	DU	230	126	21	105	150	101	50
Non Auto Trips Reduction <sup>1</sup>				-6	-1	-5	-8	-5	-3
<b>Residential Subtotal</b>				120	20	100	142	96	47
Retail	12,000	SF	820	44	27	17	154	74	80
Non Auto Trips Reduction <sup>1</sup>				-2	-1	-1	-8	-4	-4
<b>Retail Subtotal</b>				42	26	16	146	70	76
Existing Residential to be Removed	63	DU		-20	-6	-14	-14	-11	-3
Existing Retail to be Removed	9,629	SF		-9	-5	-4	-25	-14	-11
<b>Existing to be Removed Subtotal</b>				-29	-11	-28	-39	-25	-14
<b>ALTERNATIVE TOTAL</b>				133	35	98	249	141	109
DU = dwelling unit; SF = square feet; ITE 230 = condominiums/townhouse; ITE 820 = shopping center.									
Note:									
<sup>1</sup> Non-Auto Trip Reduction is equivalent to five percent.									
Existing trips based on field survey of the existing parking areas.									
Source: Institute of Transportation Engineers, Trip Generation, 7 <sup>th</sup> Edition.									

Some of the significant transportation impacts generated by the proposed project would be reduced with this Alternative. Specifically, the significant impact at the Alamitos/7<sup>th</sup> Street intersection that would occur with the proposed project would not occur with the Reduced Project Alternative. However, similar to the proposed project, the Reduced Project Alternative would result in a significant unavoidable impact at the intersection of Alamitos/Shoreline Drive and Ocean Boulevard. Other intersections would experience increased delay or capacity loss with implementation of this Alternative because access drives on Atlantic Avenue and Ocean Boulevard



would not occur, when compared with the proposed project. As a result, greater amounts of traffic would use the Lime Avenue corridor, especially the Lime/Broadway and Lime/1<sup>st</sup> intersections, to access and depart the site. This would not result in a significant impact. Mitigation measures would still be required to reduce impacts to the extent feasible, but with this Alternative a significant unavoidable impact would continue to occur at the intersection of Alamitos/Shoreline Drive and Ocean Boulevard (which is also a CMP facility). Although a significant impact would occur, the Reduced Project Alternative would be considered environmentally superior to the proposed project in this regard, as traffic and circulation impacts would be reduced (i.e., a significant impact would not occur at the Alamitos/7<sup>th</sup> Street intersection).

### **Air Quality**

The amount of site preparation associated with the Reduced Project Alternative would be less than the proposed project, as development would occur on fewer parcels requiring less site grading and excavation. The total square footage of development under this Alternative would be less than the proposed project and, therefore, emissions from building activities would be slightly less on a daily basis. Impacts during maximum conditions, which are used for measuring significance, would be similar to those of the proposed project. Although, this Alternative would comply with the mandatory requirements of SCAQMD Rule 403 for fugitive dust emissions which includes, but is not limited to, using best available control measures to minimize fugitive dust emissions from various fugitive dust sources such as disturbed surfaces, as with the project, regional and local construction emissions would be significant.

Air pollutant emissions associated with occupancy and operation of the Reduced Project Alternative would be generated by both consumption of electricity and natural gas and by the operation of on-road vehicles. Miscellaneous area sources were also considered in the operations analysis, including consumer/commercial solvent usage, landscaping equipment, architectural and automotive coatings and emergency generators. This Alternative would result in a total of 2,716 ADT or a reduction of 364 trips as compared to the proposed project. As shown in Table 7-3, Operational Emissions for the Reduced Project Alternative, net operation emissions for this Alternative would result in 137.15 lbs/day of CO, 14.78 lbs/day of NO<sub>x</sub>, 25.17 lbs/day of PM<sub>10</sub>, 33.68 lbs/day of ROG, and 0.16 lbs/day of SO<sub>x</sub>. It should also be noted that the reduction in traffic associated with this Alternative would contribute to a proportional decrease in localized emissions of CO. Operational emissions due to this Alternative would be less than those projected for the proposed project for all pollutants. Similar to the proposed project, long term emissions would be less than significant. Although significant and unavoidable air quality impacts are concluded under this Alternative, the Reduced Project Alternative would be considered environmentally superior to the proposed project, due to the reduced construction activities and vehicle trips.



**Table 7-3**  
**Operational Emissions for the Reduced Project Alternative**

Emission Source	Emissions (pounds/day) <sup>1</sup>				
	ROG	NOx	CO	PM <sub>10</sub>	SOx
<b>Existing Emissions</b>					
Area Source Emissions	4.57	0.69	0.38	0.00	0.38
Mobile Source Emissions	1.90	3.05	21.82	4.31	0.02
Total Emissions	<b>6.47</b>	<b>3.74</b>	<b>22.20</b>	<b>4.32</b>	<b>0.02</b>
<b>Reduced Project Alternative Emissions</b>					
Area Source Emissions	20.43	2.43	2.64	0.01	0.00
Mobile Source Emissions	13.25	12.3	134.51	25.16	0.16
Total Emissions	<b>33.68</b>	<b>14.78</b>	<b>137.15</b>	<b>25.17</b>	<b>0.16</b>
<b>Net Increase over Existing Emissions</b>	<b>27.21</b>	<b>11.04</b>	<b>114.95</b>	<b>20.85</b>	<b>0.14</b>
SCAQMD Thresholds	55	55	550	150	150
<b>Thresholds Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

ROG = reactive organic gases; NOx = nitrogen oxides; CO = carbon monoxide; SOx = sulfur oxides; PM<sub>10</sub> = particulate matter, up to 10 microns.

1. Refer to the worksheets in [Appendix 15.4, Air Quality Data](#), for detailed assumptions.

## Noise

Similar to the proposed project, due to the proximity of adjacent sensitive receptors to the project site, significant noise impacts would be similar as a result of construction activities.

Implementation of this Alternative would also result in slightly increased noise levels from on-site operations when compared to the existing uses. Noise levels would increase as a result of additional vehicular traffic, additional on-site parking facilities, and the introduction of new uses. Although this Alternative would result in less traffic than the proposed project, noise levels would be similar, as this Alternative results in only 364 fewer daily trips than the proposed project. It should be noted that traffic volumes would need to decrease threefold to result in a readily perceivable (5.0 dBA) decrease in noise. Noise impacts from other operational sources (e.g., mechanical equipment) would be similar to the project and, as with the project, would be less than significant. Noise impacts would be considered neither environmentally superior nor inferior to the proposed project in this regard.

## Hazards and Hazardous Materials

Under the Reduced Project Alternative, any undocumented USTs or groundwater contamination and soils impacts potentially associated with the parcels where development of the project would not occur would remain and would not be remediated, as would occur with the proposed project. The potential to create a significant hazard to the public or the environment through the disposal of hazardous materials (i.e. asbestos and lead paint) would be reduced with this Alternative since demolition/construction activities would be reduced when compared to the proposed project. Due to the potential presence of undocumented USTs and contaminated



groundwater, the Reduced Project Alternative would be considered environmentally inferior to the proposed project in this regard.

### **Cultural Resources**

Under the Reduced Project Alternative, demolition of the 40 Atlantic Avenue office building, which has been identified as a historic resource and identified for removal under the Project Description, would not occur. Similar to the proposed project, the potential disturbance or destruction of undocumented archaeological and/or paleontological resources could occur; however, with recommended mitigation measures, impacts would be reduced to a less than significant level. Because the 40 Atlantic Avenue office building would not be demolished, the Reduced Development Alternative would be considered environmentally superior to the proposed project in this regard.

### **Public Services and Utilities**

This Alternative, with 53 fewer residential units and the reduction of approximately 1,560 fewer square feet of retail/gallery uses, would result in a slight reduction in affects to fire and police protection services, schools, libraries and parks and recreational facilities. The net increase of 242 residential units under this Alternative would create a demand for three elementary school, one junior high and one high school seats compared to four elementary, two junior high and two high school seats under the proposed project. This Alternative would create the need for 4.82 acres of additional recreational open space, compared to 5.88 acres associated with the proposed project. Water demand associated with this Alternative would be approximately 78.6 acre-feet per year (AFY), which is 13.54 AFY (15 percent) less than the water demand associated with the proposed project. Wastewater generation associated with this Alternative would be approximately 67,365 gallons per day (gpd), which is 11,601 gpd (15 percent) less than wastewater generation associated with the proposed project. Electricity and gas consumption would be approximately 15 percent less with this Alternative when compared to the proposed project. Solid waste generated under this Alternative would be approximately 1,772 pounds per day, which is 284 pounds per day (14 percent) less than solid waste generation associated with the proposed project. Development of this Alternative would result in similar stormwater and water quality impacts as the proposed project since the amount of impervious surfaces and types of uses would be similar with this Alternative.

As is the case with the proposed project, impacts related to fire and police protection services, school facilities, water supply, wastewater and solid waste generation and stormwater/water quality would be less than significant with implementation of applicable mitigation measures and payment of requisite fees, as appropriate. Impacts related to electricity, natural gas and library facilities would be slightly reduced when compared to the proposed project, and would be less than significant. Although the demand for parks and recreational facilities would be incrementally reduced with the development of fewer residential units, payment of park impact fees would be required under this Alternative and, as with the proposed project, impacts to park and recreation facilities would be less than significant. Since impacts would be slightly reduced, the Reduced Project Alternative would be considered



environmentally superior to the proposed project relative to public services and utilities.

## **ABILITY TO MEET PROJECT OBJECTIVES**

The Reduced Project Alternative would only partially implement the goals and objectives of the proposed project. Under this Alternative, a diversity of residential unit types and retail/gallery uses would be developed within an iconic gateway into the East Village Arts District and downtown. However, development of this Alternative would provide fewer residential units when compared to the proposed project. As such, the Reduced Project Alternative would not accommodate projected growth within Long Beach to the extent of the proposed project. The Reduced Project Alternative would provide landscaped open space, retail frontage and an interior plaza. Similar to the proposed project, low-scaled residential units would provide a transitional edge between the towers and neighboring residential community. Because this Alternative would not involve development adjacent to the existing Artaban building, a landscaped courtyard would not be provided, as with the proposed project. Therefore, while all but one of the project objectives identified Section 3.4, *Project Goals and Objectives*, would be met under the Reduced Project Alternative, none of these goals would be met to the same degree as with the proposed project.

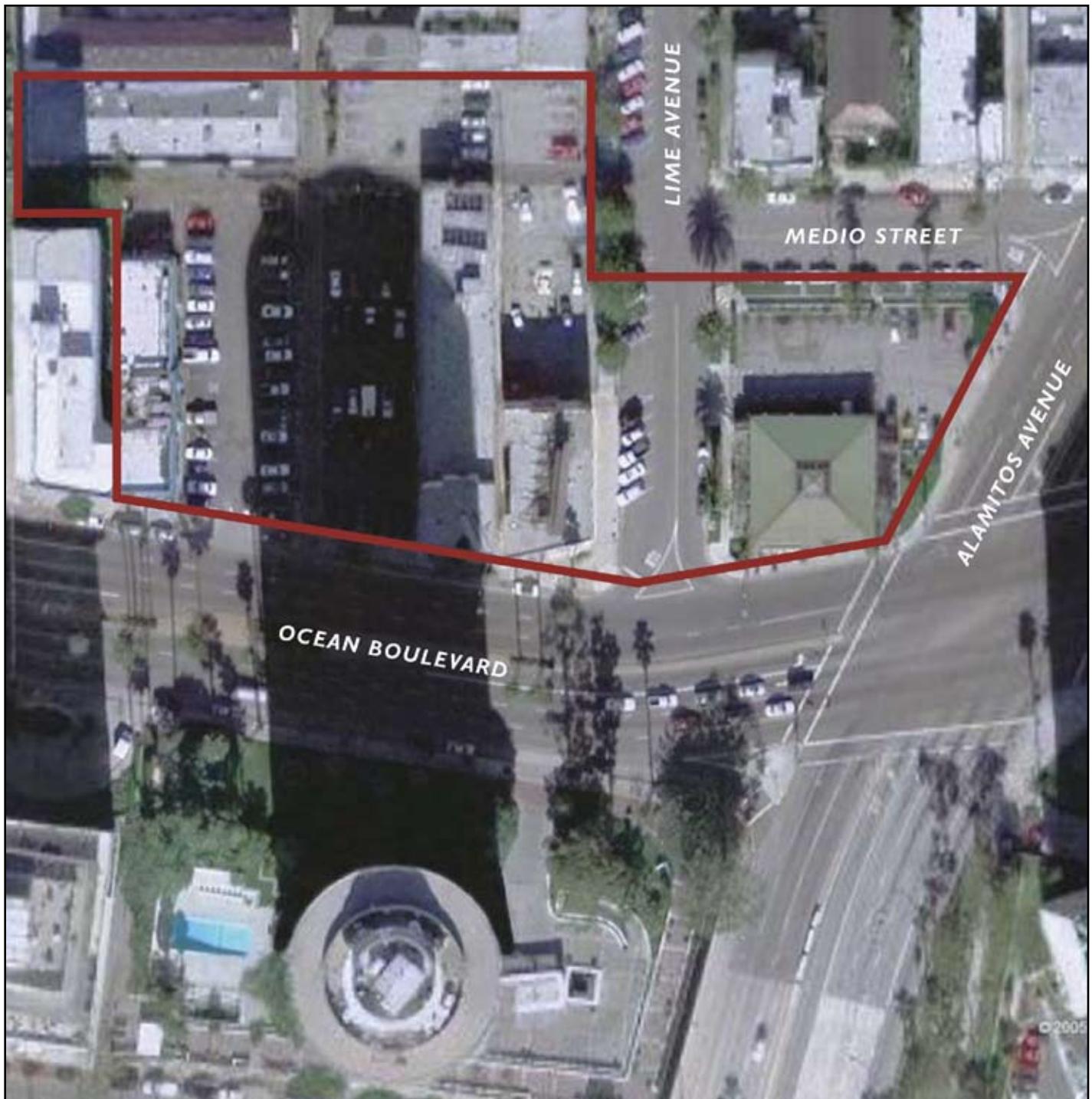
## **7.3 "HOTEL/OFFICE" ALTERNATIVE**

### **DESCRIPTION OF ALTERNATIVE**

The Hotel/Office Alternative proposes development of the 2.2-acre site with hotel and office uses within two towers; refer to Exhibit 7-2, Hotel/Office Alternative Aerial Map. 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.



Source: Studio One Eleven at Perkowitz + Ruth Architects, February 2006.



Not to Scale



PLANNING ■ DESIGN ■ CONSTRUCTION

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## Hotel/Office Alternative Aerial Map

Exhibit 7-2



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.

## **IMPACT COMPARISON TO THE PROPOSED PROJECT**

### **Land Use and Relevant Planning**

The Hotel/Office Alternative would develop the project site with hotel and office uses in two towers at a slightly reduced height when compared to the proposed project. Hotel and office uses would be consistent with the LUD No. 7 Mixed-Use District, which encourages combinations of land uses including offices and visitor-serving facilities. The Hotel/Office Alternative would be consistent with applicable goals and policies of the *General Plan* and Redevelopment planning documents, similar to the proposed project. In terms of land use and planning impacts, the Hotel/Office Alternative would be considered neither environmentally inferior nor superior to the proposed project.

### **Aesthetics/Light and Glare**

The Hotel/Office Alternative would involve two towers on the same parcels as the proposed project. When compared to the project, the heights of the towers would be reduced; however the mass and location of the office tower would affect existing views of and across the site from uses north and west of the site. In contrast to the project, the office tower would be directly adjacent to the Artaban building and Ocean Boulevard, obstructing views to the east and south. Similar to the proposed project, street level views southward toward Ocean Boulevard, from uses located north of the project site, which currently include views of prominent residential buildings (i.e., Villa Riviera, International Tower and Long Beach Towers) and the skyline would be altered with this Alternative. Additionally, with the Hotel/Office Alternative, views from Ocean Boulevard, Alamitos Avenue and Shoreline Drive would be similar to the proposed project, as development of a 21-story hotel tower would occur at the corner of Ocean Boulevard and Alamitos Avenue.

The Hotel/Office Alternative would introduce new sources of light and glare to the project area, but to a lesser degree than the proposed project. As with the proposed project, potential light and glare impacts would be minimized through the City's discretionary review process, approval of development proposals and compliance with the City's Zoning Regulations.

Although the heights of the buildings would be reduced with the Hotel/Office Alternative, shade and shadow impacts would be similar to the proposed project. Similar to the proposed project, the Hotel/Office Alternative would create shadows on Lime Avenue, Medio Street and Alamitos Avenue during the afternoon (3:00 p.m.) on June 21. However, shadows would not be cast on the apartment building at the northeast corner of the Medio Street/Lime Avenue intersection. As with the proposed project, morning shadows would be present primarily to the northeast of the project site on December 21. During noon, the sun shines above from a southerly direction, casting shadows in a northerly fashion. Impacts to uses to the north would be similar to the proposed project. In the afternoon (i.e., 3:00 p.m.) the



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entire area northeast of the Ocean Boulevard/Alamitos Boulevard intersection would be cast over by shadows. During this period, the Hotel/Office Alternative would impact the apartment buildings north of Medio Street, similar to the proposed project. Shadows generated during March 21 and September 21 would be similar and tend to extend to the northwest. Similar to the proposed project, shadows would extend to the apartments north of Medio Street and Malta Way. Due to the scale and orientation of the buildings, the Hotel/Office Alternative would result in significant and unavoidable shade and shadow impacts, similar to the proposed project.

The short-term impacts associated with construction activities would be slightly reduced under this Alternative, as it would result in less intensity of construction activities and associated equipment, and possibly a reduced construction schedule. Architectural design, landscaping, and other visual relief features of the project would still be provided, as required by City standards.

Thus, the Hotel/Office Alternative would not be considered environmentally superior or inferior to the proposed project in this regard.

### Traffic and Circulation

The proposed project is projected to generate approximately 3,080 additional trips. Table 7-4, *Hotel/Office Alternative Trip Generation*, summarizes the projected trip generation for the Hotel/Office Alternative. As indicated in Table 7-4, this Alternative is projected to generate a total of approximately 3,874 ADT, or approximately 26 percent more trips when compared to the proposed project.

**Table 7-4**  
**Hotel/Office Alternative Trip Generation**

Land Use	Size	Units	ITE Code	Trips Generated					
				AM Peak Hour Rates			PM Peak Hour Rates		
				Total	In	Out	Total	In	Out
Office	200,000	SF	710	327	288	39	303	52	251
Non Auto Trips Reduction <sup>1</sup>				-16	-14	-2	-15	-3	-13
<b>Office Subtotal</b>				311	274	37	288	49	238
Hotel	300	Rooms	310	160	98	62	177	94	83
Non Auto Trips Reduction <sup>1</sup>				-8	-5	-3	-9	-5	-4
<b>Hotel Subtotal</b>				152	93	59	168	89	79
Existing Residential to be Removed	63	DU		-20	-6	-14	-14	-11	-3
Existing Retail to be Removed	20,981	SF		-13	-8	-5	-29	-17	-12
<b>Existing to be Removed Subtotal</b>				-33	-14	-19	-43	-28	-15
<b>ALTERNATIVE TOTAL</b>				430	353	77	413	110	302

DU = dwelling unit; SF = square feet; ITE 230 = condominiums/townhouse; ITE 820 = shopping center.

Note:

<sup>1</sup> Non-Auto Trip Reduction is equivalent to five percent.

Existing trips based on field survey of the existing parking areas.

Source: Institute of Transportation Engineers, Trip Generation, 7<sup>th</sup> Edition.



The significant transportation impacts generated by the proposed project would be increased with this Alternative, as five intersections would be significantly impacted, compared to two intersections with the proposed project:

- Alamitos Avenue and 7<sup>th</sup> Street (AM and PM peak hours);
- Alamitos Avenue and 3<sup>rd</sup> Street (AM peak hour only);
- Alamitos Avenue and Broadway (AM and PM peak hours);
- Alamitos Avenue/Shoreline Drive and Ocean Boulevard (AM and PM peak hours); and
- Orange Avenue and Ocean Boulevard (AM and PM peak hours).

Although mitigation measures could be implemented to reduce the significant project impact at the Orange Avenue and Ocean Boulevard intersection, the remaining four intersections would remain significant and unavoidable, as no capacity improvements (i.e., lane additions or significant modifications) would be feasible within the existing right-of-way. The Hotel/Office Alternative would be considered environmental inferior to the proposed project in this regard.

### **Air Quality**

The amount of site preparation associated with the Hotel/Office Alternative would be similar to the proposed project and would require a similar amount of site grading and excavation. Although this Alternative would comply with the mandatory requirements of SCAQMD Rule 403 for fugitive dust emissions which includes, but is not limited to, using best available control measures to minimize fugitive dust emissions from various fugitive dust sources such as disturbed surfaces, as with the project, regional and local construction emissions would be significant.

Air pollutant emissions associated with occupancy and operation of the Hotel/Office Alternative would be generated by both consumption of electricity and natural gas and by the operation of on-road vehicles. Miscellaneous area sources were also considered in the operations analysis, including consumer/commercial solvent usage, landscaping equipment and emergency generators. This Alternative would result in a total of 3,874 average daily trips (ADT), or approximately 26 percent more trips when compared to the proposed project. As shown in Table 7-5, Operational Emissions for the Hotel/Office Alternative, net operation emissions for this Alternative would result in 202.16 lbs/day of CO, 23.38 lbs/day of NO<sub>x</sub>, 37.36 lbs/day of PM<sub>10</sub>, 24.81 lbs/day of ROG, and 0.24 lbs/day of SO<sub>x</sub>. It should also be noted that the increase in traffic associated with this Alternative would contribute to a proportional increase in localized emissions of CO. Operational emissions with this Alternative would be greater than those projected for the proposed project for all pollutants, with the exception of ROG. Similar to the proposed project, long term emissions would be less than significant. Overall, the Hotel/Office Alternative would be considered environmentally inferior to the proposed project due to increased construction activities and greater operational emissions.



**Table 7-5**  
**Operational Emissions for the Hotel/Office Alternative**

Emission Source	Emissions (pounds/day) <sup>1</sup>				
	ROG	NOx	CO	PM <sub>10</sub>	SOx
<b>Existing Emissions</b>					
Area Source Emissions	4.57	0.69	0.38	0.00	0.38
Mobile Source Emissions	1.90	3.05	21.82	4.31	0.02
Total Emissions	<b>6.47</b>	<b>3.74</b>	<b>22.20</b>	<b>4.32</b>	<b>0.02</b>
<b>Hotel/Office Alternative Emissions</b>					
Area Source Emissions	5.53	5.19	5.91	0.01	0.00
Mobile Source Emissions	19.28	18.19	196.25	37.34	0.24
Total Emissions	<b>24.81</b>	<b>23.38</b>	<b>202.16</b>	<b>37.36</b>	<b>0.24</b>
Net Increase over Existing Emissions	<b>18.34</b>	<b>19.64</b>	<b>179.96</b>	<b>33.04</b>	<b>0.22</b>
SCAQMD Thresholds	55	55	550	150	150
Thresholds Exceeded?	No	No	No	No	No
ROG = reactive organic gases; NOx = nitrogen oxides; CO = carbon monoxide; SOx = sulfur oxides; PM <sub>10</sub> = particulate matter, up to 10 microns.					
1. Refer to the worksheets in Appendix 15.4, <i>Air Quality Data</i> , for detailed assumptions.					

## Noise

Similar to the proposed project, due to the proximity of adjacent sensitive receptors to the project site, significant noise impacts would be similar as a result of construction activities with this Alternative.

Implementation of this Alternative would result in slightly increased noise levels from on-site operations when compared to the existing uses. Noise levels would increase as a result of additional vehicular traffic, additional on-site parking facilities and the introduction of new uses. Although this Alternative would result in increased traffic when compared to the proposed project, noise levels would be similar, as this Alternative would result in 794 more daily trips than the proposed project. It should be noted that traffic volumes would need to increase threefold to result in a readily perceivable (5.0 dBA) increase in noise. Noise impacts from other operational sources (e.g., mechanical equipment) would likely be similar to the project and, as with the project, would be less than significant. In terms of noise impacts, the Hotel/Office Alternative would be considered neither environmentally inferior nor superior to the proposed project.

## Hazards and Hazardous Materials

Under the Hotel/Office Alternative, any undocumented USTs or groundwater contamination and soils impacts would be identified and remediated, as would occur with the proposed project. The potential to create a significant hazard to the public or the environment through the disposal of hazardous materials (i.e. asbestos and lead paint) would be the same with this Alternative since demolition/construction activities would occur on the same parcels as the proposed project. The Hotel/Office



Alternative would be considered neither environmentally inferior nor superior to the proposed project in this regard.

### **Cultural Resources**

Similar to the proposed project, demolition of the 40 Atlantic Avenue office building would occur under the Hotel/Office Alternative. The potential disturbance or destruction of undocumented archaeological and/or paleontological resources would also occur. Thus, the Hotel/Office Alternative would be considered neither environmentally inferior nor superior to the proposed project in this regard.

### **Public Services and Utilities**

This Alternative would result in the development of hotel and office uses. Although residential uses would not be developed, it is anticipated that fire and police protection services would be similar when compared to the proposed project due to the location, intensity and type of development. Increased demand to school and library facilities would not occur with this Alternative, as residential units would not be developed. When compared to the proposed project, increased demand on parks and recreational facilities would be reduced, as guest amenities would be provided within the hotel and residential units would not be developed. Water demand associated with this Alternative would be approximately 54.1 acre-feet per year (AFY), which is 38.08 AFY (41 percent) less than the water demand associated with the proposed project. Wastewater generation associated with this Alternative would be approximately 55,000 gallons per day (gpd), which is 23,966 gpd (30 percent) less than wastewater generation associated with the proposed project. Electricity and gas consumption would be approximately 12 percent less with this Alternative when compared to the proposed project. Solid waste generated under this Alternative would be approximately 2,900 pounds per day, which is 844 pounds per day (41 percent) greater than solid waste generation associated with the proposed project. Development of this Alternative would result in similar stormwater and water quality impacts as the proposed project since the amount of impervious surfaces and types of uses would be similar with this Alternative.

As is the case with the proposed project, impacts related to fire and police protection services, water supply, wastewater and solid waste generation and stormwater/water quality would be less than significant with implementation of applicable mitigation measures and payment of requisite fees, as appropriate. Impacts related to school and library facilities, electricity and natural gas would be reduced when compared to the proposed project, and would be less than significant. The demand for parks and recreational facilities would be less than significant with this Alternative, as development of residential units would not occur. Thus, because impacts would be reduced, the Hotel/Office Alternative would be considered environmentally superior to the proposed project relative to public services and utilities.

### **ABILITY TO MEET PROJECT OBJECTIVES**

The Hotel/Office Alternative would not implement all of the objectives of the proposed project. The Alternative would provide an iconic gateway tower to the East Village Arts District and downtown and a public paseo between the two towers.



However, the Hotel/Office Alternative would not provide residential uses to the area or a low-scaled transitional edge between the towers and neighboring residential community, when compared to the proposed project. As such, the Hotel/Office Alternative would not accommodate projected growth within Long Beach to the extent of the proposed project. Additionally, views of the neighboring Artaban building would not be protected and a landscaped courtyard would not be provided. The Hotel/Ocean Alternative would not meet the objectives identified in Section 3.4, Project Goals and Objectives.

## **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. In consideration of these factors, the No Project/No Development Alternative (Existing Conditions) would be the Environmentally Superior Alternative to the proposed 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 this EIR, the Reduced Project Alternative would result in reduced development and reduced environmental impacts. The Reduced Alternative would result in retaining the 40 Atlantic Avenue office building on-site and would result in a less than significant impact for cultural resources. Although impacts for Aesthetics/Light and Glare, Traffic and Circulation, Air Quality and Noise would also be significant and unavoidable, the impacts would incrementally be reduced based upon the reduction in development characteristics (i.e., acreage, number of buildings and heights, residential dwelling units, retail/gallery square footage and parking spaces). Impacts to cultural resources when compared to the proposed project, the Reduced Project Alternative would be environmentally superior and would fulfill the majority of the project objectives.

**Table 7-6**  
**Comparison of Alternatives**

Sections	No Project/No Development	Reduced Project	Hotel/Office
Land Use and Relevant Planning	▲	=	=
Aesthetics/Light and Glare	▼	=	=
Traffic and Circulation	▼	▼	▲
Air Quality	▼	▼	▲
Noise	▼	=	=
Hazards and Hazardous Materials	▲	▲	=
Cultural Resources	▼	▼	=
Public Services and Utilities	▼	▼	▼

▲ Indicates an impact that is greater than the proposed projects (environmentally inferior).  
▼ Indicates an impact that is less than the proposed projects (environmentally superior).  
= Indicates an impact that is equal to the proposed projects (neither environmentally superior or inferior).



## **7.5 ALTERNATIVES CONSIDERED BUT REJECTED FOR FURTHER ANALYSIS**

An Alternative to the proposed project which was considered but rejected, involved development of the 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

### LAND USE AND RELEVANT PLANNING

#### Consistency With City of Long Beach General Plan

No mitigation measures are required.

#### City of Long Beach Zoning Regulations

Refer to Mitigation Measure TR-7. No additional mitigation measures are recommended.

#### City of Long Beach Redevelopment Planning Documents

No mitigation measures are required.

#### Cumulative Impacts

No mitigation measures are required.

### AESTHETICS/LIGHT AND GLARE

#### Short-Term Construction Aesthetic Impacts

- AES-1 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 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 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 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 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 Mitigation Measures AES-1, AES-2, AES-3, AES-4 and AES-5.

## **TRAFFIC AND CIRCULATION**

### **Project Impacts**

- TR-1 The project applicant shall provide, to the satisfaction of the City of Long Beach Traffic Engineer, a rooftop pan/tilt/zoom camera(s) and communications with power and control capability to the City of Long Beach Department of Public Works in order to monitor real-time traffic operations along the Alamitos Avenue, Shoreline Drive, and Ocean Boulevard corridors. The camera shall be located on top of the building tower located closest to the Alamitos/Shoreline/Ocean intersection.
- TR-2 Lime Avenue and 7<sup>th</sup> Street. While the project would not produce a significant impact at this intersection based on the significance criteria, it would experience an increase in delay with the full development of all cumulative projects referenced in the analysis. To improve traffic



operations and safety at this intersection, the project applicant shall be responsible for the installation of a traffic signal.

- TR-3      Atlantic Avenue and Ocean Boulevard. In order to reduce the possibility of eastbound left-turning vehicles queuing into the adjacent through lane, the project applicant shall modernize the traffic signal to current safety standards and provide left-turn phasing at the intersection.
- TR-4      Prior to site plan approval, a shared parking analysis shall be completed and approved by the City for the proposed project. If the shared parking analysis determines that the proposed parking supply would be sufficient to merit anticipated project demand, approval of a Standards Variance for parking shall be requested by the applicant. If the shared parking analysis determines the proposed parking would be insufficient to meet project demand, the project shall meet the parking requirements established by the City's Zoning Regulations.

### **Cumulative Impacts**

Refer to mitigation measures TR-1 through TR-3. No additional mitigation measures are recommended.

## **AIR QUALITY**

### **Short-Term (Construction) Air Emissions**

- AQ-1      Prior to approval of the project plans and specifications, the Public Works Director, or his designee, shall confirm that the plans and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures, as specified in the SCAQMD Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:
- All active portions of the construction site shall be watered to prevent excessive amounts of dust;
  - On-site vehicles' speed shall be limited to 15 miles per hour (mph);
  - All on-site roads shall be paved as soon as feasible or watered periodically or chemically stabilized;
  - All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust; watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day;



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- If dust is visibly generated that travels beyond the site boundaries, clearing, grading, earth moving or excavation activities that are generating dust shall cease during periods of high winds (i.e., greater than 25 mph averaged over one hour) or during Stage 1 or Stage 2 episodes; and
  - All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- AQ-2 Prior to approval of the project plans and specifications, the Public Works Director, shall confirm that the plans and specifications stipulate that, in compliance with SCAQMD Rule 403, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the Resident Engineer. The City inspector shall be responsible for ensuring that contractors comply with this measure during construction.
- AQ-3 Prior to issuance of grading permits or approval of grading plans, the City shall include in the construction contract standard specifications, a written list of instructions to be carried out by the construction manager specifying measures to minimize emissions by heavy equipment for approval by the Public Works Director. Measures shall include provisions for proper maintenance of equipment engines, measures to avoid equipment idling more than two minutes and avoidance of unnecessary delay of traffic on off-site access roads by heavy equipment blocking traffic.
- AQ-4 In compliance with SCAQMD Rule 1113, ROG emissions from architectural coatings shall be reduced by using precoated/natural-colored building materials, water-based or low-ROG coating and using coating transfer or spray equipment with high transfer efficiency.
- AQ-5 Prior to the issuance of grading permits, the contractor shall include the following measures on construction plans, to the satisfaction of the Public Works Director, or his designee:
- The General Contractor shall organize construction activities so as not to interfere significantly with peak hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flag person shall be retained to maintain safety adjacent to existing roadways;
  - The General Contractor shall utilize electric- or diesel-powered stationary equipment in lieu of gasoline powered engines where feasible; and
  - The General Contractor shall state in construction grading plans that work crews would shut off equipment when not in use.



### Long-Term (Operational) Air Emissions

- AQ-6 The project applicant shall comply with SCAQMD Regulations and apply for a *Special Application for Temporary Emergency Authorization To Operate Electric Backup Generator(s) During Involuntary Power Service Interruptions Permit* prior to installation and operation of the proposed emergency back up generators.
- AQ-7 Prior to the issuance of building permits, the applicant shall demonstrate to the City of Long Beach Planning and Building Department that all residential and non-residential buildings meets the California Title 24 Energy Efficiency standards for water heating, space heating and cooling, to the extent feasible.
- AQ-8 Prior to the issuance of building permits, the applicant shall demonstrate to the City of Long Beach Planning and Building Department that all fixtures used for lighting of exterior common areas are regulated by automatic devices to turn off lights when they are not needed.

### Consistency With Regional Plans

No mitigation measures are required.

### Cumulative Impacts

Refer to Mitigation Measures AQ-1 through AQ-8. No additional mitigation measures are recommended.

## NOISE

### Short-Term Construction Noise Impacts

- N-1 Prior to Grading Permit issuance, the project shall demonstrate, to the satisfaction of the City of Long Beach Planning and Building Department, that the project complies with the following:
- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
  - Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;
  - During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;



- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors;
- Operate earthmoving equipment on the construction site, as far away from vibration sensitive sites as possible; and
- Construction hours, allowable workdays and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action and report the action taken to the reporting party.

### **Long-Term (Mobile) Noise Impacts**

No Mitigation Measures are recommended.

### **On-Site Long-Term (Mobile) Noise Impacts**

No Mitigation Measures are recommended.

### **Long-Term (Stationary) Noise Impacts**

- N-2      The proposed project shall be required to adhere to Chapter 8.80.200 of the *Municipal Code*, which prohibits loading dock activities and the use of refuse disposal areas between the hours of 10:00 PM and 7:00 AM.

### **Cumulative Impacts**

No Mitigation Measures are recommended.

## **HAZARDS AND HAZARDOUS MATERIALS**

### **Hazardous Materials – Historic and Existing Uses**

- HAZ-1      The interior of individual on-site structures shall be visually inspected prior to any demolition or construction activities. Should hazardous materials be encountered within the project site, the materials shall be tested and properly disposed of in accordance with State and Federal regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Results of the sampling shall indicate the appropriate level of remediation efforts that may be required.

- HAZ-2      Prior to construction activities, the presence or absence of the reported historic on-site underground storage tanks (USTs) shall be verified. If on-site, the USTs shall be removed and properly disposed of at an approved landfill facility. Once the tanks are removed, a visual inspection of the areas beneath and around the removed USTs shall be performed. Any stained soils observed underneath the USTs shall be sampled. Results



of the sampling (if necessary) would indicate the level of remediation efforts that may be required.

- HAZ-3 Prior to construction activities, a qualified hazardous materials consultant with Phase II and Phase III experience shall review files for the adjacent service station property across the street, which has reported subsurface releases. The file review shall delineate the vertical and lateral extent of contamination relevant to the project site.
- HAZ-4 If unknown wastes or suspect materials are discovered during construction by the contractor, which he/she believes may involve hazardous waste/materials, the contractor shall:
- Immediately stop work in the vicinity of the suspected contaminant and remove workers and the public from the area;
  - Notify the Project Engineer of the implementing Agency;
  - Secure the areas as directed by the Project Engineer; and
  - Notify the implementing agency's Hazardous Waste/Materials Coordinator.
- HAZ-5 Prior to demolition work, an asbestos survey shall be conducted to determine the presence or absence of asbestos. The results of the survey shall be submitted to the City of Long Beach.
- HAZ-6 If ACBMs are located, abatement of asbestos shall be completed prior to any demolition activities that would disturb ACBMs or create an airborne asbestos hazard. Any demolition of the existing buildings shall comply with State law, which requires a certified contractor, where there is asbestos-related work involving 100 square feet or more of ACBMs, and that certain procedures regarding the removal of asbestos be followed.
- HAZ-7 If during demolition of the structures, paint is separated from the building material (e.g., chemically or physically), the paint waste shall be evaluated independently from the building material to determine its proper management. According to the Department of Substances Control, if paint is not removed from the building material during demolition (and is not chipping or peeling), the material could be disposed of as construction debris (a non-hazardous waste). The landfill operator shall be contacted in advance to determine any specific requirements they may have regarding the disposal of lead-based paint materials.

### **Hazardous Materials – Proposed Uses**

No mitigation measures are recommended.

### **Cumulative Impacts**

No mitigation measures are recommended.



## CULTURAL RESOURCES

### Historical Resources

- CUL-1 Although the impacts from demolition of a historical resource cannot be mitigated to below the level of significance, the project applicant shall require and shall be responsible for ensuring that comprehensive data recording and documentation of the Wing Building are completed prior to issuance of any demolition or grading permits. The documentation shall be in the form of a Historic American Buildings Survey (HABS) Level II and shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The documentation shall include large-format photographic recordation, detailed written description, sketch plan, and compilation of historic background research. The documentation shall be completed by a historian or architectural historian meeting the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History. The original, archival-quality documentation package shall be deposited with the City of Long Beach Historic Preservation Office in the Department of Planning and Building. Copies of the documentation on archival-quality paper shall also be provided to the City of Long Beach Public Library; the library of California State University, Long Beach; the Kenneth S. Wing, Sr. archives housed in the Architecture and Design Collection at the University Art Museum, University of California at Santa Barbara; the Long Beach Heritage; Historical Society of Long Beach and the California Office of Historic Preservation. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach.
- CUL-2a The project applicant shall require and be responsible for the production and placement of a commemorative plaque memorializing the association of Kenneth S. Wing, Sr.; Kenneth S. Wing, Jr.; and the architectural firm of Wing and Associates with the 40 Atlantic Avenue location. The plaque shall be placed at or near the site of the existing building. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach.
- CUL-2b Within one year of project approval and prior to the issuance of demolition or grading permits, the project applicant shall require and be responsible for ensuring that a retrospective exhibit, brochure, and/or web page documenting the architectural careers of Kenneth S. Wing, Sr.; Kenneth S. Wing, Jr.; and the architectural firm of Wing and Associates, are prepared. Such an exhibit, brochure, and/or web page shall be accessible to the general public for a period of at least one year and shall include both text and historic images. The history and architecture of the Wing Building shall be included in the exhibit, brochure, and/or web page. A historian or architectural historian who meets the Secretary of the Interior's Professional Qualification Standards for History or Architectural History shall be engaged to research and write the exhibit, brochure, and/or web page. The exhibit, brochure, and/or web page shall be completed within a period of no more than two years. Completion of the



mitigation measure shall be monitored and enforced by the City of Long Beach.

- CUL-3      The project applicant shall require and be responsible for ensuring that the two early 20<sup>th</sup> century streetlights located on Lime Avenue in the project site shall be documented in place by 35-mm black-and-white or digital photos and a historical narrative prior to issuance of any project-related demolition or grading permits; removed under the supervision of a qualified historic architect and/or other professional meeting the Secretary of the Interior's Profession Qualification Standards for Historic Architect, History or Architectural History; stored in a safe pace and manner; and reinstalled either at or near their current locations or at an appropriate nearby site. Reinstallation shall utilize the services of a qualified professional as referenced above, and any rehabilitation of the historic streetlights shall be completed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Appropriate sites may be determined in consultation with the City of Long Beach Historic Preservation Officer. Reinstallation shall occur no later than six months following completion of the proposed project. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach.

### **Cumulative Impacts**

Refer to Mitigation Measures CUL-1 through CUL-3. No additional mitigation measures are recommended.

## **PUBLIC SERVICES AND UTILITIES**

### **Fire Protection**

- PSU-1      Prior to the issuance of building permits, the developer shall provide verification that the project complies with all Fire Prevention Bureau provisions required by the LBFD.
- PSU-2      Prior to the commencement of construction activities, the applicant shall make a fair share contribution to the cost of obtaining a one-half full time equivalent (FTE) Fire Inspector for a 24-month time frame, or until completion of the proposed project.
- PSU-3      Prior to the issuance of building permits, the developer shall provide verification that the proposed project would meet all fire flow requirements determined by the LBFD.

### **Police Protection**

- PSU-4      Prior to issuance of building permits, the project developer shall incorporate the LBPD's required public safety and crime prevention measures, subject to the approval and verification of the Planning and Building Department.



## Schools

- PSU-5 Prior to certificates of occupancy, the project applicant shall pay the required mitigation fees in place at time of payment to the LBUSD. Proof of payment shall be provided to the City of Long Beach.

## Libraries

No mitigation measures are required.

## Parks and Recreation

- PSU-6 Prior to certificates of occupancy, the project applicant shall pay the required park impact fees in place at time of payment to the City of Long Beach.

## Water

- PSU-7 Prior to the issuance of building permits, the applicant shall pay the fees required to relocate the existing water line in Broadway Court between Bronce Way and Ocean Boulevard and to relocate the existing water line in Bronce Way north of its present location.

- PSU-8 Prior to the issuance of building permits, the applicant shall submit engineering studies to the LBWD verifying that adequate capacity exists to convey additional flow to the proposed project. If additional improvements are required, the applicant shall pay the necessary fees required for the water system improvements.

## Wastewater (Sewer)

- PSU-9 Prior to the issuance of building permits, the developer shall pay the fees required to construct a new sewer manhole on a portion of the remaining Broadway Court sewer line.

- PSU-10 Prior to issuance of building permits, the project applicant shall provide evidence that the County Sanitation Districts of Los Angeles County has sufficient wastewater transmission and treatment plant capacity to accept sewage flows from the buildings for which building permits are being requested.

- PSU-11 Prior to the issuance of building permits, the project applicant shall provide engineering studies to the LBWD verifying that the sewer system has adequate capacity to serve the project. If additional improvements are required, the applicant shall pay the necessary fees required for the sewer system improvements.

## Electricity

No mitigation measures are required.



### **Natural Gas**

No mitigation measures are required.

### **Solid Waste**

- PSU-12 The project applicant shall adhere to all source reduction programs for the disposal of construction materials and solid waste, as required by the City of Long Beach. Prior to issuance of building permits, a source reduction program shall be prepared and submitted to the Environmental Services Bureau for each structure constructed on the subject property to achieve a minimum 50 percent reduction in waste disposal rates.
- PSU-13 The applicant shall comply with all applicable City, County and State regulations and procedures for the use, collection and disposal of solid and hazardous wastes.

### **Stormwater/Water Quality**

- PSU-14 A Storm Water Pollution Prevention Plan (SWPPP) shall be completed for the construction activities on-site and submitted to the Department of Public Works, Engineering Bureau for review and approval. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the maximum extent practicable.

### **Cumulative Impacts**

No mitigation measures are recommended.

## **9.0 Level of Significance After Mitigation**



## **9.0 LEVEL OF SIGNIFICANCE AFTER MITIGATION**

### **LAND USE AND RELEVANT PLANNING**

The proposed project would not conflict with the goals and policies of the *City of Long Beach General Plan*, Long Beach Redevelopment planning documents and relevant standards of the City's Zoning Regulations. The project would be required to comply with all parking requirements of the Zoning Regulations unless the shared parking analysis concludes the proposed parking supply would adequately accommodate project demand and a Standards Variance for relief from the parking requirement is approved by the City. As such, impacts related to the proposed project's consistency with applicable plans, policies and regulations would be less than significant. No significant unavoidable impacts would occur.

### **AESTHETICS/LIGHT AND GLARE**

Implementation of the proposed 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 proposed project would be consistent with the historically acceptable forms of high-rise urban development occurring within downtown Long Beach. However, the increase in building massing and scale would result in enlarged shade/shadow impacts to residential uses located north of Bronce Way alley and Medio Street and east of Alamitos Avenue, to hotel uses north of the project site and to adjacent roadways (i.e., Lime Avenue, Medio Street, Bronce Way Alley, Atlantic Avenue and Alamitos Avenue), thus creating a significant and unavoidable impact.

If the City of Long Beach approves the Shoreline Gateway Project, 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*.

### **TRAFFIC AND CIRCULATION**

Implementation of the proposed Shoreline Gateway project, along with other cumulative projects, would result in significant and unavoidable impacts to the Alamitos Avenue/7<sup>th</sup> Street and Alamitos Avenue/Shoreline Drive and Ocean Boulevard intersections, based on the City's performance criteria. Additionally, Alamitos Avenue/7<sup>th</sup> Street and Alamitos Avenue/Shoreline Drive and Ocean Boulevard are CMP study intersections and would result in significant and unavoidable impacts, based on CMP performance criteria. All other traffic impacts can be mitigated to less than significant levels.

If the City of Long Beach approves the Shoreline Gateway Project, 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*.



## AIR QUALITY

Despite compliance with mitigation measures, NO<sub>x</sub> emissions during construction would remain above SCAQMD thresholds. Cumulative construction impacts related to regional emissions would be significant and unavoidable, as well as cumulative regional operational impacts.

If the City of Long Beach approves the Shoreline Gateway Project, 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*.

## NOISE

Despite compliance with mitigation measures, the proposed project would result in significant and unavoidable impacts regarding exposure to construction noise, due to the proximity of sensitive receptors to the project site. Construction activity could exceed the City's noise standards of 60 dBA at any period of time. Additionally, due to forecast traffic levels, on-site noise at the outdoor balconies would exceed the allowable limits established by the City and would result in a significant impact.

If the City of Long Beach approves the project, the City shall be required to cite their findings in accordance with Section 15091 of CEQA and prepare a Statement of Overriding Considerations in accordance with Section 15093 of CEQA.

## HAZARDS AND HAZARDOUS MATERIALS

With implementation of project-specific mitigation measures, as discussed above, impacts resulting from the proposed project would be reduced to a less than significant level. No significant unavoidable impacts would result from project implementation.

## CULTURAL RESOURCES

Despite recommended mitigation measures, the demolition of the 40 Atlantic Avenue building on the project site and cumulative impacts to historic resources have been concluded to be significant and unavoidable.

If the City of Long Beach approves the Shoreline Gateway Project, 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*.

## PUBLIC SERVICES AND UTILITIES

Implementation of the proposed Shoreline Gateway Project would not result in significant unavoidable impacts to public services and utilities for project buildout and cumulative conditions.

## **10.0 Effects Found Not To Be Significant**



## 10.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

The City of Long Beach conducted an *Initial Study* in December to determine significant effects of the project. In the course of this evaluation, certain impacts of the 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. The effects determined not to be significant are not required to be included in primary analysis sections of the Draft EIR. In accordance with CEQA Guidelines Section 15128, the following section provides a brief description of potential impacts found to be less than significant. A copy of the *Initial Study* is found in Appendix 15.1, *Initial Study and Notice of Preparation*.

### **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.

- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

**Less Than Significant Impact.** According to the *General Plan*, no officially designated State scenic routes or highways occur near the project site. The proposed project site is located adjacent to Ocean Boulevard, which is designated as a recreational, historical-cultural and bicycle scenic route in the Scenic Routes Element of the *General Plan*. The project proposes a mixed-use development with residential, ground floor retail, art gallery, and civic space uses. As stated, project implementation would be subject to the PD-30 zoning regulations including setbacks, height requirements and building design, resulting in less than significant impacts.

### **AGRICULTURE RESOURCES.** *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:*

- a) *Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*



**No Impact.** The project site is urbanized and is not designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. Project implementation would not result in the conversion of farmland to non-agricultural use.

- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**No Impact.** Implementation of the project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. The project site is zoned Downtown Planned Development (PD-30) allowing for a mix of residential and commercial uses.

- c) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?*

**No Impact.** The proposed project does not involve changes in the existing environment that could result in conversion of Farmland to non-agricultural uses. The project site is urbanized and there are no farmland uses that are occurring on-site or in the immediate vicinity.

#### **BIOLOGICAL RESOURCES. Would the project:**

- a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

**No Impact.** The project site is predominately urbanized and built-out. Landscaping within the area consists of both native and non-native vegetation and no species that are candidate, sensitive or special status species are known to exist in the local vicinity due to the urbanized conditions. The proposed project would not result in significant adverse impacts to Federal or State listed or other designated species.

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

**No Impact.** As previously stated, the project site is predominately urbanized and built-out. No riparian habitat or sensitive natural communities exist on-site. According to the Conservation Element of the *General Plan*, riparian habitat within the City is limited along streams and flood channels, where disturbance is minimal. No impacts are anticipated in this regard.

- c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, costal, etc.) through direct removal, filling, hydrological interruption, or other means?*

**No Impact.** No federally protected wetlands occur on-site. Therefore, implementation of the proposed project would not result in any impacts in this regard.



- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?*

**No Impact.** No migratory wildlife corridors or native wildlife nurseries exist in the project area. Therefore, implementation of the proposed project would not result in any impacts in this regard.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance.*

**No Impact.** The project site is comprised of both native and non-native vegetation and does not include protected habitat. Implementation of the proposed project would not conflict with any local policies or ordinances that protect biological resources. No impacts would occur in this regard.

- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

**No Impact.** The project site does not have an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other habitat conservation plan. Therefore, the project would not result in impacts in this regard.

### **CULTURAL RESOURCES. Would the project:**

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?*

**Less Than Significant Impact.** The project site is predominately urbanized with land area having been previously disturbed. As part of the *Historic-Period Building Survey* (refer to Section 5.7, Cultural Resources) 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.



- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**Less Than Significant Impact.** Refer to Response (b), above.

- d) *Disturb any human remains, including those interred outside of formal cemeteries?*

**Less Than Significant Impact.** 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.

**GEOLOGY AND SOILS. Would the project:**

- a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- 1) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

**Less Than Significant Impact.** No active faults are known to traverse the project site and the project site is not located within, or immediately adjacent to an Alquist-Priolo Earthquake Fault Zone. Therefore, rupture of a known earthquake fault would not occur within the project area. Adherence to standard engineering practices and design criteria relative to seismic and geologic hazards in accordance with the *Uniform Building Code* (UBC) is required.

- 2) *Strong seismic ground shaking?*

**Less Than Significant Impact.** No known faults exist within the project area. However, active faults within the City of Long Beach occur along the Newport-Inglewood Fault Zone. The Newport-Inglewood Fault Zone is a fault system consisting of a series of echelon fault segments and folds. Active or potentially active faults of the Newport-Inglewood Fault Zone include the Cherry Hill Fault, the Northeast Flank Fault and the Reservoir Hill Fault. Additionally, the Palos Verdes Fault, located approximately 4.5 miles southwest and offshore of the City, is considered an active fault. The project site would experience ground shaking from earthquakes generated along active faults located off-site. The intensity of ground shaking would depend upon the magnitude of the earthquake, distance to the epicenter and the geology of the area between the epicenter and the project site.



Adherence to standard engineering practices and design criteria relative to seismic and geologic hazards in accordance with the UBC would reduce the significance of potential impacts.

3) *Seismic-related ground failure, including liquefaction?*

**Less Than Significant Impact.** The project site is located within the area of the City identified in the Seismic Safety Element of the *General Plan* as having minimal potential for liquefaction. However, the project would be required to submit a soils report to the City addressing seismic hazards, including liquefaction and/or landslides for review and approval by the City. Adherence to the findings of the project soils report, including design recommendations, would reduce impacts to a less than significant level.

4) *Landslides?*

**No Impact.** The project site is characterized by relatively flat topography. Project implementation is not anticipated to expose people or structures to landslides. As stated, the project would be required to submit a soils report to the City addressing seismic hazards, including liquefaction and/or landslides for review and approval by the City. Adherence to the findings of the project soils report, including design recommendations, would reduce impacts to a less than significant level.

b) *Result in substantial soil erosion or the loss of topsoil?*

**Less Than Significant Impact.** Grading and trenching for construction may expose soils to short-term wind and water erosion. Implementation of erosion control measures as stated in Chapter 18.95 of the *Municipal Code* and adherence to all requirements set forth in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities would reduce potential impacts to less than significant levels.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

**Less Than Significant Impact.** The project site has not been identified as a geologic unit that is unstable, and based upon available references, would not become unstable as a result of project implementation. Development would be subject to site-specific geotechnical analysis and would be designed in compliance with applicable building codes, reducing impacts to a less than significant level.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

**Less Than Significant Impact.** The project site is not located on expansive soil. The *General Plan* identifies the project area as consisting of predominately granular non-marine terrace deposits overlying Pleistocene granular marine sediments at shallow depths. This deep marine section is composed of interbedded units of sandstone, siltstone and shale. The near surface soils on the terrace consist



predominately of cohesionless soils such as sand, silty sand and sandy silt that are generally medium to very dense. Cohesive soils such as clayey silt and silty clay, although less dominant are also present as layers in these surficial deposits. The consistency of these units is described as ranging from stiff to hard. Development would be subject to site-specific geotechnical analysis and would be designed in compliance with applicable building codes, reducing impacts to a less than significant level.

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

**No Impact.** It would not be necessary to install septic tanks or alternative wastewater disposal systems. No impact would occur in this regard.

**HAZARDS AND HAZARDOUS MATERIALS. Would the project:**

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

**Less Than Significant Impact.** As determined in the Initial Study, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Additional analysis is provided in Section 5.6, Hazards and Hazardous Materials.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

**No Impact.** The project site is not located within one-quarter mile of any existing or proposed schools. No impacts would occur in this regard.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

**No Impact.** The project site is not located within an airport land use plan or within two miles of an airport. The nearest airport is Long Beach Airport, approximately four miles northeast of the project site. No impacts would occur in this regard.



- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

**No Impact.** Refer to Response (e), above.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

**Less Than Significant Impact.** The project proposes vacating Lime Avenue between Medio Street and Ocean Boulevard and relocating the existing Bronce Way alley northward to the edge of the project site. However, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. According to the Public Safety Element of the *General Plan*, emergency response and evacuation procedures would be coordinated through the City in coordination with the police and fire departments, resulting in less than significant impacts; refer also to Section 5.8, Public Services and Utilities.

- h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

**No Impact.** The project site and surrounding areas are predominately built-out and no wildlands occur within or adjacent to the project site. Future development, as a result of project implementation, would introduce additional ornamental landscaping, which is not anticipated to create hazardous fire conditions. No impacts would occur in this regard.

### **HYDROLOGY AND WATER QUALITY. Would the Project:**

- b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

**Less Than Significant Impact.** The project site is urbanized and adjacent areas are predominately built-out. Implementation of the project would not cause a significant increase of impervious surfaces and therefore would not substantially deplete groundwater supplies or interfere with groundwater recharge. The project is consistent with current conditions in the area. Impacts would be less than significant.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

**Less Than Significant Impact.** As previously stated, the project site is currently developed and adjacent areas are predominately built-out. The project area does not contain any streams or rivers. The amount of impervious surfaces would not be significantly altered as a result of project implementation. Additionally, project



implementation would not significantly alter the existing drainage pattern of the area resulting in substantial erosion or siltation on-site or in the project vicinity. The project would be required to submit hydrology and hydraulic calculations showing the drainage pattern and slopes for review by the City. Less than significant impacts would occur in this regard.

- d) *Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

**Less Than Significant Impact.** Refer to Response (c), above.

- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

**Less Than Significant Impact.** According to the Flood Insurance Rate Map (FIRM), Community Panel Number 060136 0020 C, July 6, 1998, published by the Federal Emergency Management Agency (FEMA), the project is located within *Other Areas Zone X*. *Other Areas Zone X* is defined as “Areas determined to be outside 500-year flood-plain.” Thus, significant impacts are not anticipated in this regard.

- h) *Place within a 100-year flow hazard area structures which would impede or redirect flood flows.*

**Less Than Significant Impact.** Refer to Response (g), above.

- i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

**Less Than Significant Impact.** Refer to Response (g), above.

- j) *Inundation by seiche, tsunami or mudflow?*

**Less Than Significant Impact.** According to Plate 11 of the Seismic Safety Element of the General Plan, Tsunami and Seiche Influence Areas, the project is not located within an area of the City susceptible to tsunami and seiche. Table 4, of the Seismic Safety Element of the General Plan, Seismic Hazard Evaluation By Seismic Response Area, identifies the project as being located in an area with remote potential for tsunami and seiche hazards. Thus, less than significant impacts are anticipated in this regard.

### **LAND USE AND PLANNING. Would the project:**

- a) Physically divide an established community?

**Less Than Significant Impact.** According to the General Plan, the project site is located within designated Land Use District (LUD) No. 7, Mixed Use District. LUD



No. 7 is intended for use in large, vital activity centers. Land uses intended for the district include employment centers, such as retail, offices and medical facilities; higher density residences; visitor-serving facilities; personal and profession services; or recreational facilities. The project site serves as an entrance to the East Village Arts District and the eastern edge of downtown Long Beach. As a result, the project proposes the removal of residential, retail, restaurant, office and parking uses to allow for a mixed-use development with high-rise residential and ground floor retail, art gallery, café and civic space uses, serving as an extension of downtown Long Beach and the East Village Arts District. Development of the site as proposed, would provide higher density residential uses in proximity to existing retail, office, entertainment and transit uses and would not divide an established community. Thus, significant impacts are not anticipated in this regard.

- c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

**No Impact.** As previously stated, the project does not conflict with habitat conservation plans or natural community conservation plans.

**MINERAL RESOURCES. Would the project:**

- a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

**No Impact.** Oil is the primary mineral resource within the City of Long Beach. The project site is not currently utilized for oil extraction and oil extraction would not occur as a result of project implementation. No impacts to mineral resources are anticipated in this regard.

- b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

**No Impact.** The General Plan does not identify the project site as an important mineral resource recovery site. No impacts are anticipated in this regard.

**NOISE. Would the project result in:**

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** The project site is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, project implementation would not expose people residing or working in the project area to excessive noise levels.



- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** The project site is not located within the vicinity of a private airstrip. Exposure of people residing or working in the project site to excessive noise levels is not anticipated as a result of project implementation.

**TRANSPORTATION/TRAFFIC. Would the project:**

- c) *Result in change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

**No Impact.** Due to the nature and scope of the proposed land uses, project implementation would not affect air traffic patterns and would not result in safety risks.

- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

**Less Than Significant Impact.** Project implementation would not involve the construction of new roadways. However, the project proposes vacating Lime Avenue between Medio Street and Ocean Boulevard and relocating the existing Bronce Way alley northward to the edge of the project site. Access to the project site would be required to comply with all City design standards, which would reduce potential impacts to a less than significant level; refer also to Section 5.8, Public Services and Utilities.

- e) *Result in inadequate emergency access?*

**Less Than Significant Impact.** As stated, the project proposes vacating Lime Avenue between Medio Street and Ocean Boulevard and relocating the existing Bronce Way alley northward to the edge of the project site. However, the project would not physically interfere with emergency access to the project site. According to the Public Safety Element of the *General Plan*, emergency response and evacuation procedures would be coordinated through the City in coordination with the police and fire departments, resulting in less than significant impacts; refer also to Section 5.8, Public Services and Utilities.

- g) *Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

**Less Than Significant Impact.** No conflicts with any adopted policies supporting alternative transportation modes such as bus facilities and bicycle access/parking are anticipated to occur. The project proposes to locate residential, ground floor retail, art gallery, café and civic space uses in proximity to existing public transportation.

## **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  
Ms. Jae Von Klug, Redevelopment Project Officer  
Mr. Craig Chalfant, Advance Planner  
Mr. Jeff Winklepleck, Planner  
Ms. Lisa Fall, Redevelopment Consultant*

### 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 and Noise Specialist  
Mr. Richard Beck, Regulatory Manager  
Ms. Maria Cadiz, Environmental Analyst  
Mr. Achilles Mallisos, Environmental Analyst  
Ms. Leah Price, Environmental Analyst  
Ms. Libby Wood, Environmental Analyst  
Ms. Linda Bo, Document Preparation/Graphic Artist*

### SUBCONSULTANTS

**Meyer, Mohaddes Associates, Inc.**  
400 Oceangate, Suite 480  
Long Beach, California 90802-4307  
*Mr. Robert K. Olson, Senior Transportation Engineer*

**CRM Tech**  
4472 Orange Street  
Riverside, California 92501  
*Mr. Bai Tang, Principal Investigator  
Mr. Michael Hogan, Principal Investigator*



## PUBLIC SERVICE AND UTILITIES

### Fire Protection:

#### **Long Beach Fire Department**

925 Harbor Plaza, Suite 100  
Long Beach, California 90805

*Mr. Steve Lewis, Deputy Chief of Operations*

### Police Protection:

#### **Long Beach Police Department**

400 West Broadway  
Long Beach, California 90802

*Lieutenant Steven L. Ditmars, Information Technology Division  
Officer James Dickey*

### Recreation:

#### **City of Long Beach Department of Parks, Recreation and Marine**

2760 N. Studebaker Road  
Long Beach, California 908015-1697

*Mr. Dennis Eschen, Manager of Planning and Development*

### Schools:

#### **Long Beach Unified School District**

2425 Webster Avenue  
Long Beach, California 90810  
*Ms. Carrie M. Matsumoto, Executive Director*

### Water:

#### **Long Beach Water Department**

1800 East Wardlow Road  
Long Beach, California 90807-4994  
*Mr. Matthew P. Lyons, Manager of Planning and Conservation  
Mr. Robert Villanueva, P.E., Division Engineer  
Mr. Larry Oaks, Engineering Technician II*

### Wastewater:

#### **Long Beach Water Department**

1800 East Wardlow Road  
Long Beach, California 90807-4994  
*Mr. Robert Villanueva, P.E., Division Engineer  
Mr. Larry Oaks, Engineering Technician II*



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**County Sanitation Districts of Los Angeles County**

1955 Workman Mill Road  
Whittier, California 90607-4998

*Ms. Ruth I. Frazen, Engineering Technician*

**Electricity:**

**Southern California Edison**

2800 East Willow Street  
Long Beach, California 90806

*Mr. Jim Matthei, Service Planner, Long Beach Service Center*

**Natural Gas:**

**Long Beach Energy**

2400 East Spring Street  
Long Beach, California 90806

*Mr. Mike J. Zykuski, P.E.*

## **12.0 Bibliography**

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## **13.0 Mitigation Monitoring Program**



## 13.0 MITIGATION MONITORING PROGRAM

Section 2.0 of this DEIR identifies the mitigation measures that will be implemented to avoid or lessen the impacts associated with the 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 Sections 5.1 through 5.8. 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.



## **MITIGATION MONITORING AND REPORTING CHECKLIST**

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance						
					Initials	Date	Remarks				
<b>AESTHETICS/LIGHT AND GLARE</b>											
<b>Short-Term Construction Aesthetic Impacts</b>											
AES-1	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	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						
<b>Long-Term Light and Glare</b>											
AES-3	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	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	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	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.	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		



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Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance						
					Initials	Date	Remarks				
<b>TRAFFIC AND CIRCULATION</b>											
<b>Forecast Year 2015 With Project</b>											
TR-1	The project applicant shall provide, to the satisfaction of the City of Long Beach Traffic Engineer, a rooftop pan/tilt/zoom camera(s) and communications with power and control capability to the City of Long Beach Department of Public Works in order to monitor real-time traffic operations along the Alamitos Avenue, Shoreline Drive, and Ocean Boulevard corridors. The camera shall be located on top of the building tower located closest to the Alamitos/Shoreline/Ocean intersection.	Construction/Operation	City of Long Beach Public Works Department	City of Long Beach Public Works Department	Installation of rooftop camera(s) and power and control capability of camera provided to City of Long Beach Public Works Department						
TR-2	<u>Lime Avenue and 7th Street.</u> While the project would not produce a significant impact at this intersection based on the significance criteria, it would experience an increase in delay with the full development of all cumulative projects referenced in the analysis. To improve traffic operations and safety at this intersection, the project applicant shall be responsible for the installation of a traffic signal.	Construction/Operation	City of Long Beach Public Works Department	City of Long Beach Public Works Department	Installation of the traffic signal						
TR-3	<u>Atlantic Avenue and Ocean Boulevard.</u> In order to reduce the possibility of eastbound left-turning vehicles queuing into the adjacent through lane, the project applicant shall modernize the traffic signal to current safety standards and provide left-turn phasing at the intersection.	Construction/Post-Construction	City of Long Beach Public Works Department	City of Long Beach Public Works Department	Modernization of the traffic signal						



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Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
<b>On- and Off-Site Parking</b>							
TR-3	Prior to site plan approval, a shared parking analysis shall be completed and approved by the City for the proposed project. If the shared parking analysis determines that the proposed parking supply would be sufficient to merit anticipated project demand, approval of a Standards Variance for parking shall be requested by the applicant. If the shared parking analysis determines the proposed parking would be insufficient to meet project demand, the project shall meet the parking requirements established by the City's Zoning Regulations.	Pre-Construction	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Site plan review/ Issuance of building permits		
<b>AIR QUALITY</b>							
<b>Short-term Construction Air Emissions</b>							
AQ-1	Prior to approval of the project plans and specifications, the Public Works Director, or his designee, shall confirm that the plans and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures, as specified in the SCAQMD Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:	Pre-Construction/ Construction	City of Long Beach Public Works Department and City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Approval of plans/ Field inspection		



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Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
<ul style="list-style-type: none"><li>• All active portions of the construction site shall be watered to prevent excessive amounts of dust;</li><li>• On-site vehicles' speed shall be limited to 15 miles per hour (mph);</li><li>• All on-site roads shall be paved as soon as feasible or watered periodically or chemically stabilized;</li><li>• All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust; watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day;</li><li>• If dust is visibly generated that travels beyond the site boundaries, clearing, grading, earth moving or excavation activities that are generating dust shall cease during periods of high winds (i.e., greater than 25 mph averaged over one hour) or during Stage 1 or Stage 2 episodes; and</li></ul> <p>All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.</p>							



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Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
AQ-2	Prior to approval of the project plans and specifications, the Public Works Director, shall confirm that the plans and specifications stipulate that, in compliance with SCAQMD Rule 403, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the Resident Engineer. The City inspector shall be responsible for ensuring that contractors comply with this measure during construction.	Pre-Construction/ Construction	City of Long Beach Public Works Department and City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Approval of plans/ Field inspection		
AQ-3	Prior to issuance of grading permits or approval of grading plans, the City shall include in the construction contract standard specifications, a written list of instructions to be carried out by the construction manager specifying measures to minimize emissions by heavy equipment for approval by the Public Works Director. Measures shall include provisions for proper maintenance of equipment engines, measures to avoid equipment idling more than two minutes and avoidance of unnecessary delay of traffic on off-site access roads by heavy equipment blocking traffic.	Pre-Construction/ Construction	City of Long Beach Public Works Department and City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Approval of plans/ Issuance of grading permits/ Field inspection		
AQ-4	In compliance with SCAQMD Rule 1113, ROG emissions from architectural coatings shall be reduced by using pre-coated/natural colored building materials, water-based or low-ROG coating and using coating transfer or spray equipment with high transfer efficiency.	Construction	South Coast Air Quality Management District	City of Long Beach Planning and Building Department	Field inspection		



Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
AQ-5	Prior to the issuance of grading permits, the contractor shall include the following measures on construction plans, to the satisfaction of the Public Works Director, or his designee: <ul style="list-style-type: none"><li>• The General Contractor shall organize construction activities so as not to interfere significantly with peak hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flag person shall be retained to maintain safety adjacent to existing roadways;</li><li>• The General Contractor shall utilize electric- or diesel-powered stationary equipment in lieu of gasoline powered engines where feasible; and</li><li>• The General Contractor shall state in construction grading plans that work crews would shut off equipment when not in use.</li></ul>	Pre-Construction/ Construction	City of Long Beach Public Works Department and City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Approval of plans/ Issuance of grading permits/ Field inspection		
<b>Long-Term (Operational) Air Emissions</b>							
AQ-6	The project applicant shall comply with SCAQMD Regulations and apply for a Special Application for Temporary Emergency Authorization To Operate Electric Backup Generator(s) During Involuntary Power Service Interruptions Permit prior to installation and operation of the proposed emergency back up generators.	Construction	South Coast Air Quality Management District	City of Long Beach Planning and Building Department	Proof of receipt of a Special Application for Temporary Emergency Authorization To Operate Electric Backup Generator(s) During Involuntary Power Service Interruptions Permit		



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Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
AQ-7	Prior to the issuance of building permits, the applicant shall demonstrate to the City of Long Beach Planning and Building Department that all residential and non-residential buildings meets the California Title 24 Energy Efficiency standards for water heating, space heating and cooling, to the extent feasible.	Pre-construction	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Issuance of building permits		
AQ-8	Prior to the issuance of building permits, the applicant shall demonstrate to the City of Long Beach Planning and Building Department that all fixtures used for lighting of exterior common areas are regulated by automatic devices to turn off lights when they are not needed.	Pre-Construction	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Issuance of building permits		
<b>NOISE</b>							
<b>Short-term Construction Noise</b>							
N-1	Prior to Grading Permit issuance, the project shall demonstrate, to the satisfaction of the City of Long Beach Planning and Building Department, that the project complies with the following: <ul style="list-style-type: none"><li>• All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;</li><li>• Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and</li></ul>	Pre-Construction/Construction	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Issuance of grading permits/ Field inspection		



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Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
<p>use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;</p> <ul style="list-style-type: none"><li>• During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;</li><li>• During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors;</li><li>• Operate earthmoving equipment on the construction site, as far away from vibration sensitive sites as possible; and</li><li>• Construction hours, allowable workdays and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action and report the action taken to the reporting party.</li></ul>							
<b>Long-Term Stationary Noise</b>							
N-2	The proposed project shall be required to adhere to Chapter 8.80.200 of the Municipal Code, which prohibits loading dock activities and the use of refuse disposal areas between the hours of 10:00 PM and 7:00 AM.	Operation	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Field inspection		



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					Initials	Date	Remarks				
<b>HAZARDS AND HAZARDOUS MATERIALS</b>											
<b>Hazardous Materials – Historic and Existing Uses</b>											
HAZ-1	The interior of individual on-site structures shall be visually inspected prior to any demolition or construction activities. Should hazardous materials be encountered within the project site, the materials shall be tested and properly disposed of in accordance with State and Federal regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Results of the sampling shall indicate the appropriate level of remediation efforts that may be required.	Pre-Construction/Construction	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Issuance of demolition permits						
HAZ-2	Prior to construction activities, the presence or absence of the reported historic on-site underground storage tanks (USTs) shall be verified. If on-site, the USTs shall be removed and properly disposed of at an approved landfill facility. Once the tanks are removed, a visual inspection of the areas beneath and around the removed USTs shall be performed. Any stained soils observed underneath the USTs shall be sampled. Results of the sampling (if necessary) would indicate the level of remediation efforts that may be required.	Pre-Construction	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Approval of plans/ Issuance of building permits						
HAZ-3	Prior to construction activities, a qualified hazardous materials consultant with Phase II and Phase III experience shall review files for the adjacent service station property across the street, which has reported subsurface releases. The file review shall delineate the	Pre-Construction/Construction	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Approval of plans/ Issuance of building permits						



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					Initials	Date	Remarks
	vertical and lateral extent of contamination relevant to the project site.						
HAZ-4	If unknown wastes or suspect materials are discovered during construction by the contractor, which he/she believes may involve hazardous waste/materials, the contractor shall: <ul style="list-style-type: none"><li>• Immediately stop work in the vicinity of the suspected contaminant and remove workers and the public from the area;</li><li>• Notify the Project Engineer of the implementing Agency;</li><li>• Secure the areas as directed by the Project Engineer; and</li><li>• Notify the implementing agency's Hazardous Waste/Materials Coordinator.</li></ul>	Pre-Construction/Construction	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Closure/concurrence letter from appropriate regulatory agency		
HAZ-5	Prior to demolition work, an asbestos survey shall be conducted to determine the presence or absence of asbestos. The results of the survey shall be submitted to the City of Long Beach.	Pre-Construction	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Completion and submittal of asbestos survey to the City/ Issuance of demolition permits		
HAZ-6	If ACBMs are located, abatement of asbestos shall be completed prior to any demolition activities that would disturb ACBMs or create an airborne asbestos hazard. Any demolition of the existing buildings shall comply with State law, which requires a certified contractor, where there is asbestos-related work involving 100 square feet or more of ACBMs, and that certain procedures regarding the removal of asbestos be followed.	Pre-Construction	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Issuance of demolition permits		



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					Initials	Date	Remarks
HAZ-7	If during demolition of the structures, paint is separated from the building material (e.g., chemically or physically), the paint waste shall be evaluated independently from the building material to determine its proper management. According to the Department of Substances Control, if paint is not removed from the building material during demolition (and is not chipping or peeling), the material could be disposed of as construction debris (a non-hazardous waste). The landfill operator shall be contacted in advance to determine any specific requirements they may have regarding the disposal of lead-based paint materials.	Construction	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Closure/concurrence letter from appropriate regulatory agency		

**CULTURAL RESOURCES**

**Historical Resources**

CUL-1	Although the impacts from demolition of a historical resource cannot be mitigated to below the level of significance, the project applicant shall require and shall be responsible for ensuring that comprehensive data recording and documentation of the Wing Building are completed prior to issuance of any demolition or grading permits. The documentation shall be in the form of a Historic American Buildings Survey (HABS) Level II and shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The documentation shall include large-format photographic recordation, detailed written description, sketch plan, and compilation of	Prior to issuance of demolition or grading permits	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Completion of comprehensive documentation program and submittal of report to the City of Long Beach Historic Preservation Office and identified parties/Issuance of demolition and grading permits		
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Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
historic background research. The documentation shall be completed by a historian or architectural historian meeting the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History. The original, archival-quality documentation package shall be deposited with the City of Long Beach Historic Preservation Office in the Department of Planning and Building. Copies of the documentation on archival-quality paper shall also be provided to the City of Long Beach Public Library; the library of California State University, Long Beach; the Kenneth S. Wing, Sr. archives housed in the Architecture and Design Collection at the University Art Museum, University of California at Santa Barbara; the Long Beach Heritage; Historical Society of Long Beach and the California Office of Historic Preservation. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach.							
CUL-2a	The project applicant shall require and be responsible for the production and placement of a commemorative plaque memorializing the association of Kenneth S. Wing, Sr.; Kenneth S. Wing, Jr.; and the architectural firm of Wing and Associates with the 40 Atlantic Avenue location. The plaque shall be placed at or near the site of the existing building. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach.	Post-Construction	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Establishment of the commemorative plaque at or near the site of the existing building		



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					Initials	Date	Remarks
CUL-2b	Prior to the issuance of demolition or grading permits/Operation	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Completion of the retrospective exhibit, brochure and/or web page accessible to the public			
CUL-3	Prior to the issuance of demolition or grading permits/ Post-construction	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Documentation, removal and reinstallation of the light standards at or near the current locations, or at appropriate sites nearby			



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Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
removed under the supervision of a qualified historic architect and/or other professional meeting the Secretary of the Interior's Profession Qualification Standards for Historic Architect, History or Architectural History; stored in a safe pace and manner, and reinstalled either at or near their current locations or at an appropriate nearby site. Reinstallation shall utilize the services of a qualified professional as referenced above, and any rehabilitation of the historic streetlights shall be completed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Appropriate sites may be determined in consultation with the City of Long Beach Historic Preservation Officer. Reinstallation shall occur no later than six months following completion of the proposed project. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach.							

**PUBLIC SERVICES AND UTILITIES**

**Fire Protection**

PSU-1	Prior to the issuance of building permits, the developer shall provide verification that the project complies with all Fire Prevention Bureau provisions required by the LBFD.	Construction	City of Long Beach Planning and Building Department	City of Long Beach Fire Department	Issuance of building permits		
PSU-2	Prior to the commencement of construction activities, the applicant shall make a fair share contribution to the cost of obtaining a one-half full time equivalent (FTE) Fire Inspector for a 24-month time frame, or until completion of the proposed project.	Pre-Construction/ Construction	City of Long Beach Planning and Building Department	City of Long Beach Fire Department	Collection of fees		



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Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
PSU-3	Prior to the issuance of building permits, the developer shall provide verification that the proposed project would meet all fire flow requirements determined by the LBFD.	Construction	City of Long Beach Planning and Building Department	City of Long Beach Fire Department	Issuance of building permits		
<b>Police Protection</b>							
PSU-4	Prior to issuance of building permits, the project developer shall incorporate the LBPD's required public safety and crime prevention measures, subject to the approval and verification of the Planning and Building Department.	Construction	City of Long Beach Planning and Building Department	City of Long Beach Police Department	Issuance of building permits		
<b>Schools</b>							
PSU-5	Prior to certificates of occupancy, the project applicant shall pay the required mitigation fees in place at time of payment to the LBUSD. Proof of payment shall be provided to the City of Long Beach.	Prior to certificate of occupancy	City of Long Beach Planning and Building Department	Long Beach Unified School District	Proof of payment provided to City of Long Beach		
<b>Parks and Recreation</b>							
PSU-6	Prior to certificates of occupancy, the project applicant shall pay the required park impact fees in place at time of payment to the City of Long Beach.	Prior to certificate of occupancy	City of Long Beach Planning and Building Department	City of Long Beach Planning and Building Department	Collection of fees/ Issuance of certificate of occupancy		
<b>Water</b>							
PSU-7	Prior to the issuance of building permits, the applicant shall pay the fees required to relocate the existing water line in Broadway Court between Bronce Way and Ocean Boulevard and to relocate the existing water line in Bronce Way north of its present location.	Pre-Construction	City of Long Beach Water Department	City of Long Beach Water Department	Collection of fees/ 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
PSU-8	Prior to the issuance of building permits, the applicant shall submit engineering studies to the LBWD verifying that adequate capacity exists to convey additional flow to the proposed project. If additional improvements are required, the applicant shall pay the necessary fees required for the water system improvements.	Pre-Construction	City of Long Beach Water Department	City of Long Beach Water Department	Receipt of engineering studies and collection of fees, if required/ Issuance of building permits		
<b>Wastewater</b>							
PSU-9	Prior to the issuance of building permits, the developer shall pay the fees required to construct a new sewer manhole on a portion of the remaining Broadway Court sewer line.	Pre-Construction	City of Long Beach Water Department	City of Long Beach Water Department	Collection of fees/ Issuance of building permits		
PSU-10	Prior to issuance of building permits, the project applicant shall provide evidence that the County Sanitation Districts of Los Angeles County has sufficient wastewater transmission and treatment plant capacity to accept sewage flows from the buildings for which building permits are being requested.	Pre-Construction	City of Long Beach Water Department	County Sanitation Districts of Los Angeles County	Issuance of building permits		
PSU-11	Prior to the issuance of building permits, the project applicant shall provide engineering studies to the LBWD verifying that the sewer system has adequate capacity to serve the project. If additional improvements are required, the applicant shall pay the necessary fees required for the sewer system improvements.	Pre-Construction	City of Long Beach Water Department	City of Long Beach Water Department	Receipt of engineering studies and collection of fees, if required/ Issuance of building permits		
<b>Solid Waste</b>							
PSU-12	The project applicant shall adhere to all source reduction programs for the disposal of construction materials and solid waste, as required by the City of Long Beach. Prior to	Construction/Operation	City of Long Beach Environmental Services Bureau	City of Long Beach Environmental Services Bureau	Issuance of building permits/Field inspection		



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Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
	issuance of building permits, a source reduction program shall be prepared and submitted to the Environmental Services Bureau for each structure constructed on the subject property to achieve a minimum 50 percent reduction in waste disposal rates.						
PSU-13	The applicant shall comply with all applicable City, County and State regulations and procedures for the use, collection and disposal of solid and hazardous wastes.	Construction/Operation	City of Long Beach Environmental Services Bureau	City of Long Beach Environmental Services Bureau	Field inspection		
<b>Stormwater/Water Quality</b>							
PSU-14	A Storm Water Pollution Prevention Plan (SWPPP) shall be completed for the construction activities on-site and submitted to the Department of Public Works, Engineering Bureau for review and approval. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the maximum extent practicable.	Pre-Construction/Construction	Regional Water Quality Control Board	City of Long Beach Department of Public Works	Approval of plans/ Field inspection		

## **14.0 Comments and Responses**



## 14.0 COMMENTS AND RESPONSES

### 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 an EIR for the Shoreline Gateway Project (SCH #2005121066). The Response to Comments section, combined with the Draft EIR, comprise the Final EIR.

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 EIR. As noted above, the Final EIR will be a revised document that incorporates all of the changes made to the Draft EIR following the public review period.

### 14.2 PUBLIC REVIEW PROCESS – DRAFT EIR

The Draft EIR was circulated for review and comment to the public, agencies, and organizations. 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. The 45-day public review period ran from June 30, 2006 to August 14, 2006. 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 EIR. During the public review period, 37 written comment letters on the Draft EIR were received.



## 14.3 FINAL EIR

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

After completing the Final EIR, 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 EIR, 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 EIR. 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 EIR 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 EIR were received from the following:

A. Citizens

1. Dennis Apodaca
2. Phil Appleby
3. Stacie Beal
4. Larry and Pat Bott
5. Patricia Brockman
6. William Fahey
7. Eric Gray
8. Tammy Holden
9. Tammy Holden



10. Robert Jackson
11. Joseph Landau
12. Heidi Maerker
13. Tom McCoy
14. Ana Maria McGuan
15. William McKinnon
16. Patricia Paris
17. Ricardo Pulido
18. Jeff Rossignol
19. Gary Shelton
20. Don Slider
21. Patrick Thorpe
22. John Torkelson
23. Tim Tran
24. Norman Wiener
25. Clive Williams
26. Rose Wray, et. al.
27. John Carl Brogdon

**B. Private Organizations and Interested Parties**

1. Stephen Breskin, Union Bank of California
2. Jess Johannsen, International Tower Owners Association
3. Neighbors on Ocean Boulevard
4. William Driscoll, Driscoll & Fox Lawyers
5. Kristen Autry, SaveLBCSkyline
6. John Thomas, Long Beach Heritage
7. Sander Wolff, East Village Arts District Board of Directors

**C. Public Agencies**

1. County Sanitation Districts of Los Angeles County
2. California Public Utilities Commission
3. April Grayson, Southern California Association of Governments (SCAG)
4. County of Los Angeles Fire Department
5. Department of Toxic Substances Control
6. State Clearinghouse and Planning Unit

**D. Petition**

1. Help Save the Long Beach Cafe

All correspondence from those agencies commenting on the Draft EIR is reproduced on the following pages. Where duplicate comment letters were received from the same commenter (i.e., via email and mail), only one copy of the comment letter was included. 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 EIR or provide new



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environmental information. Additionally, some comments may include opinions regarding approval or disapproval of the project, which are not within the purview of the EIR. The comments are noted and will be forwarded to decision makers for their review and consideration.

# COMMENT NO. A1

Angela Reynolds

08/15/2006 06:00 PM

To: Craig Chalfant/CH/CLB@CLB

cc: shack@rbf.com

Subject: Shoreline Gateway EIR

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 08/15/2006 06:00 PM -----



"Dennis Apodaca"  
<lbdennis@hotmail.co  
m>

08/14/2006 12:03 PM

To: angela\_reynolds@longbeach.gov  
cc:  
Subject: Shoreline Gateway EIR

Angela:

As a resident of the East Village, I reviewed the EIR submitted for the Shoreline Gateway Project and have the following comments:

1. I read that there is a possibility that a variance on the parking could be issued to the project if the parking was not seen as adequate. This is ABSOLUTELY unacceptable! The project needs to be fully parked, no exceptions. As a condition to issuing approval on this project, the developer should also be required to provide parking to augment the parking that we will lose on the neighborhood streets. Even with this contribution, we will still be lacking in parking for the neighborhood due to the poor planning of recent projects.

A1.1

2. The Aqua project was a mistake and we are paying for it now; it has substantially changed the airflow and sunlight downtown. In addition, we were given a new front lawn for Victory Park park on Ocean. As we will have to share our park with this new development, shouldn't the developer be required to provide the residents of the East Village and Downtown area with additional park space. By this I mean real park space; not a pocket park, not a strip of grass, but a real usable park space. Please do not let them do this to us again, I've seen these developments compromise our quality of life downtown; do we not pay our taxes, don't we deserve better?

A1.2

3. The EIR says nothing about the frequent filming done in the East Village. When the City issues filming permits, which they do often, the production companies close the streets and good portion of the parking. They closed First and Linden recently without notifying the residents or providing us with an alternative. This is another issue I know, however, is the City prepared to cancel all permits for filming during the 24 - 28 months that this project will be in construction? We had the same problem when Aqua was built, it was extremely difficult to park and move freely on Ocean, Elm, Linden and First.

A1.3

4. I noticed that the parking or traffic studies made no mention of the Jehovah Witness convention that is an annual event at the convention center.

They are here for a very long period and they take a good portion of the street parking as well as increase the traffic on Ocean between the 710 Freeway and Alamitos. In addition, I see no mention of the Grand Prix? The Gay Parade and Festival? These events need to be considered seriously or else we will end up with gridlock; sensible planning now could resolve this future problem.

A1.4

5. When Auqa was in construction, we made daily calls to the AQMD to complain about the styrofoam which clogged our roof drains, air conditioning units, stuck to our cars...it was a toxic situation. We even saw abundant amounts of styrofoam in the water and on the beach adjacent to the project. The City and the AQMD did nothing! This cannot happen again...the fugitive dust and debris needs to be contained during construction, it's absolutely imperative that during construction this project will be draped at all times to contain their dust and debris.

A1.5

6. In closing, I have been a resident for 17 years in the East Village, I love Long Beach, it's my home. I am really saddened when I see developers (like Aqua) come to town to make their money and leave us holding the bag. Please do not let the developers do this to us.....once they are gone they don't care.

A1.6

If you would, please respond to my email so I know that you've received it and my comments have been included.

Thanks.

Dennis Apodaca  
lbdennis@hotmail.com  
425 East Ocean 220  
Long Beach, Ca 90802  
T: 562 437.6058  
C: 562 212.1370

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**A1. RESPONSES TO COMMENTS FROM DENNIS APODACA, DATED AUGUST 14, 2006.**

- A1.1 As indicated in Section 5.3, Traffic and Circulation, of the Draft EIR, the City's Zoning Regulations determine the number of parking spaces required based on proposed uses. The parking analysis indicates that the amount of parking currently proposed would result in a parking deficit of 107 spaces without shared commercial/residential parking and 73 spaces with shared commercial/residential parking. This includes the provision of 70 replacement parking spaces for the Artaban and replacement of 18 on-street parking spaces. The project applicant would be required to complete a shared parking analysis to determine if the amount of parking proposed is sufficient. The analysis would require the approval of 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, resulting in a significant impact, the project would be required to meet the parking requirements, in accordance with the City's Zoning Regulations.
- A1.2 As indicated in Section 5.8, Public Services and Utilities, of the Draft EIR, the project proposes recreational and leisure amenities for potential residents including a podium garden with a swimming pool, lawn, garden alcove and clubhouse. Additionally, the townhouse units fronting the terrace garden would have private yards. A workout room and gym would be situated on the first and second floors of the Gateway Tower and a lap pool and sun deck would be provided on the roof. Additionally, the project would incorporate passive open space areas, including an elliptical paseo and forecourt area. Provision of recreational amenities would reduce the demand on park and recreational facilities in the area. Although the project does not propose development of a park, the proposed project would be required to pay park impact fees, as established by the City, to compensate for the impacts of the proposed project on park and recreational facilities. Chapter 18.18 of the *Long Beach Municipal Code* requires payment of park fees for parkland acquisition and recreation improvements, prior to the issuance of certificate of occupancy for residential developments, as defined in the *Municipal Code*. The park fee imposed on residential development projects reflects the specific project's share of the cost of providing parkland and improvements to meet the needs created by the residential development at established City service level standards.
- A1.3 The traffic impacts resulting from filming and special events occurring within the downtown are not within the purview of the EIR. The Parks, Recreation and Marine Department issue special event permits. The Public Works Department coordinates with the Parks, Recreation and Marine Department regarding traffic management during large events. During construction of the proposed project the Public Works Department would coordinate with the Parks, Recreation and Marine Department



regarding special events. The Downtown Traffic and Parking Management Organization (PTMO) is a panel consisting of downtown businesses, organizations, property owners, property managers and other stakeholders, as well as City staff, which meets once a month to discuss issues such as special events and filming, which may impact traffic circulation and parking in the downtown area. Efforts would be made to minimize the impacts of traffic circulation and parking in the downtown area during construction of the proposed project through the PTMO.

- A1.4 Refer to Response to Comment A1.3.
- A1.5 As indicated in Section 5.4, Air Quality, of the Draft EIR, the proposed project would be required to comply with all mitigation measures, which specify compliance with 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 PM<sub>10</sub> fugitive dust. If the project is approved, a mitigation monitoring program would be adopted to ensure compliance with mitigation measures during project implementation.
- A1.6 Comment noted. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

## COMMENT NO. A2

 Craig Chalfant  
08/08/2006 10:24 AM

To: gal@rbf.com, shack@rbf.com  
cc:  
Subject: Re: Shoreline

"Phil Appleby" <pappleby@applebyre.com>



"Phil Appleby"  
<pappleby@applebyre.  
com>

08/08/2006 09:50 AM

To: <angela\_reynolds@longbeach.gov>  
cc:  
Subject: Shoreline

Angela:

I am strong supporter of the Shoreline Gateway Project. The developer is quality and qualified; the project is attractive and well thought out with lots of open space; it is in keeping with the EV Guide for Development.

A2.1

As a City we need to move from a good city to A GREAT CITY.

Please help in moving this very important project forward.

Thank you,

Phil Appleby



**A2. RESPONSES TO COMMENTS FROM PHIL APPLEBY, DATED AUGUST 8, 2006.**

- A2.1      Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

## COMMENT NO. A3

 Craig Chalfant  
08/14/2006 07:28 AM

To: gal@rbf.com, shack@rbf.com  
cc:  
Subject: Re: Construction at Ocean and Alamitos

"Stacie Beal" <beal.stacie@gmail.com>



"Stacie Beal"  
<beal.stacie@gmail.co  
m>  
08/10/2006 05:11 PM

To: <angela\_reynolds@longbeach.gov>  
cc:  
Subject: Construction at Ocean and Alamitos

Hello,

I live at the intersection of E. First and Bonito which is two blocks from the proposed construction site of Ocean and Alamitos in downtown Long Beach, CA 90802. I not opposed to the plan of a 300 plus unit condominium building going in, but I would like to be assured there will be ample parking, and something done to improve the traffic flow in the area. I also work in Shoreline Village and know the area very well. We are already burdened with traffic and parking issues that could be improved by additional planning. Please let me know what I can do or where I can go to voice my concerns. Thank you

A3.1

Regards,  
Stacie Beal

Office: 562-285-0151  
Mobile: 916-730-0412  
Fax: 562-285-0201  
[www.allstarloanteam.com](http://www.allstarloanteam.com)

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**A3. RESPONSES TO COMMENTS FROM STACIE BEAL, DATED AUGUST 10, 2006.**

A3.1 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. Section 5.3, Traffic and Circulation, of the Draft EIR, analyzes the project's impacts on traffic and parking within the study area.

City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

## COMMENT NO. A4

Angela Reynolds  
08/15/2006 06:10 PM

To: Craig Chalfant/CH/CLB@CLB  
cc: shack@rbf.com  
Subject: EIR on Shoreline Gateway

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 08/15/2006 06:10 PM -----



Patricia Bott  
<patbottdesign@earthlink.net>  
08/12/2006 12:05 PM

To: angela\_reynolds@longbeach.gov  
cc:  
Subject: EIR on Shoreline Gateway

Dear Angela,

Pat and I strongly support the Shoreline Gateway Project. It follows the goals of the East Village Arts District Guide for Development. The project is well thought out and would be a real boost to the redevelopment of downtown.

Thanks,

Larry and Pat Bott

A4.1



**A4. RESPONSES TO COMMENTS FROM LARRY AND PAT BOTT, DATED AUGUST 12, 2006.**

- A4.1 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

## COMMENT NO. A5

 Craig Chalfant  
07/27/2006 07:55 AM

To: gal@rbf.com  
cc:  
Subject: Shoreline Gateway Comment ILetter

I think this is regarding Shoreline Gateway.

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 07/26/2006 11:06 AM -----



pjbrockwoman@aol.co  
m  
To: angela\_reynolds@longbeach.gov  
cc:  
Subject: Ocean Blvd.

07/26/2006 10:48 AM

I have lived in Long Beach since 1975 and used to love to drive down Ocean Blvd and actually see the ocean. With all the construction that has happen in the downtown area of Ocean Blvd all you now see is buildings. I think we are ruining the aesthetic look of Long Beach, but what really alarms me is the congestion of people and cars. At any given time there could be hundreds of thousand cars dumping onto Ocean Blvd. Would this be safe? Even with 3 lanes of traffic each way, this street would be very stressed.

A5.1

Ocean Blvd is a main route for Metro transportation. I ride the Passport twice weekly to the Catalina Landing station and am concerned how all this traffic will affect the timeliness of such transportation.

A5.2

I think the city should consider aesthetics and safety above saturation of buildings along Ocean Blvd. I think Ocean Blvd is going to quickly become a big parking lot! If people can't get around on Ocean they will start spilling onto the streets nearby, one of which is mine.

A5.3

Thanks for your time,  
Patricia Brockman  
955 E. 3rd St #303  
Long Beach, CA 90802

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**A5. RESPONSES TO COMMENTS FROM PATRICIA BROCKMAN, DATED JULY 26, 2006.**

- A5.1 Comment noted. The comment is an observation of existing aesthetic and traffic conditions by the comment's author and does not raise new environmental information or challenge information presented in the DEIR. The City of Long Beach will consider all comments on the proposed project during the decision-making process for the project. Section 5.2, Aesthetics/Light and Glare, of the Draft EIR evaluates the impacts of the proposed project on the aesthetic character of the area. Section 5.3, Traffic and Circulation, of the Draft EIR evaluates the impacts of the proposed project on the local traffic system in the project vicinity.
- A5.2 A traffic impact study was completed to evaluate the impacts of the proposed project on the local traffic system in the project vicinity. Section 5.3, Traffic and Circulation, of the Draft EIR provides a summary of the technical traffic analysis. The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS). LOS is a description of traffic performance at intersections. It is based on volume-to-capacity (V/C) ratio. Levels range from A to F with A representing excellent (free-flow) conditions and F representing extreme congestion. The level of traffic during the peak hours at an intersection (volume) is compared to the amount of traffic that the intersection is able to carry (capacity). Intersections with vehicular volumes that are at or near capacity ( $V/C \geq 1.0$ ) experience greater congestion and longer vehicle delays.

The traffic analysis conducted for this project analyzed nine intersections on Ocean Boulevard (refer to Table 5.3-3 of the Draft EIR). The traffic analysis indicates that the intersection of Alamitos Avenue/Shoreline Drive and Ocean Boulevard is currently operating at a deficient LOS (LOS E) for existing conditions. For forecast year 2015, four intersections on Ocean Boulevard are forecast to operate at a deficient LOS (LOS E or F) without project conditions (refer to Table 5.3-7 of the Draft EIR). With the addition of project-generated trips, these four intersections are forecast to continue to operate at a deficient LOS (LOS E or F) for forecast year 2015 with project conditions (refer to Table 5.3-8). With the exception of the intersection of Alamitos/Shoreline Drive and Ocean Boulevard, project related traffic would not contribute a V/C of 0.020 or more to critical movements, resulting in a less than significant impact at these intersections.

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. Because the Long Beach Passport utilizes the same roadways as other vehicular traffic on Ocean Boulevard, it is possible that the Passport could experience similar delays at this intersection.



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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.

- A5.3      Comment noted. Refer to Response to Comment A5.1.

## COMMENT NO. A6

 Craig Chalfant  
07/27/2006 07:57 AM

To: gal@rbf.com  
cc:  
Subject: Re: Ocean Blvd Project

We've received your comment...thanks

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

Building a Great City, Delivering Exceptional Service  
"Bill Fahey" <wfahey562@charter.net>



"Bill Fahey"  
<wfahey562@charter.n  
et>

To: <angela\_reynolds@longbeach.gov>  
cc:  
Subject: Ocean Blvd Project

07/26/2006 09:38 AM

Dear Ms. Reynolds,

Re: Ocean/Alamitos project,

My main concern is the traffic congestion created. Have you ever driven down Wilshire Blvd. "High-Rise Corridor" between Westwood and Beverly Hills during rush hour? | A6.1

I've lived on Ocean Blvd. (Harborplace Tower) since 1997 and have noticed since the Aqua Towers started move-ins recently that traffic as early as 6 AM has shown a noticeable increase. | A6.2

My other concern is the property value impact for Villa Riviera, International Tower and Harborplace Tower as views are obstructed. | A6.3

Another concern: property owner Aphrodite Akopian being offered so little for her property - only \$2,000,000 for 18,000 sq.ft? With property values here at about \$300-\$500/sq.ft on the low end, I find Anderson Pacific guilty of outright robbery! | A6.4

One solution: restrict building height to ten stories to minimize traffic and view obstruction impact. | A6.5

Sincerely,

William Fahey



**A6. RESPONSES TO COMMENTS FROM WILLIAM FAHEY, DATED JULY 26, 2006.**

- A6.1 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- A6.2 Comment noted. The comment is an observation of traffic conditions by the comment's author and does not challenge information presented in the Draft EIR. Section 5.3, Traffic and Circulation, of the Draft EIR evaluates the impacts of the proposed project on the local traffic system in the project vicinity. No further response is necessary.
- A6.3 The California Environmental Quality Act (CEQA) does not require analysis of economic and social effects of a project (i.e., property values), except where physical change is caused by economic or social effects of a project. Property values are influenced by many factors such as mortgage interest rates, price inflation, supply and demand, cost of new housing construction, income trends and employment growth rates. The interaction of these factors can change over time and are not directly dependent on development of the project site. Section 5.2, Aesthetics/Light and Glare, of the Draft EIR evaluates the impacts of the proposed project on the visual character of the site and surrounding area. The proposed 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.
- A6.4 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. The City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- A6.5 As indicated in Section 5.1, Land Use and Relevant Planning, of the Draft EIR, the project site is zoned Downtown Planned Development District (PD-30) and is located within an unlimited height district of PD-30. The proposed building heights are consistent with the unlimited height district and would be consistent with the high-rise development that currently exists within the downtown area. The City of Long Beach decision makers will consider all comments on the proposed project.

## COMMENT NO. A7

**Angela Reynolds**  
08/15/2006 04:02 PM

To: Craig Chalfant/CH/CLB@CLB  
cc: shack@rbf.com  
Subject: Shoreline Gateway

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 08/15/2006 04:00 PM -----



"Eric Gray"  
[ericg@ricom.net](mailto:ericg@ricom.net)  
08/15/2006 03:39 PM

To: <[angela\\_reynolds@longbeach.gov](mailto:angela_reynolds@longbeach.gov)>  
cc:  
Subject: Shoreline Gateway

No Complaints, moving in down there. I say do it! It is going to be great for the Economic Boom of  
Downtown Long Beach!

A7.1

Eric Gray  
RICOM INC

188-G Technology Drive  
Irvine, CA 92618  
Tel (949)-788-9939  
Fax (949)-788-9940  
[www.ricom.net](http://www.ricom.net)

You may reach me at EricGRICOM via Instant Messenger (MSN, Yahoo, AIM)  
"For all your Cisco Systems, Dell, HP, Nortel Networks, Sun Microsystems, IBM needs..."



**A7. RESPONSES TO COMMENTS FROM ERIC GRAY, DATED AUGUST 15, 2006.**

- A7.1      Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

## COMMENT NO. A8

 Craig Chalfant  
08/11/2006 08:38 AM

To: gal@rbf.com, shack@rbf.com  
cc:  
Subject: Ocean and Alamitos Corner Project Concerns

----- Forwarded by Angela Reynolds/CH/CLB on 08/10/2006 03:44 PM -----



Tammy Holden  
<tammyandgeorge99@  
yahoo.com>

08/08/2006 04:09 PM  
Please respond to  
tammyandgeorge99

To: angela\_reynolds@longbeach.gov  
cc:  
Subject: Ocean and Alamitos Corner Project Concerns

I am a liveaboard in the Shoreline Marina. I have concerns with this project that I feel need to be addressed.

The traffic is currently a problem at that intersection. Turning from Ocean Blvd to Shoreline Drive currently you sometimes need to wait for the light to change several times. Sometimes only one or two cars get through the light at a time. With much more traffic at that intersection this needs to be addressed. Also at the Ocean Blvd and Pine intersection. It is the same. That intersection was impacted by the Pike and nothing has been done yet. This needs to be addressed also.

A8.1

I am also concerned about more pollution in the areas from cars.

A8.2

The biggest impact on us is the Long Beach Cafe. This is where we eat breakfast, sometimes lunch and dinner 7 days a week. This is like our private kitchen. There are no other restaurants in the area even close to being similar to go to when the restaurant is gone. Their prices and good food is hard to beat. I feel this restaurant should be given special consideration to have a place in the new towers but not at the high rents that the new buildings will probably get. This will put the costs of eating a good meal too pricy. Also parking should be a consideration for the new Long Beach Cafe should they open another restaurant in the new towers. Like a special section for only Long Beach Cafe customers to be able to go straight in and easy out without paying for parking. We will miss this restaurant while the construction is going on if they should open another restaurant in the new towers. They should be built out first so they can open first.

A8.3

I also own a Real Estate and Loan business in Shoreline Village. I do not want the traffic at that intersection to impact my clients trying to come to Shoreline Village.

A8.4

Thank you  
Tammy Holden  
Sea Lion Real Estate  
419Q Shoreline Village Drive  
Long Beach, CA 90802  
[www.SeaLionRealEstate](http://www.SeaLionRealEstate)

office (562)285-0200  
cell (562)787-6218  
fax (562)285-0201



**A8. RESPONSES TO COMMENTS FROM TAMMY HOLDEN, DATED AUGUST 8, 2006.**

- A8.1 The comment is an observation of traffic conditions by the comment's author and does not raise new environmental information or challenge information presented in the Draft EIR. A traffic impact study was completed to evaluate the impacts of the proposed project on the local traffic system in the project vicinity. Section 5.3, Traffic and Circulation, of the Draft EIR provides a summary of the technical traffic analysis. As indicated in Draft EIR, the Alamitos/Shoreline Drive and Ocean Boulevard intersection is currently operating at a deficient LOS (LOS E) under existing conditions. The traffic analysis indicates that the intersection would operate at a deficient LOS (LOS F) for forecast year 2015 without project conditions. With the addition of project-generated trips, the intersection would continue to operate at a deficient LOS (LOS F) for forecast year 2015. However, project related traffic would contribute a V/C of 0.02 to critical movements during the AM peak hour, resulting in a significant impact, according to the City of Long Beach performance criteria. The analysis indicates that there are no feasible physical measures that would mitigate the project's impact to the intersection. Therefore, the impact is considered significant and unavoidable.

The Pine Avenue and Ocean Boulevard intersection is currently operating at an acceptable LOS (LOS D or better) under existing conditions. As indicated in the Draft EIR, the Pine Avenue and Ocean Boulevard intersection would operate at a deficient LOS (LOS E) during the PM peak hour for forecast year 2015 without project conditions. With the addition of project-generated trips, the intersection would continue to operate at a deficient LOS (LOS E) during the PM peak hour for forecast year 2015. The project would not contribute a V/C of 0.02 or more to critical movements; therefore, project impacts would be less than significant, according to the City of Long Beach performance criteria.

- A8.2 The comment does not raise new environmental information or challenge information presented in the Draft EIR. The air quality analysis (Section 5.4 of the Draft EIR) conducted for this project assessed regional and localized emissions based on project-generated traffic. As shown in Table 5.4-6 of the Draft EIR, project-related pollutant emissions associated with vehicular traffic would not contribute to significant regional emissions. Carbon monoxide (CO) concentrations are usually indicative for the local air quality generated by a roadway network and are used as an indicator if its impacts upon the local air quality. A CO hotspots analysis was conducted at 12 intersections within the project vicinity based upon SCAQMD criteria. Table 5.4-7 of the Draft EIR indicates anticipated CO levels within the area. As indicated in Table 5.4-7, CO levels would be below State and Federal standards with implementation of the proposed project. Additionally, Table 5.4-8 of the Draft EIR indicates that CO levels associated with the proposed parking structure would also be below State and Federal standards.



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- A8.3      Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- A8.4      Refer to Response to Comment A8.1.

## COMMENT NO. A9

  
Craig Chalfant  
08/10/2006 12:07 PM

To: gal@rbf.com, shack@rbf.com  
cc:  
Subject: concerns for the Ocean and Alamitos project

----- Forwarded by Angela Reynolds/CH/CLB on 08/10/2006 12:01 PM -----



Tammy Holden  
<tammyandgeorge99@  
yahoo.com>

08/09/2006 04:31 PM  
Please respond to  
tammyandgeorge99

To: angela\_reynolds@longbeach.gov  
cc:  
Subject: concerns for the Ocean and Alamitos project

I know I sent another email yesterday.

I just want you to know that I am for the development of Long Beach for higher density but I think it needs to be done in a way so that the impact of more traffic and the need for more parking is handled.

I feel that the idea of going to higher towers and less towers is better and need to have more parking. I'm sure you are aware of the parking issues and lack of parking for the Pike and lack of parking for downtown just in general. I think that if the new developments developed more parking then needed for their project and also rented parking by the month to the general public to solve some of the general parking problems to the current people that live here now that would be great.

A9.1

The traffic problems need to be handled. What happened to the approval of the Ocean and Alamitos intersection to have the Alamitos and Shoreline Drive going under Ocean Blvd? I know this would be an expensive project but very necessary to handle the additional traffic that would be brought into the area. If you build very high density condos and more shopping, people will not come to shop except for the people that live there because of traffic problems. People do not want to come somewhere that has traffic problems everytime they come there. If you want to promote shopping there and for more people to come from other areas to spend money here you need to make it easy for them to get here and out of here.

A9.2

I actually appreciate the fact that the city wants to re-develop the downtown area, but it needs to be for the benefit of the local merchants and local people that live here and will live here. It needs to be a pleasant place to live and shop or people will go away in time and become a bad place because the people you want to attract to live here will go elsewhere where they can be comfortable and not stressed by all the high density, traffic, wasted time and frustration.

A9.3

I am also a Real Estate Broker in the local area with my office at Shoreline Village. I don't want to see the values of real estate go down in the future because of poor planning on the cities part now of the new developments.

A9.4

I am very concerned also about the developer. I feel that the developer that was chosen is only concerned with making money and leaving since he does not live in the area or even the state. I think he needs to be concerned with what is good for our city and not just his pocket book and run.

The fact that Long Beach also has a lot of historic buildings that actually are surrounding the project, the style and building materials need to selected accourdingly. let's not have anymore buildings built like the Aqua towers, that look like getto buildings from Chicago, New York or Miami. Totaly out of place and poor quality. Let's concentrate on building more high end buildings especially for fact that we are on Ocean Blvd. People buying condos with an Ocean view expect higher end properties with high quality, not poor quality.

A9.5

I would like to be invited to any meetings in regards to this project before it is approved as final. Please let me know where and when they might be.

Thank you  
Tammy Holden  
Sea Lion Real Estate  
419Q Shoreline Vllage Drive  
Long Beach, CA 90802  
Office (562)285-0200  
fax (562)285-0201  
cell (562)787-6218  
email [tammyandgeorge99@yahoo.com](mailto:tammyandgeorge99@yahoo.com)  
www.SeaLionRealEstate.com



**A9. RESPONSES TO COMMENTS FROM TAMMY HOLDEN, DATED AUGUST 9, 2006.**

- A9.1 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. Section 5.3, Traffic and Circulation, of the Draft EIR analyzes the project's impact on parking within the study area. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- A9.2 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/7<sup>th</sup> 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/7<sup>th</sup> 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 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 7<sup>th</sup> 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.
- A9.3 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- A9.4 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.



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- A9.5 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. 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). City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

## COMMENT NO. A10



Craig Chalfant

07/27/2006 10:32 AM

To: gal@rbf.com  
cc:  
Subject: Shoreline Gateway Development

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 07/26/2006 05:23 PM -----



"ROBERT JACKSON  
SR"  
<mrmarquis2004@msn.com>  
To: <angela\_reynolds@longbeach.gov>  
cc:  
Subject: Shoreline Gateway Development

07/26/2006 02:01 PM

Dear Ms. Reynolds:

I am a resident at 600 East Ocean, in an apartment facing East Ocean Blvd. with a great view of Signal Hill and the mountains. I understand there will be several high rise buildings put up on the site across the street, after demolition of the current structures. Will there be view corridors between these new buildings, or will my current view be entirely destroyed? Is there some kind of a drawing of the plan which is available to the public? Is there some kind of time frame planned for all this demolition to begin, followed by the construction of the new buildings? During construction will there be consideration given to the current residents of the nearby buildings, construction hours, noise abatement, etc?

A10.1

I would appreciate any answers which you might have to my current questions. I will be delighted with any improvement to our lovely part of the city. Thank you in advance for your effort in answering my questions.

A10.2

Sincerely,

Robert J. G. Jackson, Sr.  
600 E. Ocean Blvd. #807  
Long Beach, Ca. 90802  
562-901-9905



**A10. RESPONSES TO COMMENTS FROM ROBERT J. G. JACKSON, SR., DATED JULY 26, 2006.**

- A10.1 Development of the project, as proposed, 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. The proposed heights and orientation of the buildings would provide view corridors between the buildings. Section 3.0, Project Description and Section 5.2, Aesthetics/Light and Glare, of the Draft EIR, provide several exhibits illustrating the proposed project.

As indicated in Section 3.0 of the Draft EIR, it is anticipated that the proposed 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.

Section 5.5, Noise, of the Draft EIR, address short-term construction noise impacts resulting from grading and construction activities associated with the proposed project. The project site is surrounded by residential and commercial land uses. The nearest residential development is the Artaban Building, located to the west, which is approximately 100 feet away. According to Table 5.5-7 of the Draft EIR, at 100 feet noise levels would be at approximately 86 dBA. This would exceed the City's noise standards of 60 dBA at any period of time. Construction-related noise levels would only occur during daytime hours. According to Section 8.80.202 of the *Municipal Code*, during the week (including Federal holidays) construction activities are limited between the hours of 7:00 AM and 7:00 PM. On weekends, construction activities are limited to 9:00 AM and 6:00 PM on Saturdays and are prohibited on Sundays, unless a City issued Work Permit is authorized. Implementation of the recommended mitigation (i.e., engine muffling, placement of construction equipment and strategic stockpiling and staging of construction vehicles) and compliance with the *Municipal Code* requirements, would serve to reduce exposure to significant noise levels. Although short-term construction noise would be reduced, periodic noise impacts would remain significant and unavoidable based on the projected noise levels at residential uses surrounding the project.

- A10.2 Comment noted. No further response is necessary.

## COMMENT NO. A11

  
Craig Chalfant  
07/31/2006 12:55 PM

To: gal@rbf.com  
cc:  
Subject: Comments as part of the public record for the Shoreline Gateway project (SCH# 2—5121066).

----- Forwarded by Angela Reynolds/CH/CLB on 07/31/2006 10:45 AM -----



jlandau  
<jklandau@yahoo.com>  
07/31/2006 10:30 AM

To: Angela\_Reynolds@longbeach.gov  
cc:  
Subject: Comments as part of the public record for the Shoreline Gateway project (SCH# 2—5121066).

Angela Reynolds AICP  
Environmental and community Planning Officer  
City of Long Beach  
Department of Planning and Building  
333 West Ocean Blvd 7<sup>th</sup> floor  
Long Beach, Ca 90802  
E-mail [<Angela\\_Reynolds@longbeach.gov>](mailto:Angela_Reynolds@longbeach.gov)  
<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

Dear Angela,

Please record my comments as part of the public record for the Shoreline Gateway project (SCH# 2—5121066). A11.1

Below I have listed multiple impacts, which the report offers no, weak, or ill-prepared mitigation efforts. Most of these points related to construction related activities. The weaknesses will result in intolerable conditions to neighboring residential communities that are located in very close proximity to this project. A11.2

### Section 8

#### Traffic and Circulation

TR4 Atlantic Avenue and Ocean Blvd –Right turning phases are required to support Westbound traffic as well as Eastbound. A11.3

#### AIR QUALITY

AQ1

Onsite vehicles speed shall be limited to 15miles per hour seems excessive and should be reduced to 12. A11.4

Periodic watering and or stabilizing of on site roads prior to paving should be inspected daily and watered on a fixed schedule, dependent on the inspection. A11.5

If dust is visibly generated that travels beyond the site boundaries .....during period of high winds should be determined in this document at a rate of 12mph. The wording leads the passage open to interpretation of what constitutes a high wind. Even light winds will have an impact on residential areas surrounding the site.

A11.6

NOISE

Short term construction noise Impacts

Construction hours allowable workdays shall be limited from 8am to 6pm Monday thru Friday and 10am – 4pm Saturdays. Construction should not be allowed on Sundays and holidays.

A11.7

Sincerely

Joseph K Landau  
700 E ocean blvd unit 1802  
Long beach Ca 90802



**A11. RESPONSES TO COMMENTS FROM JOSEPH K. LANDAU, DATED JULY 31, 2006.**

- A11.1 Comment noted. The City of Long Beach decision makers will consider all comments on the proposed project.
- A11.2 The comment makes a general statement that the Draft EIR offers no, weak or ill-prepared mitigation efforts, mostly related to construction related activities. The following responses address each item identified by the commenter.
- A11.3 Right-turn phasing (giving right-turning traffic a green arrow) can only be provided if there is a dedicated right-turn lane for the approach. At the Atlantic Avenue and Ocean Boulevard intersection, only the southbound approach has a dedicated right-turn lane. In general, a dedicated right-turn lane would allow traffic to be given a right-turn protected overlap signal (southbound right-turns are signaled to go while the eastbound left-turns have their green arrow), as well as being allowed to turn when the southbound left-turn traffic has its green signal. Since there is no dedicated right-turn lane for westbound traffic, no westbound right-turn signal can be provided. In addition, the westbound right-turn volume is not significantly increased by the proposed project and the curb lane does not have the limited queue storage issue as identified with the eastbound left-turn lane. Since the proposed project does not have a significant impact on capacity at the Atlantic Avenue and Ocean Boulevard intersection based on the City's performance criteria, no change to the existing signal operation for westbound traffic is proposed.
- A11.4 Pursuant to Rule 403 (Fugitive Dust), the South Coast Air Quality Management District (SCAQMD) has identified a speed limit of 15 miles per hour (mph) for on-site construction vehicles. This speed limit is adequate to reduce short-term fugitive dust impacts on nearby sensitive receptors. In addition to the speed limit, all non-paved on-site construction haul routes must be watered twice daily to reduce dust from moving vehicles. On-site construction mitigation pursuant to Rule 403 are subject to periodic inspections by both the City and SCAQMD.
- A three mph reduction in the on-site speed limit would be nominal and there is no evidence to indicate that the reduction in speed would result in a greater reduction of short-term fugitive dust.
- A11.5 Refer to Response to Comment A11.4.
- A11.6 Pursuant to Rule 403 (Fugitive Dust), the South Coast Air Quality Management District (SCAQMD) has identified high winds as winds greater than 25 mph averaged over one hour. Clearing, grading, earth moving or excavation activities that are generating dust would be required to cease during periods of high wind or during Stage 1 or Stage 2 smog



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episodes. The Draft EIR specifically identifies the definition of high winds as winds greater than 25 mph averaged over one hour.

- A11.7 The City of Long Beach *Municipal Code* regulates construction activities within the City. Section 8.80.202 of the *Municipal Code* limits construction activities during the week (including Federal holidays) between the hours of 7:00 AM and 7:00 PM. On weekends, construction activities are limited to between 9:00 AM and 6:00 PM on Saturdays and are prohibited on Sundays, unless a Work Permit is authorized.

## COMMENT NO. A12



Craig Chalfant

08/08/2006 10:16 AM

To: gal@rbf.com, shack@rbf.com

cc:

Subject: Concerned resident

----- Forwarded by Angela Reynolds/CH/CLB on 07/25/2006 04:33 PM -----



Heidi Maerker  
<Pressrelease@herald  
publications.com>  
07/22/2006 11:20 AM

To: <Angela\_Reynolds@longbeach.gov>, <Siouxja@aol.com>,  
<Suja@longbeach.gov>

cc:

Subject: Concerned resident

Dear Ms. Reynolds and Ms. Lowenthal,

I am writing to you with my concerns regarding the EIR report on the Shoreline Gateway project.

A12.1

I have lived in the Villa Riviera for over 20 years and in this time traffic has continuously worsened.

A12.2

The EIR report shows that the LOS for our corner, Ocean/Alamitos/Shoreline is supposed to get worse from our current grade of E, to F.

A12.3

This will negatively affect our health, noise levels, property value and quality of life in Long Beach.

Enough is enough. Heidi Maerker



**A12. RESPONSES TO COMMENTS FROM HEIDI MAERKER, DATED JULY 22, 2006.**

- A12.1 Comment noted. The comment is an observation of traffic conditions by the comment's author and does not raise new environmental information or challenge information presented in the Draft EIR. No further response is necessary.
- A12.2 The comment summarizes findings made within the Draft EIR and does not raise new environmental information or directly challenge information presented in the Draft EIR. It should be noted that the Alamitos/Shoreline Drive and Ocean Boulevard intersection is currently operating at a deficient LOS (LOS E) under existing conditions. The traffic analysis indicates that the intersection would operate at a deficient LOS (LOS F) for forecast year 2015 without project conditions. With the addition of project-generated trips, the intersection would continue to operate at a deficient LOS (LOS F) for forecast year 2015. However, project related traffic would contribute a V/C of 0.02 to critical movements during the AM peak hour, resulting in a significant impact, according to the City of Long Beach performance criteria. The analysis indicates that there are no feasible physical measures that would mitigate the project's impact to the intersection. Therefore, the impact is considered significant and unavoidable.
- A12.3 The comment does not raise new environmental information or directly challenge information presented in the Draft EIR. The air quality analysis (Section 5.4 of the Draft EIR) conducted for this project assessed regional and localized emissions based on project-generated traffic. As shown in Table 5.4-6 of the Draft EIR, project-related pollutant emissions associated with vehicular traffic would not contribute to significant regional emissions. Carbon monoxide (CO) concentrations are usually indicative for the local air quality generated by a roadway network and are used as an indicator if its impacts upon the local air quality. A CO hotspots analysis was conducted at 12 intersections within the project vicinity based upon SCAQMD criteria. Table 5.4-7 of the Draft EIR indicates anticipated CO levels within the area. As indicated in Table 5.4-7, CO levels would be below State and Federal standards with implementation of the proposed project. Additionally, Table 5.4-8 of the Draft EIR indicates that CO levels associated with the proposed parking structure would also be below State and Federal standards.

The noise analysis conducted for this project assessed the increased traffic noise in the area resulting from the proposed project. The project would increase noise levels on the surrounding roadways by a maximum of 4.3 dBA, which is below the established threshold of 5.0 dBA. Therefore, the project would not result in significant mobile noise impacts on surrounding roadways.



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The California Environmental Quality Act (CEQA) does not require analysis of economic and social effects of a project (i.e., property values), except where physical change is caused by economic or social effects of a project. Property values are influenced by many factors such as mortgage interest rates, price inflation, supply and demand, cost of new housing construction, income trends and employment growth rates. The interaction of these factors can change over time and are not directly dependent on development of the project site.

Quality of life is a general term and is usually based on several factors that can vary across populations. Typically, quality of life refers to overall well being with access to goods and services (i.e., transportation, police and fire services, water, schools) and environmental health (i.e., air quality, noise). These issues are addressed throughout the environmental analysis sections of the Draft EIR.

## COMMENT NO. A13

 Craig Chalfant  
08/03/2006 02:04 PM

To: gal@rbf.com  
cc:  
Subject: Shoreline Gateway

----- Forwarded by Angela Reynolds/CH/CLB on 08/01/2006 04:04 PM -----



tm82delorean@netscape.net  
08/01/2006 02:45 PM

To: angela\_reynolds@longbeach.gov  
cc:  
Subject: Shoreline Gateway

Thank you for planning to make my life safer and better overall, via the Shoreline Gateway.

I live just east of the intersection containing the Cafe and the defunct video store. I have to walk through that area to get downtown, and am regularly accosted by panhandlers, bums and other questionable individuals. Late at night is the worst - I say a prayer and smile when I make it home safely.

Something has to be done about that corner, and I thank you for trying!

Please don't listen to the naysayers. I don't know why they'd want to keep that intersection an eyesore and a safety hazard. Perhaps that is where their drug dealer hangs out?

Sincerely,  
Tom McCoy  
1250 E. Ocean Blvd

A13.1



**A13. RESPONSES TO COMMENTS FROM TOM McCOY, DATED AUGUST 1, 2006.**

- A13.1 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

## COMMENT NO. A14

Angela Reynolds  
08/15/2006 06:06 PM  
To: Craig Chalfant/CH/CLB@CLB  
cc: shack@rbf.com  
Subject: Shoreline Gateway

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 08/15/2006 06:06 PM -----



AnaMariaMcGuan@aol  
.com  
08/13/2006 10:43 PM  
To: angela\_reynolds@longbeach.gov  
cc: Patrick\_West@longbeach.gov, suzanne\_frick@longbeach.gov  
Subject: Shoreline Gateway

Angela:

On July 29, we met with our Councilwoman Suja Lowenthal regarding the proposed Shoreline Gateway development. We seemed to come to some meeting of the minds. Here are, in general, the points we all seemed to agree. I would like to make it part of my comments to the EIR on the development proposed.

### Challenges:

- Traffic will worsen from an LOS of E to F by 2015 and there is NO mitigation in sight | A14.1  
proposed or suggested by the EIR. Do we know what it will be by 2020, 2050?
- Structural improvements to the intersection are not considered by the EIR beyond right of | A14.2  
way suggestions, mostly in place already.
- The EIR is written in such a way that it does not offer alternatives or studies other | A14.3  
solutions besides telling us there is no mitigation.
- Commercial development seems to be set for failure if traffic and parking cannot be | A14.4  
mitigated. Commercial tenants/Owners would depend only in business generated by  
residents of the building that houses them or those neighbors within walking distance.
- Foot traffic improvements don't seem to be addressed in the EIR | A14.5
- Contrary to recommendations in the City's Master Plan, walking between different | A14.6  
developments along Shoreline/Ocean Blvd /East Village don't seem people friendly, and  
the EIR offers no solutions or studies alternatives.
- Parking is not being addressed in a realistic manner, density will be increased, yet the | A14.7  
parking proposed does not seem to address the actual need.
- It was suggested to vacate Lime and establish a "Parking Mitigation Fund" with the | A14.8  
proceeds. Funds to be used to find parking solutions for downtown. And having the City  
require that the developer add parking to help area residents parking needs.

### Development being proposed:

- Proposed design of the compound seems mandated exclusively by utilitarian/economic | A14.9  
reasons.
- Proposed design does not measure up to the importance, historical and pivotal location, of  
that intersection, Shoreline/Alamitos & Ocean.
- Proposed volumetric design is not grand, much less iconic, does not befit its location nor

does it measures up to its neighbors' architectural significance, the International Towers and the Villa Riviera. The most touted "stepping down" design of the volumes proposed seem to be opposite of what good design would call for.

- The highest most dense tower lacks set backs, to be more esthetically pleasing and to keep up with the characteristics of the Boulevard. Harbor Tower was mentioned as being under-valued, despite of location, because of its lack of main entrance set backs.
- Proposed design needs to be challenged, needs to break its self-imposed glass ceiling. It needs to take advantage of its privileged location. A great opportunity to come up with excellence of design for that significant location seems to be wasted by what's currently proposed.
- Proposed project fails, falls short at least, to recognize the historical significance of its setting, in particular Alamitos.
- Shoreline Gateway or Shoreline GoAway? :)

Overall, we could say with certainty that we all agreed that we welcome development of a Shoreline Gateway, with its increased density, interesting heights and exceptional architecture befitting its location. But we also asked that solutions to the challenges are pursued at the same time and with the same interest.

Ana Maria McGuan  
562.436.4732



**A14. RESPONSES TO COMMENTS FROM ANA MARIA MCGUAN, DATED AUGUST 13, 2006.**

A14.1 The Draft EIR indicates that the intersection of Alamitos Avenue/Shoreline Drive and Ocean Boulevard is currently operating at a deficient LOS (LOS E). Although 14 study intersections are forecasted to operate at a deficient LOS (LOS E or F) for forecast year 2015 without the proposed project, only the Alamitos Avenue/Shoreline Drive and Ocean Boulevard and Alamitos Avenue/Broadway intersections would worsen from LOS E under existing conditions to LOS F. For forecast year 2015 with the proposed project, 14 study area intersections are forecast to operate at a deficient LOS (LOS E or F). Of the 14 intersections, only the Lime Avenue and 3<sup>rd</sup> Street intersection would worsen from LOS E to LOS F with the proposed project. Based on City of Long Beach performance criteria, this is not considered a significant impact; also refer to Response to Comment A14.2.

The traffic analysis for the Shoreline Gateway Project analyzes traffic impacts at the time the project components are developed and occupied (year 2015). Future traffic analysis beyond 2015 would be under the purview of separate future development proposals submitted to the City of Long Beach.

A14.2 The Draft EIR indicates that the intersection of Alamitos Avenue/Shoreline Drive and Ocean Boulevard is forecast to operate at a LOS F for forecast year 2015 without the proposed project. The intersection would continue to operate at a LOS F for forecast year 2015 with the proposed project. However, project-related traffic would contribute a V/C of 0.020 to critical movements (AM peak hour only), resulting in a significant impact. The intersection of Alamitos Avenue and 7<sup>th</sup> Street is forecast to operate at a LOS E for forecast year 2015 without the proposed project. The intersection is forecast to operate at a LOS F for forecast year 2015 with the proposed project. Based on City of Long Beach performance criteria, this is not considered a significant impact. However, project-related traffic would contribute a V/C of 0.020 to critical movements (PM peak hour only), resulting in a significant impact.

As indicated in the Draft EIR, City staff has studied potential improvements to the intersections to determine if physical (structural) or significant operation changes could be made to accommodate additional traffic and/or provide 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 7<sup>th</sup> 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 intersections. 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.

Operational or policy-based changes may improve overall traffic conditions, but would not affect the volume-to-capacity calculation on which the impact criteria are based. Therefore, the project impact cannot be mitigated based on the City's analysis criteria.

- A14.3 Refer to Response to Comments A14.1 and A14.2. Mitigation requiring the project applicant to provide a rooftop camera to monitor real-time traffic operations along the Alamitos Avenue, Shoreline Drive and Ocean Boulevard corridors has been provided to enhance traffic management and safety.
- A14.4 Comment noted. The commenter does not raise new environmental information or challenge information presented in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. It should be noted parking impacts would be mitigated to a less than significant level; refer to Section 5.3, Traffic and Circulation, of the Draft EIR.
- A14.5 Pedestrian improvements are addressed in Section 5.1 of the Draft EIR, in regards to the project's consistency with the City's *General Plan* and redevelopment planning documents. As indicated in the Draft EIR, the project proposes landscaping and pedestrian paths throughout the site, including transforming the relocated Bronce Way alley into a pedestrian path connecting proposed walk-up townhouse units to existing residential uses to the north. The proposed public paseo area would provide pedestrian access from uses to the north to Ocean Boulevard. The project would be required to comply with the City's Zoning Regulations in regards to providing/maintaining sidewalks for pedestrian use around the site.
- A14.6 The concept of "people friendly" walkability is subjective. The Draft EIR addresses the project's impact on pedestrian circulation and accessibility based on the project's consistency with the goals and policies established in the City's *General Plan* and redevelopment planning documents. The project was found to be consistent with the City's *General Plan* and redevelopment planning documents, resulting in a less than significant impact.
- A14.7 Section 5.3 of the Draft EIR addresses on- and off-site parking. The City's Zoning Regulations determine the number of parking spaces required based on proposed uses. The parking analysis indicates that the amount of parking currently proposed would result in a parking deficit



City of Long Beach  
Shoreline Gateway Project Environmental Impact Report

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of 107 spaces without shared commercial/residential parking and 73 spaces with shared commercial/residential parking. The project applicant would be required to complete a shared parking analysis to determine if the amount of parking proposed is sufficient. If the shared parking analysis determines that parking would be insufficient, the project would be required to meet the parking requirements, in accordance with the City's Zoning Regulations.

- A14.8 Comment noted. The comment is a suggestion regarding establishing a "Parking Mitigation Fund". City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- A14.9 Comment noted. The comment is subjective and addresses the design of the project. The commenter does not raise new environmental information. City of Long Beach decision makers will consider all comments on the proposed project. Refer to the Revised Historic Resources Survey Report prepared by Sapphos Environmental, Inc. (August 2006), which addresses these issues and is included in Appendix 15.6 of the Final EIR). No further response is necessary.

## **COMMENT NO. A15**

**Angela Reynolds**  
08/15/2006 05:53 PM

To: Craig Chalfant/CH/CLB@CLB  
cc: shack@rbf.com  
Subject: Comments to Shoreline Gateway EIR

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 08/15/2006 05:52 PM -----



"William McKinnon"  
<mail@williammckinno  
n.com>  
08/14/2006 04:45 PM

To: <angela\_reynolds@longbeach.gov>  
cc:  
Subject: Comments to Shoreline Gateway EIR

Angela

Please confirm receipt.

Thank you

William McKinnon

Kristen Autry

**A15.1**



**A15. RESPONSES TO COMMENTS FROM WILLIAM MCKINNON AND KRISTEN AUTRY, DATED AUGUST 14, 2006.**

A15.1 The correspondence requests confirmation of receipt, however no comments are provided. No further response is necessary.

## COMMENT NO. A16

 Craig Chalfant  
08/11/2006 08:40 AM To: gal@rbf.com, shack@rbf.com  
cc:  
Subject: EIR on Shoreline Gateway

----- Forwarded by Angela Reynolds/CH/CLB on 08/10/2006 03:44 PM -----



Patricia Paris  
<patparisart@yahoo.co  
m> To: angela\_reynolds@longbeach.gov  
cc: patparis@applebyre.com, pappleby@applebyre.com  
Subject: EIR on Shoreline Gateway

08/08/2006 09:26 AM

Dear Angela,

This email serves as a written response to the EIR for Shoreline Gateway.

The EIR references The East Village Arts District Guide strategies on page 3-5 of the report.

I personally support the Anderson project as it follows the goals and visions defined in the East Village Arts District Guide for Development and urge the City and the RDA to approve this project and do whatever negotiations are needed to transform this blighted corner of the East Village.

I speak for all those residents, property owners, businesses, and participants who spent over a year and a half providing the vital information that helped to compile the plan for the East Village Arts District.

This plan was overwhelmingly supported by the public who participated in development of the plan and the City Council who adopted the plan in 1996. In October of this year, the plan will have been in use for 10 years. It will be a milestone and a positive testament to those who supported and continue to support the plan. It has been an instrument to assist in the change and transform a blighted neighborhood into a energized economic growth area. The area's improvements have been in part, a direct result of this plan. It is working, continues to work, and all the goals set forth should continue until completion.

A16.1

On page 50 and 51, of the guide, Design Specifications are spelled out and while the current developer is not placing a 500 room hotel, they have actually improved on the concept by adding housing, artist live-work units and pedestrian friendly walkways. These developers have shown their interest in following existing goals and are not trying to force upon the public a development that does not speak to the original community plan.

Ten years is a long time to wait to see development happen. We must not forget the original plan and the goals and visions of the people who are still here

patiently waiting to see all of the ideas listed in  
the East Village Guide for Development, finally  
developed and completed.

A16.1

Sincerely,

Pat Paris Appleby

\*Past East Village Arts District, Inc. President

\*Past East Village Association Participant in  
development of the

East Village Guide for Development

\*Past Central Project Area Committee Chairwoman

\*Current Central Project Area Committee Vice Chair



**A16. RESPONSES TO COMMENTS FROM PAT PARIS APPLEBY, DATED AUGUST 8, 2006.**

- A16.1 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

## COMMENT NO. A17



Craig Chalfant

07/18/2006 04:28 PM

To: gal@rbf.com

cc:

Subject: SHORELINE GATEWAY PROJECT: Draft Environmental Impact Report & Notice of Public



ripulido@verizon.net

07/18/2006 01:17 PM

To: angela\_reynolds@longbeach.gov

cc:

Subject: SHORELINE GATEWAY PROJECT: Draft Environmental Impact Report & Notice of Public

To Whom It May Concern:

I fully support the building of the Shoreline Gateway Project proposed by Anderson Pacific. I support this project for the following reasons:

Upscale Residential Housing - The city of Long Beach has indicated the need for additional housing in downtown. This project fulfills that need.

Upscale Retail - By adding additional upscale residential units, I believe this will attract more retail. "Retail Follows Residential" Retail in the form of cafes, art galleries, cleaners, shops, boutiques, and national chain stores will benefit the community.

Infill Development - The current site for the Shoreline Gateway is a critical location for downtown Long Beach and should have an iconic tower(s), which showcases our city in a positive fashion. In fact, I believe that the Shoreline Gateway should be taller! Currently, the decaying video store and its parking lot is an eyesore. The video store is rundown and its parking lot is full of litter. Why doesn't anyone complain about that? Also, the residential low-rise apartments on the site are dilapidated. Ocean Boulevard deserves better than that. A more dense urban design, high-rise tower(s) would be a better fit for downtown Long Beach.

Iconic Tower - Currently, the only towers on that corner are the International Tower and Villa Riviera. The International Tower is the only tower (on that corner) that is somewhat interesting, as it has height and its architecture is unique. The Villa Riviera is nice from a distance but as you get close, you notice that the façade is in need of MAJOR repair and the original copper roof has turned GREEN. If the residents of the Villa Riviera tower have any issues with the Shoreline Gateway project, I am surprised that they don't have issues with the existing rundown dilapidated corner across the street, or the Gas Station directly across the street, and not to mention their own tower, which needs MAJOR repair. That tower deserves more care than what is currently being provided. I think that the Amazing architecture of the Shoreline Gateway is better than a rundown video store, rundown apartments, and a gas station.

Local downtown residents, like myself, choose to live downtown for the convenience of being able to live, work and play locally. We choose to live in an urban environment and do not want to force suburban mentalities onto a progressive downtown Long Beach revitalization. If people do not like high-rise towers they shouldn't live in one and/or move away from them. Long Beach has many neighborhoods where high-rise urban areas do not exist. I believe that high-density, high-rise structures have a place and that place should be downtown Long Beach. We need to ENHANCE our skyline and I believe that this project will do just that! Please do away with surface parking lots, rundown structures, progress forward and don't let NIMBY mentality

A17.1

stifle the progress that this great city has garnered.

Regards,

Ricardo Pulido  
388 E. Ocean Blvd.  
Long Beach, CA 90802

A17.1



**A17. RESPONSES TO COMMENTS FROM RICARDO PULIDO, DATED JULY 18, 2006.**

- A17.1 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

## COMMENT NO. A18

Angela Reynolds  
08/15/2006 05:51 PM

To: Craig Chalfant/CH/CLB@CLB  
cc: shack@rbf.com  
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 08/15/2006 05:51 PM -----



Jeff Rossignol  
<mrjeffross@yahoo.co  
m>  
08/15/2006 03:31 AM

To: angela\_reynolds@longbeach.gov  
cc:  
Subject: Shoreline Gateway Project

Hello,  
I am sending you this in regards to the proposed  
Shoreline Gateway Project located on the corner of  
Ocean Blvd. and Alamitos.  
I've seen the presentation by Andreson (?) for the  
"stacked" structures to be developed at this corner  
and I just want to state that in my opinion it is a  
terrible, terrible idea and I am greatly opposed to  
it. It would be very sad to see such a tall  
development completely block from sight one of this  
city's most beloved sites, the historical Villa  
Riviera, from view of most all angles facing south.  
Are you aware of how many residents cherish their view  
of this grand landmark? Why hide it with just another  
tall, modern building that will never hold the  
significance to the city of Long Beach that the Villa  
does?

A18.1

It seems this project is only to benefit those  
specifically involved with the development, rather  
than to serve the community. It is this community that  
will be defaced and having to suffer the consequences  
of this action. Sometimes building more and more and  
bigger and bigger is not a solution to successful  
development of a desirable community, it often leads  
to its demise. Please don't forget what it is about  
Long Beach that makes it such a great city before it's  
too late.

A18.2

Thank you in advance for your time in this matter.  
J. Rossignol

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Do You Yahoo!?  
Tired of spam? Yahoo! Mail has the best spam protection around  
<http://mail.yahoo.com>



**A18. RESPONSES TO COMMENTS FROM J. ROSSIGNOL, DATED AUGUST 15, 2006.**

- A18.1 Comment noted. The comment does not raise new environmental information or directly challenge information presented in the Draft EIR. Section 5.2, Aesthetics/ Light and Glare, of the Draft EIR evaluates the impacts of the proposed project on the visual character of the site and surrounding area. The proposed 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; 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 City of Long Beach decision makers will consider all comments on the proposed project.
- A18.2 Comment noted. The commenter does not raise new environmental information or directly challenge information provided in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

August 12, 2006  
Long Beach, California

Angela Reynolds, AICP, Planning Officer,  
City of Long Beach, Department of Planning and Building  
333 West Ocean Blvd., 7th Floor  
Long Beach, CA, 90802  
[angela\\_reynolds@longbeach.gov](mailto:angela_reynolds@longbeach.gov)

RE: SCH No. 2005121006  
Public Review Draft Environmental Impact Report  
SHORELINE GATEWAY PROJECT

Dear Ms Reynolds:

Please consider my comments on the above-captioned DEIR.

In short, the project's effects on traffic have been understated due to inadequate consideration of cumulative projects.

As stated at "4.0 Basis of Cumulative Impacts," per *CEQA Guidelines* Section 15130(b), a discussion of cumulative impacts should include:

1. *Either:*

- a. *A list of past, present and possible 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.*

A19.1

The EIR, at "Table 4.1 Cumulative Projects List," provides a "summarized description" of projects which were considered in the cumulative analysis, but it is unclear which, if either, of the above-cited items from *CEQA Guidelines* is utilized. The list includes projects which are merely "entitled," are "preliminary" or "unoccupied," but omits mention of any *past* projects. This would indicate that *Guideline "a"* is not considered. On the other hand, although the "summarized description" may have been a part of some "adopted General Plan or related planning document," or otherwise be intended to conform to the intent of *Guideline "b,"* there is no indication in the EIR of how this list of

projects relates to any evaluation of “regional or area wide conditions contributing to the cumulative impact.”

A19.1

In either event, nowhere in the description of projects is there any mention of projects—“past, present or possible future” or “adopted or certified”—which are located to the *east* of Alamitos Avenue. Examples of such projects include Villa Riviera (800 E. Ocean), The Pacific (850 E. Ocean), Ocean Club (1000 E. Ocean) and many other high-density Residential projects on Ocean Boulevard extending toward Redondo Avenue. (This is only a partial list, and does not include projects which may be in the vicinity but north of Ocean Blvd.). Such a large number of projects, the source of thousands of daily vehicle trips through the impacted intersections and certainly an exacerbation of the cumulative traffic impacts should not be overlooked. Their omission from consideration in the EIR results in no other conclusion than that the Cumulative Impacts analysis is inadequate to *CEQA Guidelines*

A19.2

Therefore, the conclusion that there can be no mitigation of traffic impacts at the intersections of Alamitos Avenue at Ocean Boulevard and of Alamitos Avenue at Seventh Street, although recognized to be unsuitable for mitigation, have been dramatically understated.

A19.3

If the EIR were to have followed the applicable *CEQA Guidelines* for analysis of Cumulative Impacts and included an accurate and honest list of cumulative projects, the true degree of impacts, which by the EIR’s admission cannot be mitigated, would be available for the public and other decision makers when weighing the value of the project versus the damage of the impacts. As it stands, the EIR does not provide sufficient information for such analysis, cannot be relied upon, and does not meet *CEQA Guidelines* and should be rejected or corrected and re-circulated.

A19.4

Regards,



Gary Shelton  
1243 E. Ocean Blvd.  
Long Beach, CA 90802

562-590-9520  
[mrgshelton@yahoo.com](mailto:mrgshelton@yahoo.com)



**A19. RESPONSES TO COMMENTS FROM GARY SHELTON, DATED AUGUST 12, 2006.**

- 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 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.

## COMMENT NO. A20

Angela Reynolds  
08/15/2006 06:06 PM

To: Craig Chalfant/CH/CLB@CLB  
cc: shack@rbf.com  
Subject: Comments on the Shoreline Gateway EIR

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 08/15/2006 06:05 PM -----



"Don Slider"  
<dslider@earthlink.net>  
08/13/2006 11:01 PM

To: <angela\_reynolds@longbeach.gov>  
cc:  
Subject: Comments on the Shoreline Gateway EIR

Dear Ms. Reynolds,

I am writing in response to the Public Review Draft Environmental Impact Report for the Shoreline Gateway Project. I am a resident living at 425 East Ocean Boulevard, just a few blocks from the proposed project. I have the following comments:

Over the years, I have witnessed the unchecked development of more and more high rise residential units along Ocean Boulevard, and I've also witnessed the corresponding significant increase in vehicular traffic that frequently approaches gridlock, the extensive and pervasive shortage of parking in the area, and the reduction in quality of life resulting from this reckless development permitted by our City leaders. The proposed Shoreline Gateway project will only increase the traffic and parking problems that our city leaders have yet not addressed in their zeal to overbuild the neighborhood for the benefit of developers looking to build their project and quickly leave with profits in hand, leaving the residents of the City paying the long-term price.

A20.1

Given that the report identifies many serious traffic and other "quality of life" impacts that cannot be mitigated, I strongly urge the City to seriously consider the "No Project/No Development" alternative to allow the citizens of downtown Long Beach and the East Village to maintain (or at least not seriously reduce) their current quality of life. The recently completed Aqua development is a good example of promises made but not delivered. Victory Park was taken away from the neighborhood, and, in its place, we now have what appears to be a front lawn for two 17-story residential towers that block the light and open space that we all once enjoyed at the park. Promises of adequate parking have not been kept by the developers of Aqua nor the City. There is no reason to believe that City Hall will not, once again, sell out to the next developer without solving the pervasive parking problem that we have here in the East Village. A poll of the neighborhood would find that the residents of the East Village are strongly opposed to this project and believe that the Shoreline Gateway Project is simply not worth the additional property tax revenue that it would bring the City. Doesn't quality of life mean anything to our City leaders anymore? Do we really need another high-rise development here?

A20.2

Notwithstanding my recommendation to approve the "No Development" alternative, I am cynical enough to know that the project will be approved no matter how many of the City's residents are opposed. It's just business as usual here in Long Beach.

Accordingly, as a condition of approval, the developer should be required to provide significantly more parking than what the development is estimated to require. Every bit of available space taken by high-rise development in our neighborhood is less space that can support a parking structure to reduce the local

A20.3

parking impacts. The promise to meet the parking requirements of the City at some future date after another study is performed is simply not enough, and should not be permitted. I also ask that a more extensive parking study be performed by an independent consultant to verify the accuracy of the estimated parking spaces needed for the proposed development.

A clear plan for the developer to provide a sizeable number of low-cost parking places to visitors and nearby residents is essential to mitigate the significant harm that this project will bring to the neighborhood. If the Shoreline Gateway developer were to add several hundred new parking places, it still would not be adequate to fix the current parking shortage we now face in the neighborhood as a result of other developments previously approved by the City. Providing ample public parking is the least this developer should be required to do to mitigate the significant unavoidable impacts that this project will bring. The larger the project, the more impact our citizens must endure. It's only fair that the Shoreline Gateway developer share in the long-term solution of the neighborhood's pervasive parking problem that now exists.

**A20.3**

Further, any public works projects necessary to bring more advanced "intelligent" traffic management and other traffic improvements to the City that are required as a result of the development should be fully funded by the developer and be in place in advance of the opening of the proposed project, or the opening should be delayed. I am tired of seeing City tax dollars spent to subsidize private development.

**A20.4**

Sincerely,

Donald C. Slider  
425 East Ocean Boulevard  
Long Beach, CA 90802



**A20. RESPONSES TO COMMENTS FROM DONALD C. SLIDER, DATED AUGUST 13, 2006.**

- A20.1 Comment noted. The commenter does not raise any new environmental issues or directly challenge information presented in the Draft EIR. Section 5.3, Traffic and Circulation, of the Draft EIR analyzes the project's impact on traffic and parking within the study area. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- A20.2 Comment noted. The commenter does not raise any new environmental issues or directly challenge information presented in the Draft EIR. Quality of life is a general term and is usually based on several factors that can vary across populations. Typically, quality of life refers to overall well being with access to goods and services (i.e., transportation, police and fire services, water, schools) and environmental health (i.e., air quality, noise). These issues are addressed throughout the environmental analysis sections of the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- A20.3 Comment noted. The commenter does not raise any new environmental issues related to the Draft EIR. Section 5.3, Traffic and Circulation, of the Draft EIR analyzes the project's impact on parking within the study area. Compliance with recommended mitigation measure TR-4 would ensure impacts to parking would be less than significant. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- A20.4 Comment noted. The commenter does not raise any new environmental issues or directly challenge information presented in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

## COMMENT NO. A21

Angela Reynolds  
08/15/2006 05:59 PM

To: Craig Chalfant/CH/CLB@CLB  
cc: shack@rbf.com  
Subject: Condos

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 08/15/2006 05:59 PM -----



"Patrick Thorpe"  
<P\_A\_Thorpe@msn.co  
m>  
08/14/2006 12:44 PM

To: <angela\_reynolds@longbeach.gov>  
cc:  
Subject: Condos

Good afternoon Angela:

I am writing to express a **NO** vote on the Gateway Condo project. A21.1

As a 50+ year resident of Long Beach, I have seen far too many City supported developments crash and burn. No additional 'Crackerbox' condos are needed! A21.2

Use the city owned triangle of land for a **Fountain!**  
Create something unique for a gateway to Downtown and Shoreline. No more Aqua, Please!

And while you are at it, would it be possible to find a more appropriate storage location for the unattractive (ugly) concrete barriers the LBGP organizers are allowed to leave behind! I wasn't aware that Shoreline Drive was an industrial storage yard! A21.3

Sincerely,

Patrick Thorpe

4043 E. 5th Street  
Long Beach, CA 90814

562.433.4635



**A21. RESPONSES TO COMMENTS FROM PATRICK THORPE, DATED AUGUST 14, 2006.**

- A21.1 Comment noted. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- A21.2 Comment noted. The commenter does not raise any new environmental issues or directly challenge information presented in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- A21.3 The comment is unrelated to the proposed project or the Draft EIR. No further response is necessary.

## COMMENT NO. A22

August 14, 2006

John P. Torkelson  
375 Atlantic Avenue # 704  
Long Beach, CA 90802-2534

Angela Reynolds, AICP  
Environmental and Community Planning Officer  
City of Long Beach  
Department of Planning and Building  
333 West Ocean Blvd. – 7<sup>th</sup> Floor  
Long Beach, CA 90802

SUBJECT: Concerns (negative) on Shoreline Gateway Project

Dear Ms. Reynolds

I live in a condominium building (the Pacific Royale) just up the way from the proposed Gateway complex project, and as a stakeholder in the process, wish to notify you that our homeowners association was never consulted in regard to:

1. How the esthetic quality of life will be impacted negatively with the filling-up of major view paths towards the south of us;
2. The decline in property values that is surely to ensue with a major wiping-out of the downtown skyline if this behemoth comes to pass;
3. The gridlock and chaos that will tie-up an already choked bottleneck at that confluence of roadways, especially during construction. The developers' EIR of course, will attempt to prove that this percentage influx will be inconsequential.

A22.1

Our modest condo, sitting at the southwest corner of Atlantic Avenue and 4<sup>th</sup> Street, built in 1970, will be very adversely affected by yet another developer's monstrosity plugging up Ocean Boulevard's horizon to the extent of no longer providing decent N/S corridors of sight. The Covenant Presbyterian Manor (on the SE corner) assisted living facility located across the street will also suffer.

The twenty-two story (excluding penthouse(s)) bearing at 135 degrees from us will overpower everything around it, blocking off one of the last remaining southerly views to the harbor. By its vastness and bulk, it will wipe out the prospective that gives our city character in that area, vis-à-vis, the Villa Riviera, International tower, et al. Even the eleven (or eighteen?) and eight story proposed structures would be blocking the light and sky pathways down the East side of lower Atlantic Avenue immensely.

This unbridled construction has to be toned down. When I consider the ugliness of those two recent fortresses (the Surf, or whatever they are called) perpetrated upon us citizens

and long time residents, between Elm and Linden; the utter unimaginative-ness and third world, socialist society blockiness of it all; I become furious. And now to have this: yet another proposal to "Save" Long Beach from itself, to have it welcomed uncritically by the press, the RDA, and the vested interests is just infuriating.

A22.1

Adding insult; as a sop to the "affordable housing" claque, these developers are going to phony-up the SRO two-story at 135 Ocean, to be "studios" for the qualified, to appease the planning commission. What a joke! Probably going to get variances and taxpayer subsidies to help the whole greedy travesty along.

A22.2

These developers only addressed impacts to neighbors in a very short radius, and perhaps only to Broadway to the north (two blocks is what I heard) - if that far. Nobody ever did due diligence with us long-suffering stalwarts up here on 3<sup>rd</sup> and 4<sup>th</sup>, and Lime, Alamitos and Atlantic, and beyond. We're merely second-class citizens, whose quality of life apparently does not have to be taken into account.

A22.3

Lastly, I surely would like to know how all this is going to play in the financial markets. We already have a glut of condominiums and yet more coming on line – where's the money going to come from to fill these places up – at these prices? I see a repeat of the last bust that occurred here in Long Beach in the late 80's & early 90's due to the same factor – greed.

A22.4

I am vehemently opposed to this Anderson Pacific high rise arrogance and ruination of the skyline for the benefit of the few.

Sincerely,



John P. Torkelson



**A22. RESPONSES TO COMMENTS FROM JOHN P. TORKESON, DATED AUGUST 14, 2006.**

- A22.1 In compliance with the *CEQA Guidelines*, the City of Long Beach circulated the Initial Study and Notice of Preparation (NOP) 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 to solicit comments on the proposed project.

Section 5.2, Aesthetics/Light and Glare, of the Draft EIR addresses the project's impact on the visual character or quality of the site and surround area as well as light or glare and shade and shadow. As indicated in the Draft EIR, the proposed project would be consistent with the historically acceptable forms of high-rise urban development occurring within downtown Long Beach. However, the increase in building massing and scale would result in enlarged shade/shadow impacts to residential uses located north of Bronce Way alley and Medio Street and east of Alamitos Avenue, to hotel uses north of the project site and to adjacent roadways (i.e., Lime Avenue, Medio Street, Bronce Way Alley, Atlantic Avenue and Alamitos Avenue), thus creating a significant and unavoidable impact. Also, refer to the Revised Historic Resources Survey Report prepared by Sapphos Environmental, Inc. (August 2006), which addresses these issues and is included in Appendix 15.6 of the Final EIR.

Section 5.3, Traffic and Circulation, of the Draft EIR addresses the project's impact on the local traffic system in the project vicinity. As indicated in the Draft EIR, the proposed project, along with other cumulative projects, would result in significant and unavoidable impacts to the Alamitos Avenue/7<sup>th</sup> Street and Alamitos Avenue/Shoreline Drive and Ocean Boulevard intersections, based on the City's performance criteria. Additionally, Alamitos Avenue/7<sup>th</sup> Street and Alamitos Avenue/Shoreline Drive and Ocean Boulevard are CMP study intersections and would result in significant and unavoidable impacts, based on CMP performance criteria.

The California Environmental Quality Act (CEQA) does not require analysis of economic and social effects of a project (i.e., property values), except where physical change is caused by economic or social effects of a project. Property values are influenced by many factors such as mortgage interest rates, price inflation, supply and demand, cost of new housing construction, income trends and employment growth rates. The interaction of these factors can change over time and are not directly dependent on development of the project site.

- A22.2 Comment noted. The commenter does not raise any new environmental issues or directly challenge information presented in the DEIR. City of



City of Long Beach  
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Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

- A22.3      Section 5.0 of the Draft EIR provides a detailed environmental analysis of project impacts based on environmental issue areas. The radius around the project site in which impacts are assessed is dependent upon the environmental issue being analyzed and the project's ability to impact the surrounding area. Refer to Sections 5.1 – 5.8 of the Draft EIR for a detailed description of the methodology utilized for the project impact analysis.
- A22.4      Comment noted. The commenter does not raise any new environmental issues or directly challenge information presented in the DEIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

## COMMENT NO. A23



Craig Chalfant  
07/18/2006 04:30 PM

To: gal@rbf.com  
cc:  
Subject: Shoreline gateway project SCH #2005121066



karen tran  
<karenduong2002@yahoo.com>  
07/13/2006 06:02 PM

To: angela\_reynolds@longbeach.gov  
cc:  
Subject: Shoreline gateway project SCH #2005121066

Dear Angela.

My name is Tim Tran who is the owner of property on 1st street , longbeach. I ' m very happy about the shoreline gateway project SCH # 2005121066.  
This development project is very appropriate for this neighborhood in Longbeach.

A23.1

Thank you

Tim Tran

---

Talk is cheap. Use Yahoo! Messenger to make PC-to-Phone calls. Great rates starting at 1¢/min.



**A23. RESPONSES TO COMMENTS FROM TIM TRAN, DATED JULY 13, 2006.**

- A23.1 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

## COMMENT NO. A24



Craig Chalfant

08/03/2006 04:32 PM

To: gal@rbf.com, shack@rbf.com

cc:

Subject: Re: Shoreline Gateway Project

We will include your correspondence as a comment to the DEIR which will be responded to. thank you

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

Building a Great City, Delivering Exceptional Service  
NORMAN WIENER <nhotdog@prodigy.net>



NORMAN WIENER  
<nhotdog@prodigy.net>

08/02/2006 06:37 PM

To: angela\_reynolds@longbeach.gov  
cc:  
Subject: Shoreline Gateway Project

Dear Ms. Reynolds,

In none of the publications and articles, no consideration has been given to The Royal Palms Apts., 100 Atlantic Avenue, Long Beach 90802. We are an 11-story building, and if the plans are approved, all ocean view apartments will no longer have these views as the 3 intended highrises will obliterate same. These units were purchased at a premium price; no longer will we and others enjoy these views and we will surely lose much of our investment.

A24.1

With all the building going on in downtown Long Beach, both rentals and condominiums, we will have extensively overbuilt and vacancies will predominate the real estate market.

A24.2

One smaller highrise at the corner of Alamitos and Ocean, the site of Video Choice, should suffice.

A24.3

Thank you for your attention and consideration.

Norman Wiener

100 Atlantic Avenue is over 50-years old and is entitled to historical site status

A24.4



**A24. RESPONSES TO COMMENTS FROM NORMAN WIENER, DATED AUGUST 2, 2006.**

A24.1 Section 5.2, Aesthetics/Light and Glare, of the Draft EIR evaluates the impacts of the proposed project on the visual character of the site and surrounding area. Although not specifically referenced in the Draft EIR, the Royal Palms Apartments are considered within the surrounding area of the project site. 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. Views of towers south of Ocean Boulevard and portions of the skyline would be replaced or combined with views of towers within the project site. The proposed 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. Further, development of the project at a higher density has been anticipated in various planning documents for the downtown area (i.e., General Plan, Zoning Code, The Guide for Development and Strategy for Development) and would be compatible with existing development along Ocean Boulevard.

The California Environmental Quality Act (CEQA) does not require analysis of economic and social effects of a project (i.e., property values), except where physical change is caused by economic or social effects of a project. Property values are influenced by many factors such as mortgage interest rates, price inflation, supply and demand, cost of new housing construction, income trends and employment growth rates. The interaction of these factors can change over time and are not directly dependent on development of the project site. The City of Long Beach decision makers will consider all comments on the proposed project.

- A24.2 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- A24.3 Refer to Response to Comment A24.1
- A24.4 The comment is unrelated to the proposed project or the Draft EIR. No further response is necessary.

## COMMENT NO. A25



Craig Chalfant  
08/08/2006 09:32 AM

To: gal@rbf.com, shack@rbf.com  
cc:  
Subject: Re: EIR - Shoreline Gateway Project

Clive Williams <clivewill\_cid@yahoo.com>



Clive Williams  
<clivewill\_cid@yahoo.  
com>  
08/07/2006 07:09 PM

To: angela\_reynolds@longbeach.gov  
cc:  
Subject: EIR - Shoreline Gateway Project

Ms Reynolds,

I was unable to attend the public hearing last week so I have attached my comments here.

I am a resident owner of the International Tower directly opposite the project. I have (2) units, one of which directly faces the proposed tower, just below it's top. The developers also made a personal presentation to our owners as they did with the Villa Riviera, as you mentioned.

I am also a practicing architect, so I have both a personal and professional interest in the project. The International Tower owners were generally impressed and in favor of the project as it was presented and so, very much, am I. The developers are fully entitled to develop the site to the density and height that the zoning allows and I believe that they have done that most sympathetically, to protect view lines for neighbors such as myself. The planning and stepping of the building elements also minimizes the massing required to make the project economically viable. (unlike the Aqua, not to name names!).

To claim historic significance for any of the existing buildings on the site is a total stretch! (unless "historic" and "blighted" are synonymous by some people's definition). The main, grand boulevard of our city deserves first class developments and a first class streetscape. I believe this project achieves that and would be a credit to our city.

Clive Williams  
700 East Ocean Blvd. #708  
(562) 437.3391

A25.1

---

Groups are talking. We're listening. Check out the [handy changes to Yahoo! Groups](#).



**A25. RESPONSES TO COMMENTS FROM CLIVE WILLIAMS, DATED AUGUST 7, 2006.**

- A25.1 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

Aug 8 - 2006

I believe the Long Beach  
cafe at 615 East Ocean should  
be torn down. They have  
had lots of complaints about  
not having a restroom for  
disabled people also no fans  
in the rest room it is to  
small for a wheelchair to  
go into. also atnite when  
the cooks are cooking they  
~~that~~ one help take down  
the filters which are above  
the cooking area. the dust  
flies on the food. what  
they are cooking.  
The price of the food is to  
high for any people that are  
on limited income can not  
afford to eat there.

See Below

A26.1

Rose Wray  
Judy Rotthe  
John Law  
Joe Anderson  
Joe Potter  
Peg Anderson  
Jay Cates  
Betty Roth  
Bette Dray  
Jem Smith



**A26. RESPONSES TO COMMENTS FROM ROSE WRAY, ET.AL., DATED AUGUST 8, 2006.**

- A26.1 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

*John Carl Brogdon*

## MAILING ADDRESS:

100 ATLANTIC AVE.  
SUITE 1112  
LONG BEACH, CA  
90802

(213) 437-2123

~~HOLLYWOOD BLVD~~  
CULVER CITY, CA  
90230

Editor, Long Beach Press-Telegram  
RE: so-called "Shoreline Gateway Project"

This long-term owner-resident of The Royal Palms, a 12-story OYO built 1958-60, comprising 165 owner-occupied units and located at Atlantic and First, is increasingly concerned that while the deleterious effects of "the shoreline gateway" (to nowhere?) on Villa Riviera and the Artaban are ~~given~~, none is given to the adverse effects on The Royal Palms' magnificent ocean views, of the proposed trio of ugly, slab-like high rises at Ocean/Alamitos/Lime

A27.1

Are our amenities, including our views for which we have paid dearly over many decades, to be destroyed, diminished, dessicated? To appreciate that the Redevelopment Agency (and, ultimately, the city council) is on the verge of committing another major blunder in shaping Our Downtown, you only have to proceed one block westerly on Ocean Blvd to another trio of 22-story buildings that have (alas) already been built but not occupied. (What shoddiness has prevented these three ugly sisters from getting a certificate of occupancy?) What should be done with this project area--Shoreline Gateway Project?

Firstly, a commitment by council and agency to protect the views and augment the parking of the venerable Royal Palms, Inc. And any other affected properties.

A27.2

Secondly, and importantly, this project should consist of ONE, NOT THREE (!) major structures. And that ONE should be a tall, narrow, "skyscraper" of appropriate height, situs, parking, minimizing harm. Thirdly, the first and maybe the second of this narrow building, shaped to minimize the "taking" of our views, could comprise stores and cafes, with an underground garage wide and deep enough as needed to solve, not exacerbate, long-term parking deficits.

The first and second floor areas would blend into a vast, dedicated (to open space), plaza-like, lushly landscaped urban isle, something to behold and to savor--a positive statement, not just another helter-skelter urban jungle with no jingle.

Since it is "in redevelopment", all the more reason to demand design and density criteria beneficial to those of us who have kept Our Downtown alive. Why not protect the equity and affordable housing of those of us who have demonstrated that they are REAL long beach lovers?

JOHN CARL BROGDON

*John Carl Brogdon*

\*\*25-year downtown owner-resident;  
ex-vice chair, CC Rdevelopment Asey;  
ex-mayor pro tem, CC. (4 I.D. only).



## A27. RESPONSES TO COMMENTS FROM JOHN CARL BROGDON, NO DATE.

- A27.1 Section 5.2, Aesthetics/Light and Glare, of the Draft EIR evaluates the impacts of the proposed project on the visual character of the site and surrounding area. Although not specifically referenced in the Draft EIR, the Royal Palms Apartments are considered within the surrounding area of the project site. 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. Views of towers south of Ocean Boulevard and portions of the skyline would be replaced or combined with views of towers within the project site. The proposed 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. Further, development of the project at a higher density has been anticipated in various planning documents for the downtown area (i.e., General Plan, Zoning Code, The Guide for Development and Strategy for Development) and would be compatible with existing development along Ocean Boulevard.
- A27.2 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

## COMMENT NO. B1

 Craig Chalfant  
07/19/2006 08:03 AM

To: gal@rbf.com  
cc:  
Subject: Shoreline Gateway Project (SCH#2005121066)



Stephen.Breskin@ubo  
c.com  
07/17/2006 09:43 AM

To: angela\_reynolds@longbeach.gov  
cc: Catherine.Watkins@uboc.com  
Subject: Shoreline Gateway Project (SCH#2005121066)

Dear Ms. Reynolds,

Union Bank of California, in its capacity as Trustee of the Finch Trust manages a property at the north-east corner of Long Beach Boulevard and Alamitos Avenue. The property is currently occupied by a gas station.

We are interested to know whether the proposed above-referenced project will have any impact on traffic flows in the vicinity of our property. Specifically, will potential points of ingress or egress to the existing gas station be modified in any way.

I have reviewed Section 4.15 (Transportation & Traffic) of the RBF Consulting Report dated December, 2005 but could not find adequate information therein to address my question.

Please feel free to respond via email or call me at 619.230.4509.

Many thanks for your assistance.

Stephen Breskin  
Vice President & Manager  
Trust Real Estate Management  
619.230.4509

B1.1

\*\*\*\*\*  
This communication (including any attachments) may contain privileged or confidential information intended for a specific individual and purpose, and is protected by law. If you are not the intended recipient, you should delete this communication and/or shred the materials and any attachments and are hereby notified that any disclosure, copying, or distribution of this communication, or the taking of any action based on it, is strictly prohibited.

Thank you.



**B1. RESPONSES TO COMMENTS FROM STEPHEN BRESKIN, TRUST REAL ESTATE MANAGEMENT, DATED JULY 17, 2006.**

B1.1 A traffic impact study was completed to evaluate the impacts of the proposed project on the local traffic system in the project vicinity. Section 5.3, Traffic and Circulation, of the Draft EIR provides a summary of the technical traffic analysis. The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS). LOS is a description of traffic performance at intersections. It is based on volume-to-capacity (V/C) ratio. Levels range from A to F with A representing excellent (free-flow) conditions and F representing extreme congestion. The level of traffic during the peak hours at an intersection (volume) is compared to the amount of traffic that the intersection is able to carry (capacity). Intersections with vehicular volumes that are at or near capacity ( $V/C \geq 1.0$ ) experience greater congestion and longer vehicle delays. As indicated in DEIR, the Alamitos/Shoreline Drive and Ocean Boulevard intersection is currently operating at a deficient LOS (LOS E) under existing conditions. The traffic analysis indicates that the intersection would operate at a deficient LOS (LOS F) for forecast year 2015 without project conditions. With the addition of project-generated trips, the intersection would continue to operate at a deficient LOS (LOS F) for forecast year 2015. However, project related traffic would contribute a V/C of 0.02 to critical movements during the AM peak hour, resulting in greater congestion and longer vehicle delays. According to the City of Long Beach performance criteria, this is considered a significant impact. The analysis indicates that there are no feasible physical measures that would mitigate the project's impact to the intersection. Therefore, the impact is considered significant and unavoidable.

The proposed project would not result in modifications to the existing ingress and/or egress points of the gas station located at the northeast corner of Ocean Boulevard and Alamitos Avenue. Any future modifications to potential ingress or egress points of the existing gas station would be unrelated to the proposed project and would be reviewed by the City of Long Beach.

## COMMENT NO. B2

 Craig Chalfant  
07/27/2006 09:55 AM To: gal@rbf.com  
cc:  
Subject: Re: Shoreline Gateway DEIR

Thank You...we'll add you comments to the record.

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

Building a Great City, Delivering Exceptional Service  
Jessjohannsen@aol.com



Jessjohannsen@aol.co  
m  
07/25/2006 09:24 PM To: angela\_reynolds@longbeach.gov  
cc:  
Subject: Shoreline Gateway DEIR

Ms Reynolds,

### **International Tower Comments to the Shoreline Gateway DEIR:**

Overall the International Tower Owners Association, agrees with what has been outlined in the Draft EIR for the Shoreline Gateway development. B2.1

Regarding traffic, it is important that conditions for approval of the project, and perhaps with LBC Redevelopment Agency funding, include traffic calming improvements to the intersection at Ocean and Shoreline to reduce noise and to increase pedestrian safety and well being.

These improvements should include, at a minimum, (1) narrowing of the traffic lanes, (2) provide brick paver pedestrian walkways in both directions, (3) widen landscaped planters and (4) improve lighting. These improvements would make the intersection more accommodating to pedestrians, as well as motorists by increasing their sense of place. B2.2

These recommendations are strongly recommends at the Atlantic/Ocean intersection and Alamitos/Broadway as well.

In addition, the city, and or developer, should redesign and provide funding for improvements to Victory Park at Ocean and Shoreline to eliminate the unsightly jungle environment on that corner to improve visibility for pedestrians, as well as motorists. These improvements would also help eliminate an attractive nuisance for vagrants, homeless, and drug dealers, and would make residents in the neighborhood feel more comfortable. Because International Tower maintains the park in front of the building, the association will be happy to properly maintain these improvements. B2.3

Otherwise as the project has progressed, it appears to be an improvement to the neighborhood, even though differences in opinions vary within the association membership. B2.4

Jess Johannsen  
ITOA Long Beach City Liaison  
International Tower  
700 E Ocean Blvd. #1206

Long Beach, CA 90208



Craig Chalfant

07/27/2006 04:29 PM

To: gal@rbf.com  
cc:  
Subject: Re: Shoreline Gateway DEIR

Got it.

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

Building a Great City, Delivering Exceptional Service  
Jessjohannsen@aol.com



Jessjohannsen@aol.co  
m  
07/26/2006 06:40 PM

To: Angela\_Reynolds@longbeach.gov  
cc:  
Subject: Re: Shoreline Gateway DEIR

Angela,

Thanks you for your response.

In recognizing an error in my email, please replace the forth paragraph with the following.

*These recommendations should strongly be considered for the Ocean/Atlantic and Alamitos/Broadway intersections as well.*

B2.5

Thank you.

Jes Johannsen



**B2. RESPONSES TO COMMENTS FROM JESS JOHANNSEN, INTERNATIONAL TOWER OWNERS ASSOCIATION, DATED JULY 25, 2006 AND JULY 26, 2006.**

- B2.1 Comment noted. No further response is necessary.
- B2.2 As indicated in the Draft EIR, traffic generated by the proposed project would not result in a significant increase in traffic noise in the area that would exceed the City's established standards. The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS). LOS is a description of traffic performance at intersections. It is based on volume-to-capacity (V/C) ratio. Levels range from A to F with A representing excellent (free-flow) conditions and F representing extreme congestion. The level of traffic during the peak hours at an intersection (volume) is compared to the amount of traffic that the intersection is able to carry (capacity). Intersections with vehicular volumes that are at or near capacity ( $V/C \approx 1.0$ ) experience greater congestion and longer vehicle delays. The traffic analysis indicates that the intersection of Alamitos Avenue/Shoreline Drive and Ocean Boulevard is currently operating at a deficient LOS (LOS E) for existing conditions. 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. Narrowing of the traffic lanes, as suggested, would result in increased delays at intersections. Potential traffic calming measures and improvements may be developed in future consultation with City staff.
- B2.3 As indicated in Section 5.8, Public Services and Utilities, of the Draft EIR, the project proposes recreational and leisure amenities for potential residents including a podium garden with a swimming pool, lawn, garden alcove and clubhouse. Additionally, the townhouse units fronting the terrace garden would have private yards. A workout room and gym would be situated on the first and second floors of the Gateway Tower and a lap pool and sun deck would be provided on the roof. Additionally, the project would incorporate passive open space areas, including an elliptical paseo and forecourt area. Provision of recreational amenities would reduce the demand on park and recreational facilities in the area. Although the project does not propose development of a park, the proposed project would be required to pay park impact fees, as established by the City, to compensate for the impacts of the proposed project on park and recreational facilities. Chapter 18.18 of the *Long Beach Municipal Code* requires payment of park fees for parkland acquisition and recreation improvements, prior to the issuance of certificate of occupancy for residential developments, as defined in the *Municipal Code*. The park fee imposed on residential development projects reflects the specific project's share of the cost of providing parkland and improvements to meet the needs created by the residential development at established City service level standards.



**City of Long Beach  
Shoreline Gateway Project Environmental Impact Report**

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- B2.4      Comment noted. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- B2.5      Comment noted. No further response is necessary.

JULY 26, 2006 COMMENT NO. B3

Dear Planning Dep't,

WE ARE WRITING TO OPPOSE THE proposed) DEVELOPMENT OF The 2.2 acres AT OCEAN + ALAMITOS. This is ANOTHER EXAMPLE of the RAMPANT DESTRUCTION OF OUR QUALITY OF LIFE. WE ALREADY HAVE ENOUGH HIGH RISES IN THIS AREA. You NEVER TELL US what the occupancy RATE is for THE BUILDINGS ALREADY HERE - 22, 18, + 8 STORIES AT THIS ALREADY CONGESTED INTERSECTION?? You've got to be KIDDING. WE DON'T NEED OR WANT 358 more UNITS AT THIS LOCATION - the TRAFFIC CONGESTION, POLLUTION AND UNHEALTHY DENSITY WILL FURTHER ERODE THE QUALITY OF LIFE FOR EVERYONE EXCEPT THE VULTURE DEVELOPERS WHO WANT TO LINE THEIR POCKETS (WITH AN OLD LADY'S HONEY, NOLESS!) AND THEN LEAVE OUR COMMUNITY TO STEW IN OUR OWN JUICES!!

B3.1

WHY NOT LOOK AT COMMUNITIES LIKE SANTA BARBARA where DEVELOPERS ARE HELD TO A ZONING CODE THAT ENHANCES THE URBAN ENVIRONMENT? The PARCEL At ocean/ALAMITOS WOULD BE OK for LOW-RISE, ATTRACTIVE CONDOS, + THE LONG BEACH CAFE, one of our retro treasures, could BE SAVED.

B3.2

DON'T LET THIS DEVELOPMENT DESTROY OUR NEIGHBORHOOD!

B3.3

Neighbors on Ocean Blvd.



**B3. RESPONSES TO COMMENTS FROM NEIGHBORS ON OCEAN BOULEVARD, DATED JULY 26, 2006.**

- B3.1 The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. Quality of life is a general term and is usually based on several factors that can vary across populations. Typically, quality of life refers to overall well being with access to goods and services (i.e., transportation, police and fire services, water, schools) and environmental health (i.e., air quality, noise). These issues are addressed throughout the environmental analysis sections of the DEIR. City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- B3.2 The comment does not raise new environmental information or directly challenge information presented in the DEIR. The City of Long Beach will consider all comments on the proposed project during the decision-making process for the project. As indicated in Section 5.1, Land Use and Relevant Planning, of the Draft EIR, the project site is zoned Downtown Planned Development District (PD-30) and is located within an unlimited height district of PD-30. The proposed building heights are consistent with the unlimited height district and would be consistent with the high-rise development that currently exists within the downtown area.
- B3.3 Comment noted. The City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

# DRISCOLL & FOX

COMMENT NO. B4

L A W Y E R S

William P. Driscoll [wdrisc@pacbell.net](mailto:wdrisc@pacbell.net)  
Mark R. Fox [markrfox@pacbell.net](mailto:markrfox@pacbell.net)

The Petroleum Building  
714 West Olympic Boulevard, Suite 614  
Los Angeles, California 90015  
(213) 745-8480 Telephone  
(213) 745-5505 Facsimile

(213) 745-8482 Driscoll  
(213) 745-8481 Fox

July 27, 2006

Angela Reynolds, AICP  
Environmental and Community Planning Officer  
City of Long Beach  
Department of Planning and Building  
333 West Ocean Boulevard, 7<sup>th</sup> Floor  
Long Beach, CA 90802

Subject: Comments on, and Objection to, the Draft Environmental Impact Report Shoreline Gateway Project

Dear Ms. Reynolds,

This firm represents Henry J. Levin and Margaret Levin the owners of the real property located at 645 E. Ocean Blvd. Long Beach, California (Subject Property). Said property is within the confines of the proposed Shoreline Gateway Project.

We have reviewed the above document and offer the following comments concerning the adequacy of the Draft EIR under the California Environmental Quality Act (CEQA) (Initial Study).

B4.1

Section 15151 of the State CEQA Guidelines provides the standards for adequacy of an EIR and states that an EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information, which enables them to make a decision, which intelligently takes account of environmental consequences of a project. The Draft EIR for the Shoreline Gateway Project does not meet this standard for several reasons outlined below.

Inadequate Project Description. The project description is not sufficiently detailed to allow for accurate evaluation or full disclosure of the project's environmental effects. Some of the ways in which the project description is inadequate and how this results in inadequate environmental evaluation is summarized below.

B4.2

Grading and Excavation. The Initial Study indicates that the site is underlain by uncertified or undocumented fill material, which may be prone to instability. This material will likely need to be removed from the site. The project description needs to identify the volume of this material and what effects this may have on export and additional import of material for the project.

## DRISCOLL & FOX

Inadequate Discussion of Topical Issues. In *Concerned Citizens of Costa Mesa, Inc. v. 32nd District Agricultural Assoc.* (1986) 42 Cal. 3d 929, the court held that "the EIR must contain facts and analysis, not just the agency's bare conclusions or opinions." The EIR does not provide adequate quantification of project impacts or a clear delineation of the significance of residual impacts after implementation of mitigation.

B4.3

Traffic & Circulation. The Initial Study fails to adequately consider the significant increase in traffic flow that will be occasioned by the construction of the proposed improvement in the manner proposed. Particularly Section 5.3 attempts to gloss over and/or fails to acknowledge the massive increase in population at or near the Subject Project and the service vehicles necessary to provide basic services to the increased population at the Subject Location. The preparing Agency must look beyond the incremental tax benefit flowing to the Agency as a result of the proposed Project and instead look to the negative impacts that will be suffered by the greater population of Long Beach who have, for years, enjoyed a pristine community.

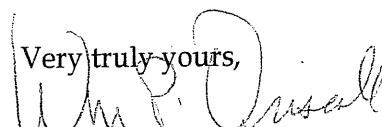
B4.4

Noise and Vibration. The Initial Study fails to adequately address the noise and vibration occasioned by the massive construction project that will be required for the construction of the improvements in the manner proposed. Particularly Section 5.5 does not adequately address the increased noise that will be occasioned during the process of construction, particularly how the noise and vibration will affect the early occupants of the Project as the remaining portions are completed. Simple statements that noise will not be a problem, without scientific or statistical evidence to establish the same are of no value and must be disregarded by the decision makers.

B4.5

Based on the foregoing, as well as evidence that may be submitted at the time of a hearing by an independent judicial body, we, on behalf of our clients, Henry J. Levin and Margaret Levin, the owners of the real property located at 645 E. Ocean Blvd. Long Beach, California hereby object to the instant project as described in the Initial Study and furthermore ask that the comments to said study contained herein be incorporated into the official record of this matter.

B4.6

Very truly yours,  
  
William P. Driscoll



**B4. RESPONSES TO COMMENTS FROM WILLIAM P. DRISCOLL, DRISCOLL & FOX, LAWYERS, DATED JULY 27, 2006.**

- B4.1 The comment makes a general statement that the Draft EIR for the project does not meet CEQA standards for adequacy. Refer to the following responses, which address each item identified as being inadequate by the commenter.
- B4.2 The comment states that the project description is inadequate resulting in inadequate environmental evaluation in regards to grading and excavation. The commenter refers to a statement in the Initial Study, which indicates, "the site is underlain by uncertified or undocumented fill material, which may be prone to instability". The discussion of soils in the Initial Study does identify the site as being located in an area in which the *General Plan* identifies as consisting of predominately granular non-marine terrace deposits overlying Pleistocene granular marine sediments at shallow depths. This deep marine section is composed of interbedded units of sandstone, siltstone and shale. The near surface soils on the terrace consist predominately of cohesionless soils such as sand, silty sand and sandy silt that are generally medium to very dense. Cohesive soils such as clayey silt and silty clay, although less dominant are also present as layers in thesees surficial deposits. The consistency of these units is described as ranging from stiff to hard. Development of the project would be subject to site-specific geotechnical analysis and would be designed in compliance with applicable building codes. It should be noted that grading activities would include the excavation and transport of approximately 140,000 cubic yards of soil and other materials, as indicated in Section 5.4, Air Quality and Section 5.5, Nose, of the Draft EIR.
- B4.3 The comment makes a general statement that the Draft EIR does not provide adequate quantification of project impacts or a clear delineation of the significance of residual impacts after implementation of the mitigation.
- As indicated in Section 5.0, Environmental Analysis, each environmental issue is addressed in a separate section of the EIR and is organized into sections. The "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. According to Section 15064.7 (a) of the *CEQA Guidelines*, "A threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental effect, noncompliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant."



The “Impacts” section describes potential environmental changes to the existing physical conditions, which may occur if the proposed project is implemented. Within each “Impacts” section, the “Level of Significance Before Mitigation” identifies the impact significance level prior to analysis and prior to the imposition of mitigation measures. 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. The impact analysis may be qualitative or quantitative, depending upon the environmental issue and the significance threshold criteria. If impacts are determined to be significant, mitigation measures are provided where feasible. Analysis is provided to determine the level of significance after the mitigation measure is implemented.

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 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.”

“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]*).

- B4.4      The comment refers to the Initial Study in referencing the topic of traffic and circulation. However, it is assumed that the commenter is referring to the Draft EIR based on the commenter’s reference to Section 5.3, which is the Traffic and Circulation section of the Draft EIR.

The project is comprised primarily of residential uses with a relatively small component of retail/gallery space. Although the population on the site would increase with the proposed project, residential uses do not typically require a large number of service vehicles on a regular basis. Service vehicles to the site would primarily consist of delivery vans and parcel delivery trucks. The number of trips associated with these vehicles would be nominal and would not significantly impact traffic flows in the surrounding area. Section 5.3, Traffic and Circulation, of the Draft EIR provides an extensive analysis of the proposed project on the local traffic system.



City of Long Beach  
Shoreline Gateway Project Environmental Impact Report

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- B4.5      The comment refers to the Initial Study in referencing the topic of noise and vibration. However, it is assumed that the commenter is referring to the DEIR based on the commenter's reference to Section 5.5, which is the Noise section of the Draft EIR.

Section 5.5, Noise, of the Draft EIR, addresses short-term construction noise impacts, including temporary noise and/or vibration impacts to nearby sensitive receivers. Table 5.5-7, shows that at 100 feet noise levels would be at approximately 86 dBA, which would exceed the City's noise standards of 60 dBA at any period of time. The analysis indicates that with implementation of mitigation measures, short-term construction noise impacts and on-site long-term impacts would remain significant and unavoidable. As indicated in Section 3.0, Project Description, of the Draft EIR, the project is anticipated to be completed in one phase. An analysis of noise and vibration impacts to early occupants is not required, as the potential for early occupants within the project site would not occur.

- B4.6      Comment noted. The City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.

## COMMENT NO. B5

Jamilla Vollmann  
08/14/2006 02:32 PM

To: David White/CH/CLB@CLB, Craig Chalfant/CH/CLB@CLB, Lisa Fall/CD/CLB@CLB  
cc:  
Subject: [saveLBCskyline] Shoreline Gateway Deadline Monday 8/14

FYI

Jamilla Vollmann Development Project Manager Long Beach Redevelopment Agency 5  
62 570 6582  
----- Forwarded by Jamilla Vollmann/CD/CLB on 08/14/2006 02:31 PM -----



Kristen Autry  
<saveLBCskyline@earth  
link.net>  
Sent by:  
saveLBCskyline@google  
roups.com

08/12/2006 03:48 PM  
Please respond to  
saveLBCskyline

To: saveLBCskyline@googlegroups.com

cc:

Subject: [saveLBCskyline] Shoreline Gateway Deadline Monday 8/14

Hello Friends,

The public comment period of the Draft Environmental Impact Report ends Monday, August 14, 2006 at 5:00pm. If you would like to send any words:

Angela Reynolds, AICP  
Environmental and Community Planning Officer  
City of Long Beach  
Department of Planning and Building  
333 West Ocean Boulevard, 7th Floor  
Long Beach, California 90802

OR via E-Mail to: angela\_reynolds@longbeach.gov

The draft EIR document is available at: [www.longbeach.gov/plan/pb/epd/er.asp](http://www.longbeach.gov/plan/pb/epd/er.asp)

We will be posting our response to the draft EIR on SaveLBCSkyline.org and will provide hosting or links for any others who wish to have their comments on-line. This is the time to have your voices heard and to shape the form and texture of our City's skyline. We urge you to take this opportunity to become involved.

Sincerely,

Kristen Autry, Director  
SaveLBCSkyline.org  
562/491-1385

"Fortune favors the brave." -Scottish family herald from the Isle of Skye

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<http://www.saveLBCskyline.org>

B5.1

savelbcskyline@earthlink.net

You received this message because you are subscribed to the "savelbcskyline" email list..

To unsubscribe from this group, send an email to  
savelbcskyline-unsubscribe@googlegroups.com

For more options, visit this group at  
<http://groups.google.com/group/savelbcskyline>

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**B5. RESPONSES TO COMMENTS FROM KRISTEN AUTRY,  
SAVELBCSKYLINE, DATED AUGUST 12, 2006.**

B5.1 The comment letter provides notification of the public comment period for the Draft EIR, identifies the contact person to forward comments and provides the website to access the Draft EIR. The comment letter does not provide comments related to the Draft EIR. No further response is necessary.

## COMMENT NO. B6



"John Thomas"  
[jthomas@dslextreme.com](mailto:jthomas@dslextreme.com)

08/14/2006 10:50 AM  
Please respond to "John Thomas"

To: <[jan\\_ostashay@longbeach.gov](mailto:jan_ostashay@longbeach.gov)>, "Angela Reynolds" <[angela\\_reynolds@longbeach.gov](mailto:angela_reynolds@longbeach.gov)>, <[jthomas@dslextreme.com](mailto:jthomas@dslextreme.com)>  
cc: "Brian Ulaszewski" <[bulaszewski@hotmail.com](mailto:bulaszewski@hotmail.com)>, <[RPVDAVE@aol.com](mailto:RPVDAVE@aol.com)>, "Maureen Neeley" <[neeleym@att.net](mailto:neeleym@att.net)>, <[Maureenpoe@earthlink.net](mailto:Maureenpoe@earthlink.net)>, "Louise Ivers" <[livers@csudh.edu](mailto:livers@csudh.edu)>, "Mary Kay Nottage" <[preservation@lbheritage.org](mailto:preservation@lbheritage.org)>, "Mary Sullivan" <[marysullivan@earthlink.net](mailto:marysullivan@earthlink.net)>, <[ReneeIMC@aol.com](mailto:ReneeIMC@aol.com)>, <[Jon@interstices-lb.com](mailto:Jon@interstices-lb.com)>, "Jan Van Dijis" <[jrvandijs@earthlink.net](mailto:jrvandijs@earthlink.net)>, "Bill Cwiklo" <[wcyclops@aol.com](mailto:wcyclops@aol.com)>, <[AnaMariaMcGuan@aol.com](mailto:AnaMariaMcGuan@aol.com)>, <[Becky@blaircommercial.com](mailto:Becky@blaircommercial.com)>, <[suja@longbeach.gov](mailto:suja@longbeach.gov)>  
Subject: Shoreline Gateway EIR

Attached please find our email response from Long Beach Heritage Advocacy Committee. Our focus is primarily dealing with the cultural and historical impacts and mitigation measures suggested as a result of the proposed project.

If you have any questions, please feel free to contact me directly.

Thank you.

John Thomas

Vice President Advocacy, Long Beach Heritage



562 400-9803 EIR SLOW.wps

Ms. Angela Reynolds, AICP  
Environmental and Community Planning Officer  
City of Long Beach  
Department of Planning and Building  
333 West Ocean Boulevard, Seventh Floor  
Long Beach, California 90802

**Re: Response on behalf of Long Beach Heritage for the Environmental Impact Report- Shoreline Gateway Project**

Dear Ms. Reynolds:

I am writing on behalf of Long Beach Heritage (LBH) to provide comments on the Environment Impact Report (EIR) for the Shoreline Gateway Project. Long Beach Heritage is a nonprofit education and advocacy group promoting public knowledge and preservation of significant and historical architectural resources, neighborhoods and the cultural heritage of Long Beach.

Significance

Our review of the EIR focuses on the project's potential impact on the historic and cultural resources of the area generally described as the intersection of Alamitos Boulevard and Ocean Boulevard. LBH agrees with the document's conclusion that the "Level of Significance Prior to Mitigation is Potentially Significant Impact."

B6.1

Of the total of 19 buildings surveyed and evaluated in the EIR, five buildings meet CEQA's definition of historical resources including the Villa Rivera , a City landmark that is also listed in the National Register of Historical Places and the California Register of Historical Resources; the Artaban Apartments at 10 Atlantic Avenue, a City landmark that appears eligible for listing in the California Register of Historical Resources; and three buildings at 40 Atlantic Avenue, 703-705 Medio Street, and 700 E. Ocean Boulevard(International Tower) which appear eligible for designation as City landmarks.

In addition to these historical resources, three other properties, including the building at 711 Medio Street, the boundary between Rancho Los Alamitos and Rancho Los Cerritos, and the early 20<sup>th</sup> century street light standards on Lime Street, ~~that~~ warrant special consideration in local planning due to their potential local historic value.

**10 Atlantic Avenue (Artaban Apartments)**. The EIR acknowledges the local historic and architectural merits the building contributes to the area as a familiar visual feature. The proposed project would include a 12-story building to the northeast of the Artaban Apartments. The presence of the new building would have a visual and atmospheric effect on the Artaban Apartments integrity in terms of setting and feeling. The EIR states that Artaban has been "significantly compromised" in the past and that the "indirect effects of the proposed project is not considered a substantial adverse change on its significance and integrity". **LBH believes that the this stated conclusion warrants "no**

B6.2

mitigation measures are recommended for this historical resource” not acceptable and LBH would like to see consideration of proposed buildings in the project to be oriented as to protect the visual and physical the Artaban Apartments contributes to the area.

**40 Atlantic Avenue.** LBH agrees on the findings of the historic significance of this resource. We also agree that that the proposed demolition of the building would result in a significant effect on this resource. Therefore, LBH would support the project alternative including the rehabilitation, and incorporation of the building character defining features, use of the existing façade of the structure. LBH agrees that this alternative would limit the potential effects to this historic resource.

B6.3

**703-705 Medio Street.** LBH would concur with the EIR findings for this building.

B6.4

**711 Medio Street.** LBH would concur with the EIR findings for this building.

B6.5

**700 E. Ocean Boulevard (International Tower).** The “IT” building is one of the most significant buildings in the City of Long Beach. The IT demonstrates architectural and design significance through technological innovation. The proposed 21-story, 233 stepped slab building and the 12-story, 124 foot building across from the IT building would impose some visual affect on the views of the 27-story, 278-foot International Tower. According to the EIR, the affects on the views or “visual effects” would be “localized” to certain directions. LBH would like more information to be provided to support this conclusion. Based on the proposed vacation on Lime Avenue “primary vantages along Ocean Boulevard would not be blocked”. There is no documentation provided in the EIR to support this assumption.

B6.6

**800 E. Ocean Boulevard (Villa Riviera).** The EIR claims that “similar to the International Tower, the Villa Riviera would not receive any direct effect from the proposed project” and that the proposed project towers based on orientation would “bring about some visual affect to the Villa Rivera, but would not affect the primary vantages from either of the two main thoroughfares”. Based on these statements, no mitigation measures are recommended by the EIR. LBH strongly disagrees. Insufficient documentation is not provided in the EIR to support the assumption made on what are the “primary vantages” when discussing the thoroughfares. In addition, comparing the Villa Riveria to the International tower relating to vistas and viewpoints is difficult to comprehend. The project ~~has~~ does not attempt to recognize the Villa Riviera building orientation and treat the orientation of the proposed tower near the corner of Alamitos Avenue and Ocean Boulevard accordingly.

B6.7

**Street Lights.** More information as to the mitigation measures for the remaining two street lamps is not provided. Additionally, the disposition and treatment of all the historic street lamps is not provided. How the lamps are stored during project construction and the persons and qualifications charged with this task is not provided.

B6.8

**Rancho Boundary.** As stated in the EIR, early Long Beach history is critical and demonstrated by the history and actions that created the “Rancho Boundary”. No attempt in the EIR is made to incorporate these historical vital cultural resources of Long Beach history into the project. LBH would like to suggest that an interactive storyboard or similar history telling opportunity be located within the project to allow resident and visitors alike to learn the history and unique events that created the “Rancho Boundary”.

B6.9

While LBH appreciates the attention to historical and cultural resources noted in the EIR, the proposed mitigation measures suggested are at a minimum considering the impacts that will occur as a result of the proposed project. Additionally, no real nexus is made between the negative impacts described in the EIR and the mitigation measures. Mitigation measures CUL-1, CUL-2 and CUL-3 noted on page 5.7-34 are inadequate based on the EIR’s conclusion that the level of significance even after “mitigation” remains “Significant and Unavoidable”.

B6.10

The impact analysis noted in section 5.7.4 under “Cumulative Impacts” states “potential impacts would be site and project area specific and an evaluation of potential impacts would be conducted on a project -to project basis”. LBH would like to see some attempt to “master plan” the project area to develop a level of awareness and secure historical and cultural resources for any future development.

B6.11

We would like to discuss our review and findings pertaining to this EIR and expand more fully our ideas and concepts as a community preservation partner.

Respectfully Submitted,



John W. Thomas  
Vice President- Advocacy  
Long Beach Heritage  
(562) 400-9803  
August 14, 2006



**B6. RESPONSES TO COMMENTS FROM JOHN THOMAS, VICE PRESIDENT ADVOCACY, LONG BEACH HERITAGE, DATED AUGUST 14, 2006.**

- B6.1 The comment reiterates portions of the Draft EIR and the commenter's agreement that impacts to historical resources would be potentially significant prior to mitigation. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. No further response is necessary.
- B6.2 The Artaban has been identified as a historical resource pursuant to the California Environmental Quality Act (CEQA) by virtue of eligibility for inclusion in the California Register of Historical Resources and 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 Artaban are the physical characteristics that convey its significance. Character-defining features of the Artaban include its Ocean Boulevard location; rectangular massing; flat roof and cornice; exterior materials; horizontal divisions articulated by the second-story cornice and by stringcourses; fenestration pattern; window detailing and materials; primary (west) entry materials, configuration, and detailing; and balconies. No change to these features would result from implementation of the proposed project.

Because of its corner location at the intersection of Ocean Boulevard and Lime Avenue, the two primary, street-facing elevations on the west and south were the focus of the architectural design. The lack of architectural detailing and finishes clearly identifies the east and north elevations as secondary. Primary views of the building, therefore, are obtained from the west and the south. Historically, a one-story building (the former Artaban Garage, now referred to as 40 Atlantic Avenue or the Wing Building) was located directly north of the building and a three-story apartment building occupied the lot to the south (now the site of the Long Beach Café). The proposed project would result in the construction of a two-story podium containing live/workspaces immediately to the south of the Artaban and the erection of the 12-story Courtyard Tower northeast of



the Artaban. These new buildings would not result in an impact to views of the primary elevations of the Artaban from the northwest, west, southwest, south, or southeast. Views of the east elevation after project construction would be available from the southeast; post-construction views would include the upper stories of the east elevation and would be similar to those available during most of the mid-20th century when the three-story apartment building was in situ. Views of the rear (north) elevation would also still be available from the north and the northwest and would be similar to the current condition.

When it was constructed in 1922, the Artaban, with eight stories, would have been a noticeable feature on the skyline. However, the erection of numerous multi-storied buildings from the mid-1960s through the present, along Ocean Boulevard to the north and south and in downtown to the northwest, has diminished the presence of the building. Construction of the three proposed towers may intensify that effect, but would not result in new, significantly adverse impacts to character defining features such that the significance of the building would be materially impaired. Therefore, potential impacts to the Artaban that may result from implementation of the proposed project would be less than significant, and no mitigation measures are required.

- B6.3      The commenter states their preference for an alternative that would incorporate rehabilitation of the Wing Building and re-use of its character-defining features. (The building's character defining features are identified on pages 7-1 and 7-2 of the Revised Historic Resources Survey Report; refer to Appendix 15.6 of the Final EIR). The Wing Building has been identified as a significant historical resource pursuant to CEQA by virtue of its eligibility for designation as a landmark of the City of Long Beach. The City of Long Beach decision makers will consider all comments on the proposed project.
- B6.4      The commenter states their agreement with the findings of the Draft EIR regarding 703-705 Medio Street. This property has been identified as a historical resource pursuant to CEQA by virtue of eligibility for inclusion in the California Register of Historical Resources. No significant impacts to historical resources related to this property have been identified.
- B6.5      The commenter states their agreement with the findings of the Draft EIR regarding 711 Medio Street. Although of local interest, this property has not been identified as a historical resource pursuant to CEQA. No significant impacts to historical resources related to this property have been identified.
- B6.6      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 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.



B6.7 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;
- 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;



City of Long Beach  
Shoreline Gateway Project Environmental Impact Report

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- Horizontal division of exterior elevations into base, shaft, and balconied 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. The effects of this intrusion could be minimized by design of the project, including:

- Siting of the Gateway Tower so as to step back from the corner, perhaps as an echo of the V-shaped plan of the Villa Riviera; and
- Design of the shaft of the Gateway Tower so as to step back in increments on the upper stories, revealing the upper edge and roofline of the Villa Riviera.

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.

- B6.8      The six early-20th-century streetlights on Lime Avenue have been identified as a historical resource pursuant to CEQA by virtue of eligibility for inclusion in the California Register of Historical Resources and designation as a landmark of the City of Long Beach. Construction of the



proposed Gateway and Terrace Towers and the vacation of a portion of Lime Avenue in order to construct a paseo may result in the removal of the two streetlights located within the proposed project site, or one-third of the total number of six streetlights in the grouping. This removal would materially impair the significance of the historical resource as a whole and the two affected streetlights individually. Therefore, implementation of the proposed project would cause significant impacts to historical resources, and mitigation measures are required. Mitigation measure CUL-3 on page 5.7-34 of Section 5.7, Cultural Resources, of the Draft EIR addresses the potential impacts to this historical resource. The mitigation measure identified in the Draft EIR has been revised in the Final EIR to address the concerns expressed by Long Beach Heritage, as follows:

CUL-3: The project applicant shall require and be responsible for ensuring that the two early 20<sup>th</sup> century streetlights located on Lime Avenue in the project site shall be documented in place by 35-mm black-and-white or digital photos and a historical narrative prior to issuance of any project-related demolition or grading permits; removed under the supervision of a qualified historic architect and/or other professional meeting the Secretary of the Interior's Profession Qualification Standards for Historic Architect, History or Architectural History; stored in a safe pace and manner; and reinstalled either at or near their current locations or at an appropriate nearby site. Reinstallation shall utilize the services of a qualified professional, as referenced above, and any rehabilitation of the historic streetlights shall be completed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Appropriate sites may be determined in consultation with the City of Long Beach Historic Preservation Officer. Reinstallation shall occur no later than six months following completion of the proposed project. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach. The two early 20<sup>th</sup> century Corsican-style street light standards within the project boundary shall be protected during construction and reused after rehabilitation, either at or near the current locations, or at appropriate sites nearby.

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

- B6.9 Alamitos Avenue marks the division between the two Spanish and Mexican era ranchos from which most of present-day Long Beach was carved. Rancho Los Alamitos to the east and Rancho Los Cerritos to the west were held by the heirs of Juan Manuel Nieto, who received the original grant in 1784 from the king of Spain, in the early 19th century. Subsequent owners included some of the most influential people in the



development of Southern California, including Abel Stearns, John Temple, and various members of the Hellman and Bixby families. The American Colony, planned by William Erwin Willmore on his purchase of 4,000 acres of the Rancho Los Cerritos, represents the founding of the City of Long Beach. The rancho boundary is commemorated by a bronze plaque that was set into a boulder located on the south side of Ocean Boulevard, near the intersection of Ocean Boulevard and Alamitos Avenue, by the Long Beach Parlor No. 278 of the Native Sons of the American West.

As a site of previous activity, with no physical traces of the original setting, and with no feature or association that would set this portion of the boundary apart from any other, the section of the boundary between Rancho Los Alamitos and Rancho Los Cerritos located in the area of potential effects does not meet the criteria for listing in the California Register of Historical Resources and does not qualify for designation as a landmark of the City of Long Beach. Therefore, the property does not satisfy the CEQA definition of a historical resource. Therefore, no impacts to historical resources can occur in relation to this property and no mitigation measures can be required. The City of Long Beach decision makers will consider all comments on the proposed project.

- B6.10 The Draft EIR identified potential adverse impacts to historical resources in relation to two properties: 40 Atlantic Boulevard, the “Wing Building,” and the early-20<sup>th</sup> century streetlights on Lime Avenue. Three mitigation measures have been proposed in the Final EIR to minimize the adverse impacts to the Wing Building, including one measure (CUL-2b) in addition to those included in the Draft EIR. Mitigation measure CUL-2b was added to specifically address the impacts posed by the potential demolition of the character-defining feature of the Wing Building, the façade designed by prominent Long Beach architects Kenneth S. Wing, Sr.; Kenneth S. Wing, Jr.; and Wing and Associates. The mitigation measures on page 5.7-34 of the Draft EIR have been revised in the Final EIR, as follows:

CUL-1: Although the impacts from demolition of a historical resource cannot be mitigated to below the level of significance, the project applicant shall require and shall be responsible for ensuring that comprehensive data recording and documentation of the Wing Building are completed prior to issuance of any demolition or grading permits. The documentation shall be in the form of a Historic American Buildings Survey (HABS) Level II and shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The documentation shall include large-format photographic recordation, detailed written description, sketch plan, and compilation of historic background research. The documentation shall be completed by a historian or architectural historian meeting the Secretary



of the Interior's Professional Qualification Standards for History and/or Architectural History. The original, archival-quality documentation package shall be deposited with the City of Long Beach Historic Preservation Office in the Department of Planning and Building. Copies of the documentation on archival-quality paper shall also be provided to the City of Long Beach Public Library; the library of California State University, Long Beach; the Kenneth S. Wing, Sr. archives housed in the Architecture and Design Collection at the University Art Museum, University of California at Santa Barbara; the Long Beach Heritage: Historical Society of Long Beach and the California Office of Historic Preservation. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach. Prior Demolition and Grading Permit Issuance, a comprehensive documentation program, including photographic recordation, detailed written description, scaled mapping and compilation of historical background pursuant to the Secretary of Interiors Standards for historical documentation shall be completed for 40 Atlantic Avenue.

CUL-2a The project applicant shall require and be responsible for the production and placement of a commemorative plaque memorializing the association of Kenneth S. Wing, Sr.; Kenneth S. Wing, Jr.; and the architectural firm of Wing and Associates with the 40 Atlantic Avenue location. The plaque shall be placed at or near the site of the existing building. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach. A commemorative plaque commemorating the association of Kenneth S. Wing, Sr. to the 40 Atlantic Avenue shall be established at or near the site of the existing building.

CUL-2b: Within one year of project approval and prior to the issuance of demolition or grading permits, the project applicant shall require and be responsible for ensuring that a retrospective exhibit, brochure, and/or web page documenting the architectural careers of Kenneth S. Wing, Sr.; Kenneth S. Wing, Jr.; and the architectural firm of Wing and Associates, are prepared. Such an exhibit, brochure, or web page shall be accessible to the general public for a period of at least one year and shall include both text and historic images. The history and architecture of the Wing Building shall be included in the exhibit, brochure, and/or web page. A historian or architectural historian who meets the Secretary of the Interior's Professional Qualification Standards for History or Architectural History shall be engaged to research and write the exhibit, brochure, and/or web page. The exhibit, brochure, and/or web page shall be completed within a period of no more than two years. Completion of the mitigation measure



shall be monitored and enforced by the City of Long Beach.

However, CEQA recognizes that impacts resulting from demolition of a historical resource cannot be mitigated to below the level of significance<sup>1</sup>, thereby resulting in the finding that implementation of the project as proposed would result in “significant and unavoidable impacts” to historical resources.

One mitigation measure has been recommended in response to potential adverse impacts to the 20th-century streetlights on Lime Avenue and noted in Response to Comment B6.8. Implementation of this mitigation measure, as revised, would reduce impacts to the streetlights to below the level of significance.

- B6.11 As defined by CEQA, “a cumulative impact consists of an impact which is created as a result of the project evaluated in the EIR together with other projects causing related impacts.”<sup>2</sup> After implementation of the proposed mitigation measures, one significant adverse impact, the demolition of 40 Atlantic Avenue, the “Wing Building,” would result from implementation of the proposed project. The Wing Building is significant for its Mid-century modern style façade, which was designed by prominent Long Beach architect Kenneth S. Wing, Sr.; Kenneth S. Wing, Jr.; and Wing and Associates. Although no related projects are known that may cause adverse impacts to the significance of other Wing designs in the City, the loss of any historical resource contributes to the overall loss of historic fabric in the City of Long Beach. Therefore, the impact of the demolition of 40 Atlantic Avenue is considered to be cumulatively significant. Page 5.7-35 of the Draft EIR, has been revised in the Final EIR, as follows:

## **5.7.4 CUMULATIVE IMPACTS**

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD NOT RESULT IN CUMULATIVELY CONSIDERABLE CULTURAL RESOURCES IMPACTS.**

*Level of Significance Prior to Mitigation:* Potentially Less Than Significant Impact.

*Impact Analysis:* After implementation of proposed mitigation measures, one significant adverse impact, demolition of 40 Atlantic Avenue, would result from implementation of the proposed project. Although, no related projects are known that may cause adverse impacts to the significance of other

<sup>1</sup> CEQA Guidelines, Section 15126.4(b)(2).

<sup>2</sup> CEQA Guidelines, Section 15130(a)(1).



City of Long Beach  
Shoreline Gateway Project Environmental Impact Report

Wing designs in the City, the loss of any historical resource contributes to the overall loss of historic fabric in the City of Long Beach. Therefore, the impact of the demolition of 40 Atlantic Avenue is considered to be cumulatively significant. Potential impacts from development of related cumulative projects would be site and project area specific and an evaluation of potential impacts would be conducted on a project-by-project basis. Each incremental development would be required to comply with all applicable City, State and Federal regulations concerning preservation, salvage, or handling of cultural resources. ~~In consideration of these regulations, potential cumulative impacts upon cultural resources would not be considered significant and unavoidable.~~

**Mitigation Measures:** Refer to mitigation measures CUL-1 through CUL-3. No additional mitigation measures are recommended. No mitigation measures are recommended.

**Level of Significance After Mitigation:** Significant and Unavoidable Impact—Not applicable.

The comment regarding development of a master plan in the proposed project area is noted, and will be forwarded to the City of Long Beach for their consideration.

## COMMENT NO. B7

Angela Reynolds  
08/15/2006 05:53 PM

To: Craig Chalfant/CH/CLB@CLB  
cc: shack@rbf.com  
Subject: Draft EIR re 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 08/15/2006 05:53 PM -----



srwolff@comcast.net  
08/14/2006 04:21 PM

To: angela\_reynolds@longbeach.gov  
cc: president@eastvillageartsdistrict.com, Sé Reed  
<se@idiosyncratic.net>, "Casey Carver" <ccaseyacarver@aol.com>, "Christine DiSandro" <lamusecafe@aol.com>, "Dennia Apodaca" <lbdennis@hotmail.com>, "Kristen Autry" <liquidelbow@mac.com>, "Ryan Smolar" <yopunani@yahoo.com>, "Sander Wolff" <sander@longbeachculture.org>  
Subject: Draft EIR re Shoreline Gateway Project

Angela Reynolds, AICP  
Environmental and Community Planning Officer  
City of Long Beach  
Department of Planning and Building  
333 West Ocean Boulevard, 7th Floor  
Long Beach, California 90802

From:  
Board of Directors  
East Village Arts District, inc.  
PO Box 22015  
Long Beach, CA 90801  
562.268.EVAD

-----

Dear Ms. Reynolds,

The East Village Association ("EVAD") would like to comment on the Draft Environmental Impact Report for the Shoreline Gateway Project.

B7.1

There are three alternate projects (7.0 Alternatives to the Proposed Project) that were never presented to the association.

Over a year ago, the developer, AndersonPacific LLC, presented at an EVAD meeting a single proposal. There were many unanswered questions and they agreed to return. A phone call was

B7.2

made to their office but we never received a reply. As of this date, the developer has made no effort to communicate with the association.

**B7.2**

The EVAD would like to recommend a Shoreline Gateway Scoping Session similar to the Artists Exchange Scoping Session.

**B7.3**

The EVAD can not currently support the AndersonPacific development proposal without further community outreach and dialog .

**B7.4**

Respectfully,

East Village Association Board of Directors

Dennis Apodaca

Kristen Autry

Casey Carver

Christine DiSandro

Sé Reed

Ryan Smolar

Sander Wolff

#### EAST VILLAGE ARTS DISTRICT, INC.

The East Village Arts District, Inc. is a 501 (c) 3 not-for-profit corporation, representing the businesses, residents & artists of the East Village Arts District.

#### MISSION STATEMENT

To address the concerns and visions of the East Village Arts District and implement actions to improve the quality of life for residents and businesses in this community, while creating opportunities for artists of all disciplines to flourish.

Sander Roscoe Wolff

Executive Director

LongBeachCulture.org

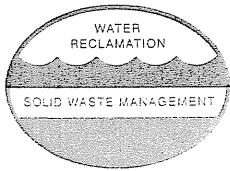
Board of Directors

East Village Arts District, inc.



**B7. RESPONSES TO COMMENTS FROM SANDER WOLFF, EAST VILLAGE ARTS DISTRICT BOARD OF DIRECTORS, DATED AUGUST 14, 2006.**

- B7.1 The Alternatives analysis conducted in the Draft EIR is in accordance with the California Environmental Quality Act (CEQA), which requires that an EIR analyze a range of reasonable alternatives to the proposed project, which 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. The analysis focuses 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 proposed project objectives.
- B7.2 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. No further response is necessary.
- B7.3 Comment noted. In compliance with the *CEQA Guidelines*, the City of Long Beach circulated the Initial Study and Notice of Preparation (NOP) 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 to solicit comments on the proposed project. The City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.
- B7.4 Comment noted. The City of Long Beach decision makers will consider all comments on the proposed project. No further response is necessary.



## COMMENT NO. C1

# COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
[www.lacsd.org](http://www.lacsd.org)

JAMES F. STAHL  
*Chief Engineer and General Manager*

July 26, 2006

File No: 03-00.04-00

Ms. Angela Reynolds, AICP  
Environmental and Community Planning Officer  
Department of Planning and Building  
City of Long Beach  
333 West Ocean Boulevard, 7<sup>th</sup> Floor  
Long Beach, CA 90802

Dear Ms. Reynolds:

### Shoreline Gateway Project

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on July 3, 2006. The proposed development is located within the jurisdictional boundaries of District No. 3. We offer the following comments:

1. The Joint Water Pollution Control Plant (JWPCP) currently processes an average flow of 316.1 million gallons per day. C1.1
2. The JWPCP provides full secondary treatment to all wastewater received.
3. The expected increase in average wastewater flow from the project site is 43,608 gallons per day (gpd) or a total of 60,255 gpd. C1.2
4. The Districts appreciate the opportunity to review and to comment on projects within the City of Long Beach (City). In order to reduce costs and paper waste, when large environmental documents are available on the City's website, it will no longer be necessary to forward hard copies of the documents. Please forward instead, to the undersigned, Notices of Availability that include website information for downloading these documents. C1.3

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen  
Engineering Technician  
Facilities Planning Department

RIF:rf  
659385.1



**C1. RESPONSES TO COMMENTS FROM RUTH I. FRAZEN, COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY, DATED JULY 26, 2006.**

- C1.1 The comment provides updated flow and treatment information for the Joint Water Pollution Control Plan (JWPCP). The corrections do not alter the impact conclusions identified in the DEIR. Paragraph 3 on Page 5.8-11 of the Draft EIR has been revised in the Final EIR, as follows:

Wastewater generated from the project area is treated at the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson. The JWPCP is the largest of the Districts' wastewater treatment plants, providing advanced primary and partial secondary treatment with a design capacity of 385 mgd of wastewater. The plant currently processes an average flow of 324.9 316.1 mgd of wastewater.

- C1.2 The comment provides expected wastewater flow from the project site based on the Districts' average wastewater generation factors. The Districts anticipate an average increase of 43,608 gallon per day (gpd) or a total of 60,255 gpd of wastewater flow with development of the proposed project. Table 5.8-11 of the Draft EIR calculates expected wastewater flow from the project site based on demand factors provided in the LBWD's Comprehensive Sewer System Master Plan and Management Program. The LBWD anticipates an average increase of 59,171 gpd or a total of 78,966 gpd of wastewater flow with development of the proposed project. The generation factors utilized within the Draft EIR provide a more conservative assessment of potential wastewater flows with project implementation. Impacts to wastewater facilities and services were determined to be less than significant within the Draft EIR. Therefore, the projected increase in average wastewater flow provided by the Districts would not change the impact conclusion.
- C1.3 Comment noted. No further response is necessary.

STATE OF CALIFORNIA

## PUBLIC UTILITIES COMMISSION

320 WEST 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013

August 9, 2006

Angela Reynolds, AICP  
City of Long Beach  
333 West Ocean Boulevard, 7<sup>th</sup> Floor  
Long Beach, CA 90802

Dear Ms. Reynolds:

Re: SCH# 2005121066; Shoreline Gateway

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the Los Angeles County Metropolitan Transportation Authority's Blue Line right-of-way be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

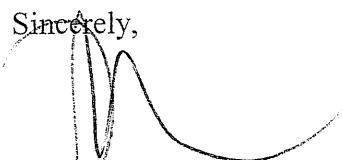
**C2.1**

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at [rxm@cpuc.ca.gov](mailto:rxm@cpuc.ca.gov).

Sincerely,



Rosa Muñoz, PE  
Utilities Engineer  
Rail Crossings Engineering Section  
Consumer Protection & Safety Division

C: Vijay Kwami, LACMTA

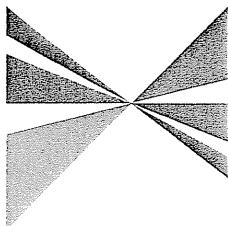


**C2. RESPONSES TO COMMENTS FROM ROSA MUNOZ, PE, CALIFORNIA PUBLIC UTILITIES COMMISSION, DATED AUGUST 9, 2006.**

- C2.1 The project site is not located adjacent to the Los Angeles County Metropolitan Transportation Authority's Blue Line right-of-way. The Metro Blue Line runs south via Long Beach Boulevard to the Long Beach Transit Mall. Implementation of the project would not result in development adjacent to the rail corridor.

## COMMENT NO. C3

SOUTHERN CALIFORNIA



ASSOCIATION of  
GOVERNMENTS

### Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

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[www.scag.ca.gov](http://www.scag.ca.gov)

Officers: President: Yvonne B. Burke, Los Angeles County • First Vice President: Gary Ovitt, San Bernardino County • Second Vice President: Richard Dixon, Lake Forest • Immediate Past President: Toni Young, Port Hueneme

Imperial County: Victor Carrillo, Imperial County • Jon Edney, El Centro

Los Angeles County: Yvonne B. Burke, Los Angeles County • Zev Yaroslavsky, Los Angeles County • Jim Aldinger, Manhattan Beach • Harry Baldwin, San Gabriel • Paul Bowlen, Cerritos • Todd Campbell, Burbank • Tony Cardenas, Los Angeles • Stan Carroll, La Habra Heights • Margaret Clark, Rosemead • Gene Daniels, Paramount • Mike Dispenza, Palmdale • Judy Dunlap, Inglewood • Rae Gabelich, Long Beach • David Galin, Downey • Eric Garretson, Los Angeles • Wendy Greuel, Los Angeles • Frank Gurule, Cudahy • Janice Hahn, Los Angeles • Isadore Hall, Compton • Keith W. Hanks, Azusa • Jose Huizar, Los Angeles • Tom LaBonge, Los Angeles • Paula Lantz, Pomona • Paul Nowakta, Torrance • Pam O'Connor, Santa Monica • Alex Padilla, Los Angeles • Bernard Parks, Los Angeles • Jan Perry, Los Angeles • Ed Reves, Los Angeles • Bill Rosenthal, Los Angeles • Greg Smith, Los Angeles • Tom Stales, Walnut • Paul Tabilio, Alhambra • Mike Tein, South Pasadena • Tonia Reyes Uranga, Long Beach • Antonio Villaraigosa, Los Angeles • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Herb J. Wesson, Jr., Los Angeles • Dennis Zine, Los Angeles

Orange County: Chris Norby, Orange County • Christine Barnes, La Palma • John Beauman, Brea • Lou Bone, Tustin • Art Brown, Buena Park • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Leslie Daigle, Newport Beach • Richard Dixon, Lake Forest • Paul Glaab, Laguna Niguel • Marilynn Poe, Los Alamitos

Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

Ventura County: Judy Mikels, Ventura County • Gien Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Milhouse, Moorpark

August 10, 2006

Ms. Angela Reynolds, AICP  
Environmental & Community Planning Officer  
City of Long Beach  
Department of Planning and Building  
333 W. Ocean Boulevard, 7<sup>th</sup> Floor  
Long Beach, CA 90802

### RE: SCAG Clearinghouse No. I 20060448 Shoreline Gateway Project

Dear Ms. Reynolds:

Thank you for submitting the **Shoreline Gateway Project** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Shoreline Gateway Project**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project will be published in SCAG's **July 1-31, 2006 Intergovernmental Review Clearinghouse Report** for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1851. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "April Grayson".

APRIL GRAYSON  
Associate Regional Planner  
Intergovernmental Review



**C3. RESPONSES TO COMMENTS FROM APRIL GRAYSON, ASSOCIATE REGIONAL PLANNER, SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS, DATED AUGUST 10, 2006.**

- C3.1     The Southern California Association of Governments (SCAG) has reviewed the project and determined the Shoreline Gateway Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act Guidelines (Section 15206). No further response is necessary.



# COUNTY OF LOS ANGELES

COMMENT NO. C4

## FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE  
LOS ANGELES, CALIFORNIA 90063-3294  
(323) 890-4330

P. MICHAEL FREEMAN  
FIRE CHIEF  
FORESTER & FIRE WARDEN

August 3, 2006

Angela Reynolds, AICP  
City of Long Beach Redevelopment Agency  
Department of Planning and Building  
333 West Ocean Boulevard, 7th Floor.  
Long Beach, CA 90802

Dear Ms. Reynolds:

### DRAFT ENVIRONMENTAL IMPACT REPORT, SHORELINE GATEWAY PROJECT, "CITY OF LONG BEACH" – (FFER #200600033)

The Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, and Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

#### PLANNING DIVISION -- SERVICE RESPONSIBILITY:

1. The subject property is totally within the City of Long Beach and does not appear to have any impact on the emergency responsibilities of this Department. It is not a part of the emergency response area of the Consolidated Fire Protection District.

C4.1

#### LAND DEVELOPMENT UNIT:

1. This project is located entirely in the City of Long Beach. Therefore, the City of Long Beach Fire Department has jurisdiction concerning this project and will be setting conditions. This project is located in close proximity to the jurisdictional area of the County of Los Angeles Fire Department. However, this project is unlikely to have an impact that necessitates a comment concerning general requirements from the Land Development Unit of the County of Los Angeles Fire Department.

C4.2

#### SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

|              |           |                  |                      |           |                      |                       |                  |
|--------------|-----------|------------------|----------------------|-----------|----------------------|-----------------------|------------------|
| AGOURA HILLS | BRADBURY  | CUDAHY           | HAWTHORNE            | LA MIRADA | MALIBU               | POMONA                | SIGNAL HILL      |
| ARTESIA      | CALABASAS | DIAMOND BAR      | HIDDEN HILLS         | LA PUENTE | MAYWOOD              | RANCHO PALOS VERDES   | SOUTH EL MONTE   |
| AZUSA        | CARSON    | DUARTE           | HUNTINGTON PARK      | LAKWOOD   | NORWALK              | ROLLING HILLS         | SOUTH GATE       |
| BALDWIN PARK | CERRITOS  | EL MONTE         | INDUSTRY             | LANCASTER | PALMDALE             | ROLLING HILLS ESTATES | TEMPLE CITY      |
| BELL         | CLAREMONT | GARDENA          | INGLEWOOD            | LAWNDALE  | PALOS VERDES ESTATES | ROSEMEAD              | WALNUT           |
| BELL GARDENS | COMMERCE  | GLENDOURA        | IRWINDALE            | LOMITA    | PARAMOUNT            | SAN DIMAS             | WEST HOLLYWOOD   |
| BELLFLOWER   | COVINA    | HAWAIIAN GARDENS | LA CANADA FLINTRIDGE | LYNWOOD   | PICO RIVERA          | SANTA CLARITA         | WESTLAKE VILLAGE |
|              |           |                  | LA HABRA             |           |                      |                       | WHITTIER         |

Angela Reynolds, AICP

August 3, 2006

Page 2

2. The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project.
3. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit's EIR Specialist at (323) 890-4243.

C4.2

**FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:**

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance.
2. The areas germane to the statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division have been addressed.

C4.3

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



DAVID R. LEININGER, CHIEF, FORESTRY DIVISION  
PREVENTION SERVICES BUREAU

DRL:lc



**C4. RESPONSES TO COMMENTS FROM DAVID R. LEININGER, CHIEF,  
FORESTRY DIVISION, PREVENTION SERVICES BUREAU, COUNTY OF  
LOS ANGELES FIRE DEPARTMENT, DATED AUGUST 3, 2006.**

- C4.1 The Los Angeles County Fire Department has determined that the project site is within the City of Long Beach and is not part of the emergency response area of the Consolidated Fire Protection District. No further response is necessary.
- C4.2 The Los Angeles County Fire Department has determined that the project site is within the City of Long Beach and although the project site is located in close proximity to the jurisdictional area of the County of Los Angeles Fire Department, the project is not likely to have an impact that necessitates comments concerning general requirements from the Land Development Unit of the County of Los Angeles Fire Department. No further response is necessary.
- C4.3 The comment provides the statutory responsibilities of the Los Angeles County Fire Department, Forestry Division and states that areas germane to the statutory responsibilities have been addressed. No further response is necessary.



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

August 10, 2006

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. "The project proposes mixed-use 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".

Based on the review of the submitted (EIR) document DTSC has comments as follow:

1. The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area. | C5.1
2. The draft EIR needs to identify any known or potentially contaminated sites within the proposed Project area. For all identified sites, the draft EIR should evaluate whether conditions at the site pose a threat to human health or the environment. A Phase I Assessment may be sufficient to identify these sites. Following are the databases of some of the regulatory agencies:
  - National Priorities List (NPL): A list is maintained by the United States Environmental Protection Agency (U.S.EPA).
  - CalSites: A Database primarily used by the California Department of Toxic Substances Control.| C5.2

- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
  - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S. EPA.
  - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
3. The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state laws, regulations and policies. C5.3
4. If the subject property was previously used for agriculture, onsite soils could contain pesticide residues. Proper investigation and remedial action may be necessary to ensure the site does not pose a risk to the future residents. C5.4
5. All environmental investigations, sampling and/or remediation should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous waste cleanup. The findings and sampling results from the subsequent report should be clearly summarized in the EIR. C5.5
6. 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. C5.6

- |     |   |       |
|-----|---|-------|
| 7.  | 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"  | C5.7  |
| 8.  | 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.   | C5.8  |
| 9.  | If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If so, the facility should obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. | C5.9  |
| 10. | 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.   | C5.10 |
| 11. | Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.  | C5.11 |
| 12. | If the project plans include discharging wastewater to a storm drain, you may be required to obtain a wastewater discharge permit from the overseeing Regional Water Quality Control Board.   | C5.12 |
| 13. | 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.                                 | C5.13 |

Ms. Angela Reynolds  
August 10, 2006  
Page 4

14. If structures on the Project Site contain potentially hazardous materials, such as; asbestos-containing material, lead-based paint, and mercury- or PCB-containing material, such materials should be removed properly prior to demolition, and disposed of at appropriate landfills or recycled, in accordance with the regulatory guidance provided in California Code of Regulation (CCR) and following the requirements of the Universal Waste Rule (40 CFR part 9).

C5.14

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

CEQA # 1455



**C5. RESPONSES TO COMMENTS FROM GREG HOLMES, UNIT CHIEF,  
DEPARTMENT OF TOXIC SUBSTANCES CONTROL, DATED AUGUST  
10, 2006.**

- C5.1 Section 5.6, Hazards and Hazardous Materials, of the Draft EIR evaluates impacts related to hazards and hazardous materials based on information contained the Phase I Environmental Assessment prepared by SCS Engineers (August 2005). As indicated in Section 5.6, a former service station was located within the project site, at 725 East Ocean Boulevard. The property is listed as a UST site, therefore, the potential that adverse environmental conditions were created by this previous use is considered high. LBFD files indicate that four USTs were removed from this address. However, no additional records could be located for this address. Implementation of mitigation requiring verification of any releases that may have occurred from these tanks and to identify and comply with appropriate remediation, if applicable, would reduce impacts to a less than significant level.
- C5.2 As indicated in Section 5.6 of the Draft 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 Draft EIR (refer to page 5.6-4 through 5.6-9). One regulatory site was identified within the project site (725 East Ocean Boulevard). Refer to Response to Comment C5.1. Six regulatory sites were identified within a 0.25-mile radius of the project site. The Draft EIR evaluates 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.
- C5.3 Refer to Response to Comments C5.1 and C5.2. Additionally, mitigation measures have been identified in the Draft EIR in the event unknown hazardous materials or unknown wastes or suspect materials are encountered within the project site or are discovered during construction. Identification of hazardous materials and results of sampling (if necessary) shall indicate the appropriate level of remediation efforts that may be required. Compliance with the mitigation measures would reduce impacts to a less than significant level.
- C5.4 The project site is currently developed with residential, retail, restaurant and parking uses. The site is not being used for agricultural purposes.



City of Long Beach  
Shoreline Gateway Project Environmental Impact Report

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- C5.5 As indicated in Section 5.6 of the Draft EIR, public records identified one listed regulatory site within the project site and six regulatory sites within a 0.25-mile radius of the project site. A summary of the findings and remediation, if applicable, has been provided in the Draft EIR. Refer to Response to Comment C5.3.
- C5.6 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. No further response is necessary.
- C5.7 Refer to Response to Comment C5.2. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. No further response is necessary.
- C5.8 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. Section 5.6 of the Draft 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.
- C5.9 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. No further response is necessary.
- C5.10 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. No further response is necessary.
- C5.11 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. No further response is necessary.
- C5.12 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. No further response is necessary.
- C5.13 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. Section 5.6 of the Draft 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.
- C5.14 Comment noted. The commenter does not raise any new environmental information or directly challenge information presented in the Draft EIR. No further response is necessary.



STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit

COMMENT NO. C6



Arnold Schwarzenegger  
Governor

Sean Walsh  
Director

August 15, 2006

Angela Reynolds  
Long Beach Redevelopment Agency  
333 W. Ocean Boulevard  
Long Beach, CA 90802

Subject: Shoreline Gateway  
SCH#: 2005121066

Dear Angela Reynolds:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on August 14, 2006, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

C6.1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in cursive ink that appears to read "Terry Roberts".

Terry Roberts  
Director, State Clearinghouse

## Document Details Report

**SCH#** 2005121066  
**Project Title** Shoreline Gateway  
**Lead Agency** Long Beach Redevelopment Agency

|             |  |           |
|-------------|--|-----------|
| Type        | EIR  | Draft EIR |
| Description | The project proposes a mixed-use residential development involving three towers with 358 residential units including live/work spaces, townhomes, 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. |           |

### **Lead Agency Contact**

**Name** Angela Reynolds  
**Agency** Long Beach Redevelopment Agency  
**Phone** (562) 570-6357  
**email**  
**Address** 333 W. Ocean Boulevard  
**City** Long Beach  
**Fax**  
**State** CA    **Zip** 90802

## **Project Location**

**County** Los Angeles  
**City** Long Beach  
**Region**  
**Cross Streets** Ocean Boulevard, Alamitos Avenue, Shoreline Drive  
**Parcel No.**  
**Township**                   **Range**                   **Section**                   **Base**

### Proximity to:

|                  |   |
|------------------|---|
| <b>Highways</b>  | I-710   |
| <b>Airports</b>  |   |
| <b>Railways</b>  |   |
| <b>Waterways</b> |   |
| <b>Schools</b>   | Benjamin Franklin, Charles Lindbergh and Herbert Hoover middle s  |
| <b>Land Use</b>  | The project site is currently developed with residential, retail, restaurant, office and parking uses. The project site is zoned Downtown Planned Development District (PD-30) and is designated Land Use District (LUD) No. 7 Mixed Use. |

|                       |  |
|-----------------------|--|
| <b>Project Issues</b> | Aesthetic/Visual; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply |
|-----------------------|--|

**Reviewing Agencies** Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation; Native American Heritage Commission; Department of Health Services; Office of Emergency Services; Office of Historic Preservation; Department of Fish and Game, Region 5; Department of Water Resources; California Coastal Commission; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control

**Date Received** 06/30/2006      **Start of Review** 06/30/2006      **End of Review** 08/14/2006



**C6. RESPONSES TO COMMENTS FROM STATE OF CALIFORNIA GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, DATED AUGUST 15, 2006.**

- C6.1 The State Clearinghouse has indicated that no state agencies submitted comments by the close of the review period and acknowledges compliance with the State Clearinghouse review requirements for draft environmental documents, pursuant to CEQA. No further response is necessary.

# Help Save Long Beach Cafe

Long Beach Cafe and the employees are asking for your help in saving the cafe from a redevelopment project that is being considered by the City of Long Beach. We ask that you help us in not letting this happen. Please sign this petition if you want to keep Long Beach Cafe as part of this community. Thank-you



| Name                          | Address                                    | Phone #        |
|-------------------------------|--|----------------|
| Paula G Smith                 | 5241 W. 142nd pl., Hawthorne               | 310-433-7107   |
| 2. Dorian                     | 60 Lime Ave L.B.                           | 562-642-5952   |
| 3. BOBBY LUDEMAN              | 2485 2038 VIDA CERRITOS PLZ                | 310 213 2277   |
| 4. Daron Lew                  | 71 Lime Ave. Apt # 10                      | 248-935-0400   |
| 5. JULIAN ZULUTRA             | 120 GRAND AVE L.B                          | (562) 331-5760 |
| 6. Angel Rodriguez            | 10015 SAN ANSELMO St.                      | 323)353-9688   |
| 7. Mariama T. Myers           | 138 Elm Ave. #22 L.B.                      | 562-495-0668   |
| 8. Boia Continu               | 32766 FIREWOOD ST, CASTRO CA               | (888) 765-3647 |
| 9. Dwayne Wallace             | 1400 River Ave, Santa Fe Springs           | 562-906-0650   |
| 10. David Carrick<br>F. MEARS | 555 E Ocean Blvd, LB 3 <sup>rd</sup> floor | 562-901-0413   |
| 11. D. Mazzetti               | 555 E ocean                                |                |
| 12. Kristal Jimenez           | 990 244th                                  | 562-901-0466   |
| 13. Alisina Orueta            | 23200 S. Western Apt 132                   | 310 930 9967   |
| 14. Chelly Plumb              | 23200 S. Western Apt 107                   | 310)326 1966   |
| 15. Melissa BeBich            | 555 E. Ocean, #700 LONG BEACH CA, 90802    | (562) 506-2820 |
| 16. D. Stevens                | moving                                     | 562-544-8204   |
| 17. Jesse Aguirre             | 91143 2nd St Bellflower                    | 562-762-5963   |
| 18. Robert Ramirez            | 12571 Central St 951 Lakewood              | 562 698-2371   |
| 19. Keisha Rachal             | 553 E. Ocean Blvd #810 LB CA               | 562)436-1231   |
| 20. J. K. K.                  | 555 E. OCEAN Blvd #810 LB CA               | 562)436-1231   |
| 21. Maria                     | 566-B Arrowe PI. S. LB CA                  |                |
| 22. Jennifer                  | 400 E. Imperial St 2015                    | 562-599-2344   |

# Help Save Long Beach Cafe

Long Beach Cafe and the employees are asking for your help in saving the cafe from a redevelopment project that is being considered by the City of Long Beach. We ask that you help us in not letting this happen. Please sign this petition if you want to keep Long Beach Cafe as part of this community. Thank you

(2)

| Name              | Address  | Phone #         |
|-------------------|--|-----------------|
| Sandy Chavez      | 2135 E. 4th St #204 Long Beach, CA                               | (562) 221-7445  |
| John Brown        | 79 Ximeno Ave Long Beach, CA                                     | (562) 305-0265  |
| Tony Mast         | 525 Seaside Way Long Beach, CA                                   | 983-3886        |
| Tom Modica        | 455 E Ocean Blvd   | 562 438 5922    |
| Tristian Wheeler  | 1074 Freeman Ave.  | (562) 506-46604 |
| Stephanie Hakeel  | 1030 E. Ocean Blvd. 210  | (562) 281-41634 |
| Camile Lewis      | 140 Linden Avenue #756 <sup>Long Beach</sup> <sub>CA 90801</sub> | (562) 912-4047  |
| Franesco Rinaldi  | 140 Linden Ave. #775   | 522 828 8411    |
| Diana Capelle     | 102B Roswell, LB CA 90803  | (949) 533-2554  |
| Chris DiLandro    | 455 E Ocean #12 LB 90802   | (562) 492 1908  |
| Charles W. Taylor | 488 E. Ocean Blvd., #307 <sup>Long Beach</sup>                   |                 |
| Chris P. Sondra   | 255 E. Ocean Blvd. <sup>CA 90046</sup>                           | 521-432-1965    |
| Robin Hensley     | 1074 Freeman 1-B. <sup>CA 90801</sup>                            | (562) 439-7190  |
| Kay Minh          | 425 E Ocean #110. LB CA  | 562 436 3076    |
| Ruby Castaneda    | 425 E Ocean #100 LB CA   | (562) 495-0207  |
| Craig Williams    | 225 W 6th ST Unit 51562-436-2912                                 |                 |
| Rizza Aguirre     | 427 Orange Ave #9  | 562-980-7966    |
| David Aguirre     | " " "  | " " "           |
| Annie Brown       | 329 Lynwood Rd, Lynwood, CA 90262                                | 310-722-8311    |
| Maff Miller       | 250 W. Ocean   | 816-210-9000    |
| Alif Lass         | Call for personal address  | (562) 508-5211  |
| Yasmin            | 250 Elm Ave #210 LB 90802  | —               |

# Help Save Long Beach Cafe

Long Beach Cafe and the employees are asking for your help in saving the cafe from a redevelopment project that is being considered by the City of Long Beach. We ask that you help us in not letting this happen. Please sign this petition if you want to keep Long Beach Cafe as part of this community. Thank-you

(3)

| Name                | Address   | Phone #        |
|---------------------|---|----------------|
| Hugo Garzona        | 555 E OCEAN BLVD  | (562) 435-8079 |
| Joe DeLucia         | 5585 Dahl Ave   | (562) 423-0990 |
| Bronda Giddings     | 700 E. Ocean Blvd <sup>#1001</sup> LONG BEACH, CA 90802 | (562) 435-4030 |
| Samuel DeLeon       | 555 Ocean BLVD  | (562) 595-0167 |
| Francesca Frausto   | 555 ocean Blvd.   | (562) 429-7801 |
| Lie Mendoza         | Same  | (562) 432-6363 |
| Mick Jr             | 527 E. 1st St.  | 626 627-1824   |
| Jermaine D. Evans   | 500 Redondo St. Apt. 104 <sup>Long Beach</sup> 90814    | (562) 537-6017 |
| Doni DeWitt         | 53 Binder Apt 24  | (562) 325-8996 |
| Victor Copeland Jr. | -117 West 31st Street                                   | (562) 507-1352 |
| Jivonne Villalba    | 426 E. 1st St <sup>LB, CA</sup> 90802                   | (562) 254-2688 |
| Barbara Foss        | 406 E. 1st. St <sup>LB, CA</sup> 90802                  | (562) 901-0555 |
| Nicole Haeger       | 400 E 1st st <sup>LB, CA</sup> 90802                    | 562-432-6869   |
| Kathy Kelton        | 480 E Ocean Blvd #1601                                  | (210) 834-5710 |
| Darlene M. Harris   | 16809 Bellflower Bl. #321 Bellflower, CA 90206          | (562) 491-1977 |
| Julie Vu            | 62 Kingail Spa  | 562-983-9100   |
| Tracy Khan          | same  | 11             |
| Quincy Lefwich      | Coming Lefwich  | (562) 912-7517 |
| Jameer William      | 401 E. 1st. St #400                                     | (562) 502-2734 |
| David Hayden        | 421 EAST First ST                                       | 562 435-5699   |
| Carrie A. Grassmuck | 209 1/2 Linden Ave. #B                                  | 562 739-0355   |
| Mosell Knowsas      | 1522 Lime Ave   | 562 376 6035   |
| 22.                 |   |                |

# Help Save Long Beach Cafe

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(4)

| Name #                 | Address #                                      | Phone #          |
|------------------------|--|------------------|
| 2. Tom Beck            | 13811 <del>Westhoff</del><br>No. on dyke       | 818 677 2249     |
| 3. Jim Hays            | SHORELINE MARINA                               | 714 501 4581     |
| 4. Steve Augessy       | 11312 W 139 T                                  | 913 - 685 - 9163 |
| 5. Edmund Silverio     |  | 714 - 404 - 8102 |
| 6. Dr. Kontrase        | Wilm. Ca                                       | 310 - 549 - 9775 |
| 7. M. DeLearno         | Aoston   | 310 510 - 2754   |
| 8. G. Fields           | 455 E OCEAN                                    | 323 - 940 - 7919 |
| 9. C. PAGENIA          | L.A.   | 323 2695 - 867   |
| 10. O. MADER           | 12737 ROSECRANS AVE SP-#4390600                | (562) 404 - 4718 |
| 11. C. Casica          | 3632 Silverwood, Rosemead                      | 562 - 493 - 4353 |
| 12. G. Munro           | 2632 Silverwood Las Alamitos                   | 562 - 493 - 4353 |
| 13. N. Carley          | 11012 Larchlyn dr.                             | 562 - 947 - 7552 |
| 14. KEN WOODS          | 5267 WARNER #129 HB 92644                      | 949 - 510 - 7924 |
| 15. Anthony E. Barrant | 110 W OCEAN AVE STE 331 L.B.                   | (601) 345 - 2920 |
| 16. Therese Stewart    | 96 Cerritos Ave                                |                  |
| 17. Rebecca Stewart    | 911 CERRITOS AVE LB                            |                  |
| 18. Kim Smith          | 819 A-2 - LaB Becht                            | 626 231 4665     |
| 19. Alyson Blakely     | 2131 W. Covina CA 91790                        | (626) 806 - 6817 |
| 20. Linda A. Tar       | 2542 Loomis St. Lakewood (A 4071) 562 984 3586 |                  |
| 21. Sherry P. Ulrich   | 211 E. Cherry (LB 562) 4581006                 |                  |
|                        | Concierge parking & location - Don't go!       |                  |

# Help Save Long Beach Cafe

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(5)

| Name #                                     | Address #  | Phone #             |
|--|--|---------------------|
| FERNANDO DOMINGUEZ                         | 21911 TOLON # C<br>DIAMOND BAR CA 91765                    | 562 547 1661        |
| 2. Don Grimes                              | PO Box 31660 L.B. 90803                                    | 562 486-9102        |
| 3. Adrienne Joyce-Elicker<br>Stott Elicker | 828 Magnolia Ave. LB 90813<br>" "                          | 562 435 6620<br>" " |
| 5. Jan Herrera                             | 1506 E. 4th St # 209                                       | "                   |
| 6. Joan O'Brien                            | 5232 Fidler Ave. LKW d                                     | "                   |
| 7. Drew Lambo                              | 269 Los Leon St Rue 91320                                  | "                   |
| 8. MARTIN MILLER                           | 3845 OLIVE AVE   | "                   |
| 9. Venetia Lamb                            | 7063 WHITAKER AVE. BALBOA LAKE 91406<br>(818) 781-2506     |                     |
| 10. M. Schneider                           | 10746 Francis Plct. #290, LA CA 90059<br>CA (818) 926-6127 |                     |
| 11. Ray Kuehc                              | 850 DAISY # C<br>(310) 602-9314                            |                     |
| 12. J.N. Hunter                            | 5227 Keynote St LBC 90808<br>(362) 627-9827                |                     |
| 13. Phil Howell                            | 513 N. MARINE Ave Miln. PA.<br>(610) 503-1554              |                     |
| 14. Rick Berndts                           | 228 ATLANTIC AVS LB 90802 5) 437 6377                      |                     |
| 15. DAVE MILLER                            | 3436 AKOBY DR. Modesto CA. 209-848-6525                    |                     |
| 16. Chirg Plant                            | 955 E 2nd St LB<br>(562) 951-1711                          |                     |
| 17. Franco Gioso                           | 700 S Ocean Blvd   |                     |
| 18. Clark Houghton                         | 4348 Randy Ave L-B.  |                     |
| 19. Jesse Hood                             | 434 CEDAR COVE TOW 90220                                   |                     |
| 20. NICK SNELL                             | 4 BENSON RD., CROWTHORPE,<br>BERKS. RG45 6SH GREAT BRITAIN |                     |
| C. W. Tison                                | 1140 E OCEAN BL UNIT 302 LB                                |                     |

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(6)

| Name #                 | Address                                 | Phone #               |
|------------------------|---|-----------------------|
| 2. Anna Vollmer        | 1355 Coma Ave 202 LB                    | 562 498 3670          |
| 3. Kenneth Williams    | 1130 East First st, #204, LB            | 562-495-9150          |
| 4. Faith Herrmann      | 1130 East First St. #204, LB            | 562-495-9150          |
| 5. KATHY BLESER        | 800 E OCEAN BLVD #1512 LB               | 562-432-4222          |
| 6. Antoine Gonzalez    | 134 Cavioza Ave                         | 562-437-6670          |
| 7. DEMETRIOS DAPPEIS   | 600 E. OCEAN BL. #106                   | 562 495 9505          |
| 8. David Grecco        | 42 Line Line                            | 562-212-8779          |
| 9. CECILIA ELLISON     | 42 LINE LB, CA 90802                    | 562 212 8658          |
| 10. Robert Loughran    | 706 Roswell Av 90804                    | 562-439-6043          |
| 11. TY DUNN            | 10 ATLANTIC AVE AP #509<br>90802        | 562-981-4384          |
| 12. Jason Williams     | 1163 S 10th St #109 LBCA90813           | 562 599-2323          |
| 13. Valerie Williams   | 1163 S. 10th St #109 LBCA90813          | 562 599-2323          |
| 14. Christopher Dotson | 437 Lim. Ave. LB, CA 90802              | c0577@hotmail.com     |
| 15. Rhonda Muzzo       | 314 Shoreline Dr. LB                    | 562-510-8809          |
| 16. Sharon Cotrell     | 2035 E Broadway LB 90803                | 562-433-7025          |
| 17. Darrelle Hart      | P.O. Box 1104 Hawaiian Gardn. Ca. 90716 | 562-256-5411          |
| 18. Kathy Lustig       | 720 Elm Ave. #709 LB 90802              | tallkat11@netzero.com |
| 19. CHIDI DILLIBE      | 146 HIGHLAND PL. MONROVIA CA 91016      | (626) 303-4037        |
| 20. Emily Carter       | 14815 Ansford Ave Hawthorne CA 91745    | 626/336-0149          |
| 21. Faith Sand         | 915 E Ocean Blv #151                    |                       |
| 22. Jaime Lee          | 2125 E Florida St LB CA90801            |                       |

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(7)

| NAME                      | ADDRESS                                | PHONE #          |
|---------------------------|--|------------------|
| C. Huggins                | 520 E. Willow #20                      | 562-492-6819     |
| Dave McCaffery            | 705 Jay CIR H-B CA                     | 714-374-6426     |
| L. Montan                 | 4634 V. e. Fresno Cam.                 | 917. 747. 2318   |
| Mary Teijos               | 128 Leme Apt 5 LBC.                    | 983-04771        |
| Shelley Daniels           | 65 Pine Ave #144 LBC Calif.            | 987-3535x2       |
| Nick Stagnitsas           | 615 E ocean Blvd L.B.CA                | 562-436-6037     |
| Rodney Rubner             | 5818 E Allington St. Lakewood CA 90713 | (562) - 866 8872 |
| Judy Arbert               | 800 E. Ocean Blvd L.B. 90802           | (562) 590-3225   |
| Dave Butter               | 2630 Lincoln Av #8 L.B. 90805          | SGP. 949-1178    |
| James Taus                | 850 E. Ocean #1205, LB, 90802          | 562 397-4850     |
| Dennis Edwards            | 906 OAKMERE DR. HARBOUR CITY           | 310 703-6444     |
| Melissa & Michael Goodman | 1835 Stanley Ave #C ST 90755           | (562) 290-2571   |
| Matthew McGettire         | 1825 Stanley Ave. #C SH 90755          | 562) 498-3181    |
| Madelaine Goodman         | 1825 Stanley Ave #15 SH 90755          | (562) 986-9022   |
| Tony Kallouret            | 5137 Los Encinos SF. Bl. C 90802       | 714-995-3027     |
| Rebecca Miskey            | 3450 N. Paramount Bl. #D 90805         | 562-221-5097     |
| Gerry Miskey              | 5450 N. Paramount Bl. L.B 90805        | 562-633-7652     |
| Mary L. Chandler          | 1034 E. 3rd St. L.B. 90802             | —                |
| Robert Riedel             | 2764 Harrison St. L.B                  | 310-835-6965     |

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(P)

| Name                   | Address                             | Phone #        |
|------------------------|-------------------------------------|----------------|
| 2. Kevin McCue         | 241 Atlantic B-#1                   | 562 3928       |
| 3. BARNEY ADAMS        |                                     |                |
| 4. Renel C. Hunt       | Renee 2000@yahoo.com                | 310-613-9843   |
| 5. Samantha DelaCruz   | Sammyjazz2015204@yahoo.com          | 62-951-5720    |
| 6. Ashley Ann DelaCruz | redgirl ParkPlace@yahoo.com         | (572) 951-5720 |
| 7. Hector Lopez        | 411 S. CENTRE ST #41 SP             | (310) 982-9213 |
| 8. Stephen W. Taylor   | 14737 manacita, LMCA 90638          | (714) 523-7246 |
| 9. Dean Ziegel         | 2108 Louisiana Ave LB               | 562 2586-2448  |
| 10. David P. Martinez  | 801 N Loma Vista<br>Long Beach, CA  | 562 590 9595   |
| 11. Joe Bonelli        | 20028 SAHARA RD. APPLE VALLEY 92307 |                |
| 12. Shirley Stephens   | 20 Orange Ave Long Beach CA 90802   | (562) 951-5508 |
| 13. Billie Taylor      | 20 Orange Ave LB 90802              | " " "          |
| 14. Edna Stephens      | 4014 8th Avenue LB                  | 562 432-7856   |
| 15. Maria Vazquez      | 117 Sigmar CA 90262                 | 310-639 0744   |
| 16. Marcelino Vazquez  | "                                   | " "            |
| 17. Dennis Jensen      | 1827 E Ocean Blvd                   | 562 673 0437   |
| 18. John Kott          | ✓ ✓                                 | ✓ ✓ ✓          |
| 19. Kimber Hamilton    | ✓ -                                 | - - -          |
| 20. Alfredo Montenegro | 3635 E 1ST # 211                    | 562 211 5211   |
| 21. L. Gaye            |                                     |                |

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(9)

| Name                   | Address  | Phone #        |
|------------------------|--|----------------|
| 1. Chana Shapira       | 925 Rose Ave # 1   | (562) 218-0011 |
| 2. Warren Wolfe        | 386 N. Stenungs  | 562 - 8        |
| 3. Mike Rappaport      | 12 3rd Place   | 562 436-7549   |
| 4. William R. Bea      | 13201 N. Point Ln.<br>Laurel MD 20708                    | 301-362-9503   |
| 5. Ken Forsythe        | 13201 N. Point Ln<br>Laurel MD 20708                     | 301/362-9503   |
| 6. Greg (Cape)         | 12876 Cape 10716 (N 5th) 818 361 2576                    |                |
| 7. Gary R. Caron       | 555 E Ocean Blvd Santa Monica                            | 562-432-8933   |
| 8. Anastasia Ginnis    | 27639 Terraza Dr. R. PULCA                               | 310 514 3354   |
| 9. J.C.                | E 915 OCEAN BLVD   | 562-7040       |
| 10. Ignacio Lora       | 580 Nebraska Ave #1                                      | (562) 590 7210 |
| 11. Juan Carlos Merado | 1047 S 5 st #2 L-B.C.A.                                  | (562) 436-7562 |
| 12. MANUEL, MORALES    | 9822 LA DOCENA, LN <sup>PICO</sup> REVERA (562) 949-5839 |                |
| 13. Natty Morales      | 9822 La Docena Ln. P.R. 512/949-5839                     |                |
| 14. Justa Morales      | 1835 La Docena Ln. PR 512/949-7865                       |                |
| 15. Delyria Morales    | 1060 So. Heikert Ave Lp 322/780-9085                     |                |
| 16. Eugene F. Martinez | 245 LINDEN AV. Long Beach, Ca.                           | 562-760-5569   |
| 17. Jonathan Burkett   | 1084 N Almond Ct LB                                      | 562-599-4844   |
| 18. Alvaro R. PEASE    | 1023 & 1st L.B.  | 562-424-6013   |
| 19. Gerald Meeker      | 5333 Marina Pacifica Ln. LB                              | 562-594-7433   |
| 20. Karl Ull           | 45470 Sunbeam Ln. La Palma CA                            | 710 272 7043   |
| 21. J.G. ARMAND        | 3635 EAST ST #402 LB                                     | 310/721-4468   |

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(10)

| * Name *              | * Address *                                | * Phone # *     |
|-----------------------|--|-----------------|
| 1. GLEN MASSEY        | 360 W OCEAN Blvd #508 LB                   | 4354318         |
| 2. THOMAS TIMMERMAN   | 360 W OCEAN Blvd #508 LB                   | 4354318         |
| 3 Louis Jenrich       | 1530 Dalmatia Dr SF 90732                  | 310<br>831-4927 |
| 4. Joseph Riedel      | 16520 Mountain St Lake Elsinore Co.        | 951-245-2248    |
| 5. Lynne Cihlar       | 1910 Elderwood Dr. CORONA CA 92882         | 9515491034      |
| 6. AGOLE MORGAN       | 512 E. SHORELINE DR. LONG BEACH CA 90802   | 702-592-3039    |
| 7. Sharon Moskowitz   | 6615 W 83 ST LA 90048                      | 310-670-5768    |
| 8. June Renwani       | 1711 E. 6 <sup>th</sup> St Long Beach      | 562)864-2691    |
| 9. Paola McNease      | 800 E. Ocean Blvd                          | 562 3073210     |
| 10. Dana Mummolo      | 96 Cerritos Ave. Long Beach                | 908 770 8092    |
| 11. William Stewart   | 96 Cerritos Ave LB, CA 90802               | (516) 732-1412  |
| 12. Bosonetta, D      | 2351 Granada Ave                           | 522 522 1571    |
| 13. Ceron Christie    | 408 S Spring St LA, CA 90013               | 562 388-3910    |
| 14. Mark Anthony      | 3000 E. 7 <sup>th</sup> St LB, CA 90802    | 562-577-2827    |
| 15. Russ Collingswood | F0 Box 173 LB CA 90801                     | 310 213.1867    |
| 16. Phil Talmquist    | 901 12 <sup>th</sup> ST. Hwy. 1. HB. 92648 | 714 410 7300    |
| 17. GRETCHEN Howard   | 707 MEDO ST LONG BEACH CA 90802            | 516-734-7143    |

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(11)

| Name #                | Address                                       | Phone #                  |
|-----------------------|---|--------------------------|
| <del>John M. #</del>  | <del>Mark H. #</del>                          | <del>562) 513-6605</del> |
| 2. Salu Stone         | 455 E. Ocean #507 LB.                         | 562) 822-6022            |
| 3. Charles Griffin    | 25 Linden Ave                                 | (562) 590-3589           |
| 4. Andrew Regos       |   | (562) 430-6924           |
| 5. TC PONCG           | 1059 E 1ST STREET                             | 562-463-4373             |
| 6. Robert Johnson     | 9301 Velando DR                               | 714 315-3594             |
| 7. Michael J. Newman  | 8633 LaPalix Alta Loma                        |                          |
| 8. Michael Hicks      | 1174 E OCEAN BLVD #14 LB                      | 90802 562) 843-4114      |
| 9. DAVID GIRON        | 6112 ALISADE DR                               | 562-491-7241             |
| 10. JOAN RASTLE       | 628 N. VIRGINIA CT., L.B., CA. 90802          | 562) 435-1878            |
| 11. Leonard Rodriguez | 24882 Hawk Way Laguna Nigel 92672             | 949-322-7179             |
| 12. Robert J. #       | 417 W. Ocean BLVD. #B                         | 562-741-1657             |
| 13. Patrick Williams  | 2835 E 67TH ST. LB. CA                        | 4393388                  |
| 14. Terry Saffian     | 6538 WOODLAKE AVE WEST HILLS                  | 818- 943-9875            |
| 15. Kevin Connery     | 3530 Arundel 11th in Ventura, CA 93056 448-60 | 805-644-860              |
| 16. Long Lee          | 28524 White Oak Lane                          | 951 232 8948             |
| 17. John Prado        | 3900 E. Main St #11 Ventura                   | 805-509-0320             |
| 18. J.A. Rose         | P.O. Box 741 VTA CA 93022                     | 805 630-2020             |
| 19. Brian Jiggers     | P.O. Box 206 Long Beach                       | 562) 900-6667            |
| 20. Tre Turner        | 6101 FULTON Ave #V. NYPS                      | 91401 (818) 406-5798     |
| 21. Eugene Martinez   | 245 LINDEN AV. LONG BEACH, CA.                | 562) 268-5569            |

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(12)

| Name *                      | Address *   | Phone # *      |
|-----------------------------|---|----------------|
| 2. Joyce Horner             | 91-357 8TH MILE, CA 90224                               | (760) 396-9141 |
| 3. Thent E. Akel            | 2112 W 124 <sup>TH</sup> LONG BEACH CA 90717            | (310) 292-2162 |
| 4. MR. Wennstrom            | 7425 MIDFIELD <sup>Ave.</sup> WESTCITY, CT 90048        | (310) 641-3365 |
| 5. Kew Ruckles              | 1030 S. Ocean Blvd                                      | 562-1208-3453  |
| 6. Dick M. Dorsay           | 850 S Ocean Blvd #1401                                  | 562-833-5623   |
| 7. <del>D. Dillon</del>     | 444 S Ocean Blvd #1406                                  | 925-330-2100   |
| 8. <del>J. C. C.</del>      | 3939 E. ACCORD <sup>#308</sup> L.R. CA 90803            | 310-387-8356   |
| 9. James Freeland           | MUNSON PA   |                |
| 10. W. V. Hatch             | 1011 E. Appleton Apt 2<br>Long Beach CA 90802           | 562-689-7130   |
| 11. <del>John</del>         | 1157 E. Hellman St. L.B. 90813                          | 562-599-0870   |
| 12. Amy Sheen               | 1155 E. HELLMAN ST. L.B. 90813                          | 562-499-9860   |
| 13. <del>TOMAS GARCIA</del> | 2205 GRAMERCY AVE TOR. CA 90501                         | 310-920-5247   |
| 14. <del>S. D. Jr.</del>    | 429 MARVISTA AVE. 90744                                 | (310) 213-6889 |
| 15. <del>Z. L. P.</del>     | ZUTSCHBERG 29, FLOR. ZURICH, SWITZERLAND 00311794078956 |                |
| 16. Felipe Lanaspadilla     | 2501 E. 4th St #10 LB, CA 90814                         | 714 473 7236   |
| 17. Brian Lanzarotto        | 860 W. Grindell Rd. Costa, CA 91772                     | (626) 922-3629 |
| 18. STEVE GOLF              | 3030 PETALUMA AVE LB. CA 90808                          | 562) 260 7769  |
| 19. FERNANDO MORALES        | 16704 WILTON <sup>PL</sup> TORRANCE 90504               | (310) 871-1152 |
| 20. SANDY MARENCO           | 1702 E. ERNST Apt 2 LONG BEACH CA 90802                 | (562) 901-9322 |
| 21. Joyce MARENCO           | 1702 E. ERNST Apt 2 LONG BEACH CA 90802                 | (562) 901-9322 |

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(13)

| Name               | Address                                   | Phone #        |
|--------------------|---|----------------|
| John Aridus        | 15635 Camino W H.B                        | 714-898-7933   |
| Trever Adams       | 6251 Winslow H/B                          | 714-691-1953   |
| Chris Schaffer     | 44 N. Alboni PL #11 L.B                   | 562 432-0801   |
| George Farley      | 840 Catalina, SB                          | 714 915-5958   |
| Todd J. Jones      | 245 Temple Ave #3 Long Beach              | 562 439-3249   |
| MARK ALTENSTADTER  | 3012 E. 6 <sup>th</sup> St., Long Beach,  | 562 366-5505   |
| ERIC LANDON        | 1527 S. GRANADA AVE SAN PEDRO             | 310 831 1067   |
| Ken Gonzalez       | 203 Argonne Dr. Ste B #152 LB             | 562 438-5620   |
| Michael CURRALS    | 600 EAST OCEAN BLVD #1506                 | 562-491-3747   |
| Kathleen Petersen  | 700 E Ocean 905                           | 562 590 3499   |
| Janie Clancy       | 1205 W Cypress #8 San Dimas 91773         | 909-599-4659   |
| Paul Blazis        | 3618 Sauc Dr Torrance CA                  | 90310-212-6073 |
| Debbie Polderwaert | 1066 Lury LB                              | 562 728 4530   |
| Ydilia Kurnskaw    | 1804 Bella Vista PicoBlvd                 | 805 415-4953   |
| Joseph Platt       | 220 Pacific Ave. Long Beach, CA 90802     | 562 434-1004   |
| Brad Loughran      | 1445 Brett Place #306 San Pedro 90732     | (310) 519-1499 |
| NICK BALSZ         | 131 E. LIVE OAK ST #19<br>SAN GABRIEL CA  | 626) 286-6732  |
| Lisa M. Massimino  | 35 N. Alboni PL #501 Long Beach, CA 90802 | (949) 606.3284 |
| Jonathan Bueno     | 35 N. Alboni PL #504 "                    | 562.590.6972   |
| Urban Hernandez    | P.O. Box 62395                            | 323 294-5167   |
| MARK HECKETHORN    | 175 LA VERNE AV. L-B, CA 90803            | 362-209-3122   |

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(14)

| Name #                | Address                             | Phone #         |
|-----------------------|-------------------------------------|-----------------|
| 1. Jose Tostado       | 1865 Stanley ave unit 1             | (562) 843-7014  |
| 2. Blake Desmond      | 2519 W. 230th ST.                   | (310) 938-6198  |
| 3. Armando Sanchez    | 1760 Marinette St                   | (310) 212-6788  |
| 4. Daniel Donell      | 17429 Ascona Dr.                    | (1001) 252-0488 |
| 5. JOHN RYAN          | 11518 CANYON PARK                   | (619) 498-5518  |
| 6. Jim Graham         | 525 E. SOUTHEAST WAY, L.A., CA      | 562 335-0625    |
| 7. CLIFTON KESTER     | 1152 E. 1ST ST LB CA                | 805.458.3097    |
| 8. George Rodriguez   | 2425 Palm Plaza                     | 323-581-0786    |
| 9. Cathy Mora         | 13234 Deming Ave Downey CA<br>90242 | (562) 305-2924  |
| 10. Brian Ogden       | 1030 E Ocean Blvd Apt 210           | (330) 701-7965  |
| 11. Pabrosky, M.      | 1047 Cedar Blvry                    | (562) 937-6275  |
| 12. Km Cuc Ella       | 1146 Cedar LB                       | 562-544-7305    |
| 13. D.Q. Biggs        | 12412 KENNINGTON                    | 562-493-7167    |
| 14. Daniel Snyder     | 4220 S 1350 E SLC UT                | 801-509-1166    |
| 15. Phil Dossenback   | 4222 S 1350 E SLC UT                | 801-277-3804    |
| 16. Ross Jones        | 1802 S. 1510 W. KK. UT.             | 801-294-4044    |
| 17. Chris Clark       | 444 E. 92ND St. LA, CA              | 323-397-1547    |
| 18. Myrna Sal Soddy   | 960 Lightone Way PH, CA             | 805-982-6310    |
| 19. T. Fly            | 17 Runford Ln Bedford NH            | 603-472-5363    |
| 20. Bob Stark         | 333 JUNIPERO AVE, LB. CA            | 562-434-3623    |
| 21. Charles Zebroski  | 4714 N. HASALA AVE #513, TAMPA, FL  | 813-876-1771    |
| 22. Melinda Stanitsas | 23986 Petrel ct. Laguna Nigel       | 1949 831 2392   |

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(15)

for

| Name                  | Address                        | Phone #        |
|-----------------------|--------------------------------|----------------|
| LINDA SCHOLL          | 700 E Ocean Blvd               | 714 420 3196   |
| 2. Billy T. Rose      | 4531 Falcon LB                 | 310 413 9009   |
| 3. Robert Echternach  | 1021 E 70 <sup>th</sup> Way    | 562-6355949    |
| 4. MARGOT BERGMAN     | 100 ATLANTIC #707              | 562 47361109   |
| 5. Jessica Beckman    | 3 Claymont Dr                  | 949 347 1066   |
| 6. Mike Beckman       | 3 Claymont Dr                  | 949 347 1066   |
| 7. Ryan Beckman       | 3 Claymont Dr                  | 949 347 1066   |
| 8. Leslie Stantisas   | 23886 Petrel Ct. Laguna Niguel | 949 831-2392   |
| 9. Nick Stantisas     | 23886 Petrel Ct. Laguna Niguel | 949 831-2392   |
| 10. Nicole Stantisas  | 23886 Petrel Ct. Laguna Niguel | 949 831-2392   |
| 11. Lilly Stantisas   | 23886 PETREL CT. LAGUNA NIGUEL | 949 831-2392   |
| 12. Michael Stantisas | 23886 Demy Cr 2 Laguna Niguel  | 949 831-2392   |
| 13. Sherwood Kelley   | 525 E. SEASIDE WAY #409 LB     | 562-951-1229   |
| 14. Keith Huyett      | 525 E. SEASIDEWAY #409 LB      | 562-951-1229   |
| 15. Nicole DesVerney  | 2616 E. Spaulding St           | 562) 439. 6367 |
| 16. David DesVerney   | 2616 E. Spaulding St           | 562) 439-6367  |
| 17. Rhonda Comble     | 13935 Kornblum #12 Hawthorne   | 310) 749. 4542 |
| 18. George GAMBLE     | 13935 Kornblum #12 Hawthorne   | 310) 749. 4542 |
| 19. LYLE FONG         | 1065 E 3RD ST #6 LB            |                |
| 20. Norm COOPER       | 250 W. OCEAN BLVD #1710 LB     | 562-528-6263   |
| 21. Mike Booth        | 1745 N Wester Ave #40          | 523-460-4692   |

# Help Save Long Beach Cafe

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(16)

| NAME                | RESIDENCE                                      | PHONE #        |
|---------------------|--|----------------|
| 1. KRISTEN NAKHTIRI | 1010 E. 2ND ST. #2<br>LONG BEACH, CA 90802     | 562) 397-7521  |
| 2. GABRIEL VARGAS   | 6430 EL JARDIN ST LONG BEACH, CA 90815         | (562) 480-2473 |
| 3. Sandra Alvarez   | 309 east 220 <sup>th</sup> ST Carson, CA 90745 | 310-830-6596   |
| 4. Russell Bennett  | 1134 N. Sycamore #307 LA, CA 90038             | 323 240-5287   |
| 5. Raymundo Moreno  | 1134 N. Sycamore #307 LA CA 90038              | 323-462-0099   |
| 6. Mary Cienfuegos  | 1666 1/2 Wilmington Blvd. Wilm CA              | 310-427-0369   |
| 7. Manuel Martinez  | 1666 1/2 Wilmington Blvd Wilm CA               | 310-427-0369   |
| 8. CAROL Rodriguez  | 439 W 9TH ST LONG BEACH CA.                    | 310-240-3102   |
| 9. SCOTT GRAGY      | 311 CHESTNUT LB 90802                          | 562/305-5189   |
| 10. STEVE CALDWELL  | 820 17TH ST SEABEACH                           | 562-972-5286   |
| 11. Wally Reafini   | 15375 Saverne Cir. IRVINE, CA                  | 949-786-1217   |
| 12. MAZAROVICH      | 19748 MT Schelein ILY CA                       |                |
| 13. STEVE DUE       | 1750 E. OCEAN BLVD. LONG BEACH                 | 562-437-5822   |
| 14. REBECCA DUE     | 1750 E. OCEAN #504 LONG BEACH                  | 562-437-5822   |
| 15. Janet E Lustig  | 8856 Winnetka Ave. Northridge CA               | (818) 882-6216 |
| 16. Joyce Palacio   | 1010 S Ocean Blvd #3                           | 562) 3952-2811 |
| 17. Gary Watters    | 437 Lime Ave #B 90802                          | 562 590 6901   |
| 18. Derrick Fenley  | 834 E 4th ST. #32 90802                        | (562) 436-8096 |
| 19. ROBERT FLORES   | 1610 E. OCEAN BLVD #6 90802                    | 562) 912 9835  |
| 20. CHARLENE O'NO   | 2581 E. Washington St L.B. CA 90810            | 310 922-5112   |
| 21. Mo O'No         | 2581 E WASHINGTON ST 90810                     | 310 549-5112   |

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(17)

| Name                       | Address                              | Phone #               |
|----------------------------|--------------------------------------|-----------------------|
| DAVID fleming              | 33021 Arrowbear dr, Runny Springs    | CA 92582 928-232-9307 |
| 2. ERIC FRANTZ             | 600 E Ocean                          | LB CA 90814           |
| 3. ALLISON LIZZI           | 11022 Kling ST Valley Village        | 91607                 |
| 4. Michael Herrera         | 120 Cerritos LB CA 90802             |                       |
| 5. Andie Lynn              | 120 Cerritos LB 90802                |                       |
| 6. Annika Butler           | 1206 S. Weymouth Ave S. P.           |                       |
| 7. <del>Jeff Baldwin</del> | 33117 Rim of the World Dr, Arrowbear | 92382                 |
| 8. JEFF HESTON             | 24502 MARINE AVE CARSON, CA          | 90745                 |
| 9. CARLOS N. MARENJO       | 931 N. M. Donald Ave. Wilm. CA       | 90744                 |
| 10. Darian Dominguez       | 3309 Troquois LB CA 90808            |                       |
| 11. Antonia Ortiz          | 1251 Marine Ave. Wilmington          | 90744                 |
| 12. Alejandro Rios         | 4144 Ann Arbor Rd. LKHO              | 90712                 |
| 13. Alex Rios              | 1352 GULFATE, Wilm.                  | 90744                 |
| 14. Luis Andrade           | 1456 N. RAVENNA AVE Wilm             | 90744                 |
| 15. Jason Bohm             | 106 E. Colorado St. Monrovia CA      | 91016                 |
| 16. MBerto                 | 56 ST H                              |                       |
| 17. <del>Patricia</del>    | 1352 GULFATE 90744                   |                       |
| 18. William McFadden       | 1125 E Broadway                      | 90802                 |
| 19. Bob McCormic           | 6155 BLAILEYRD                       | 34786                 |
| 20. Eric Fricano           | 1175 ocean #111 LB, CA               | 90802 JLWJ13          |
| 21. Kaci Caswell           | 8007 W. 147TH FREE OP, LOS 66285     |                       |

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(17)

| Name                  | Address                                     | Phone #        |
|-----------------------|---|----------------|
| 1. Ted Wheeler        | 3911 Kinmount, Los Angeles CA               | 562 4306202    |
| 2. Mahya Esfani       | 525 E. Seaside Way #1802                    | 562            |
| 3. Mimi Jellett       | 740 S.W. 11th                               |                |
| 4. Don Merk           | 1345 San Vicente                            |                |
| 5. Joe Habersetz      | 6501 00th St S.W. Tacoma WA                 |                |
| 6. Jack West          | 10223 Eagle Rock Dr.<br>San Diego, CA 92120 |                |
| 7. SERGIO GONZALEZ    | 3510 LANFRANC ST LAC 90063                  | (323) 261-2159 |
| 8. Claudia Gomez      | 3233 Hunter St #9 LA 90023                  | (323) 265-2154 |
| 9. Samuel Padilla     | 2350 Fariss Ave Long Beach CA 90815         | (310) 946-5925 |
| 10. Clark Kim Nguyen  | 1963 ½ St. Louis Ave 90755                  | 310-801-5387   |
| 11. C.P.              |   | 310 877-4040   |
| 12. Ana Yegs          | 219 Tichener                                | 310 7645983    |
| 13. Diane             | 401 Ocean #507 LB                           | 526-528-7324   |
| 14. Diana Acosta      | 1600 E. OCEAN #3 CB, CA                     |                |
| 15. Lawrence Smith    | 234 ATLANTIC #16 LB CA                      | (562) 519-6145 |
| 16. Elizabeth Johnson | 2740 E. 19th St LB                          | 562 494-7331   |
| 17. Roger Livingston  | 2740 E. 19th St LB                          | 562 494-7331   |
| 18. Diana Wilkes      | 1921 FLORIDA ST CB                          | (562) 435-9742 |
| 19. Jim Brooks        | 1218 PACIFIC COAST Hwy 4                    | 562 433-1199   |
| 20. DALE HUTCHINSON   | 1054 APPLETON St LB                         | 562 714-5663   |
| 21. S. Hunter         | 645 Chestnut Ave. #314 LB, CA               | 209-4106       |

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(19)

| Name               | Address                            | Phone #         |
|--------------------|------------------------------------|-----------------|
| John Sakwa         | Chicago                            | 847-638-0987    |
| Nyeshia Eastaling  | Los Angeles                        | (310) 926-5237  |
| Shannette Aguilera | Hawthorne                          | (310) 590-9265  |
| Donalay            |                                    |                 |
| Howard             | Hampton Court                      | 555             |
| C. ATWAL           | LAX                                |                 |
| DEN LARHWADE       | BRITISH AIRWAYS                    | +44 7714 287964 |
| Jos A FERNANDEZ    | Montebello                         | 323-725-7164    |
| hypn Gardner       | Glendale                           | (626) 335 0559  |
| John Porter        | Long Beach                         | 4260888         |
| Paul Huddle        | 899 E 4th St #12 LB, CA            | 562 547-3298    |
| MAX PAZ            | Temple City CA                     | (626) 454-3350  |
| Nathan Rubin       | Bellwood, CA                       | (562) 866.8872  |
| B. D. Wynn         | 2241 2nd St                        | 562 810 2435    |
| Patricia Mays      | 2725 EAST 2nd ST                   | 522-221-5017    |
| Patricia Rusko     | 5274 CHARING CROSS West            | 714 891 2446    |
| Patsy Budden       | 257 Coronado Dr.                   | 562 473 9348    |
| Sophie Cacer       | 1231 Patton Ave San Pedro CA 90731 | 310-831-3078    |
| Sarah Cladno       | 3228 Charleague LB 90808           | 562 310-2357    |
| Nicole Cumberland  | 5810 W Olympic Blvd 4790320        | 323 857-1750    |
| Terry Dreske       | 13651 Crestline St Westminster CA  | 714-898-6934    |

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(20)

| Name             | Address                                  | Phone #        |
|------------------|--|----------------|
| Tom Garrison     | 497 St Louis Ave, L.B.                   | 562-987-0383   |
| Karen Weddle     | 721 E. 1 <sup>st</sup> St. LB            | 562-500-6523   |
| Dow Parks        | 455 E Ocean Blvd LB                      | 562 436 1054   |
| Mart Nelson      | 850 E. Ocean Blvd #400                   | 562-508-4034   |
| Charles Mennie   | 850 E. Ocean Blvd. #604                  | 562-508-4289   |
| Salvadore Orozco | 4 St 2455                                | (562) 856 5836 |
| Duke R. Dunn     | 118A Encino Hills Way, Carson CA         | 310-795-2670   |
| Steven Franklin  | 218 Linden Ave LB, CA 90802              | 562) 519 3243  |
| Oliverizma Sta   | 455 E Ocean #507 LB.                     |                |
| Jeff Link        | 1462 2nd Ave. NY, NY 10021               | (917)509-3508  |
| J. C. Capri      | 1462 2nd. Ave NY NY 10021                | 917 509 3508   |
| Ray Bonaventura  | 1830 Ocean Blvd., Long Beach<br>CA 90802 | 562-307-0717   |
| Brett Young      | 332 Manhattan Ave Brooklyn NY 11211      | 917-809-6410   |
| Jose Billings    | 23058 Serra Dr. Carson CA 90745          | 310 619-5970   |
| Markine Alvaro   | 23058 Serra DR Carson 90745              | 619-5970       |
| Joseph Pearson   | 1510 W. Castle St. Long Beach, CA 90813  | 562-432-5215   |
| Roger Bradford   | 1510 W. Castle St. Long Beach 90813      | 562-432-5215   |
| Roman Torres     | 25621 BELLE PENTE, HARBOR CITY 90710     | 310-418-2803   |
| Ray Von Bruggen  | 34051 Formosa DR. Dana Point 92624 0014  |                |
| Lisa Lewis       | 404 E 3rd St Long Beach CA 90802         | 495-8935       |
| Wynne Fueker     | 308 Elm Ave LB 90802                     | 562) 435 5568  |

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(21)

| Name *            | Address *                                     | Phone # *      |
|-------------------|---|----------------|
| Lucy M. Fuentes   | 855 E <sup>st</sup> Ocean Blvd                | 562 901-0433   |
| Maria Castellanos | 555 E. Ocean Blvd                             | 562 901-0409   |
| Sonia Gonzalez    | Harbor, Long Beach                            | 310 507-4287   |
| Manny Garcia      | 2256 KNOXVILLE AVE BEACH                      | 562 431-3657   |
| JR TerryRees      | 6339 Rathke Dr, Rubidoux, Ca.                 | 951-212-3883   |
| Elyzabeth Reems   | 6339 Rathke Dr, Rubidoux, Ca                  | 951-212-4234   |
| EVAN JACOBSON     | 5110 E. 7TH ST. LB CA 90803                   | 562-498-3136   |
| LOST LVND         | 831 E OCEAN BL *C                             |                |
| Liliee S.         | 415 E. 10 <sup>th</sup> ST # 207              | (562) 491-9100 |
| PAUL ORSFTH       | 1000 E. OCEAN Bl #617                         |                |
| Michelle Rodger   | 2696 E 56 <sup>th</sup> WAY APT #6 long Beach | (818) 219 8773 |
| Aaron Tazurka     | 1310 E. Ocean Blvd #601                       | 562 9830008    |
| Joe Gallagher     | 645 E. Ocean Beach Manager                    | 562 435-1365   |
| Sandra S. Larimed | 3138 S. Gaffey St #8 SPCA                     | 310 833 0116   |
| J C Licavetz      | 1125 S. Gaffey St SP, CA 90731                | 310 832 6993   |
| Chatty Katney     | #5 The Dungeon Villa Riviera LB               | 562-432 4222   |
| Robert Kozma      | 15904 E 50th St N Owasso, OK                  | 918-272-9362   |
| Dennis Strelcins  | 214 Yachtclub Rd. #19 Redondo Beach, CA       | 310-592-5918   |
| LISA Simpson      | 223 1/2 Linden Ave LB 90802                   | 949-201-9447   |
| Hillary Mosh      | 223 1/2 Linden Ave LB 90802                   | 562-480-5483   |
| Baft Simpson      | 4611 Castana Ave DTLA 90012                   | 562-303-0480   |

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(22)

| Name              | Address                                | Phone #                      |
|-------------------|--|------------------------------|
| Jeff Villalpando  |  | 310 650 4629                 |
| Brin Taylor       |  | 925 736 5150                 |
| Heather Taylor    | 9764 Bellanca Dr San Ramon             | 11 286 4608                  |
| Caroline Woodburn | 1679 Dalmatian St Lakewood CA 90723    | 310 951 2103                 |
| Willie Tr. Lewis  | 20824 HAWAIIAN AVE Lakewood            | 562 860 0103                 |
| Jahor Vesni       | 20716 Verane Ave Lakewood              | 562 860 3695                 |
| Jeff Madsen       | 8911 330th STE Easterville WA 98338    | 206 281 3869                 |
| Al Seay           | 3540 S. Ocean Dr. Palm Beach FL        | 301 767 4036                 |
| M.C.              | 3955 Hope Mtn Dr CA                    | 562 843 3448                 |
| E. Schlitt        | 6117 Schirra Ct. Bakersfield           | 661-342-2443                 |
| Andrés Benítez    | 1595 Mendocino Dr. SD, CA              | 661-809-6602                 |
| H. Bordenix       | 138 Hwy 14 L.B.Ca, 90804               |                              |
| CPL Dearth        | 426 E Shoreline Dr LB                  | 310 774 1593                 |
| Jamie D. Hammond  | 2408 Mary Ann Sulphur, LA              | 337-625-8398                 |
| S. J. Kline       | 25882 Danar Office Park CA             | 949-493 2319                 |
| Mike Lening       | 4827 Cheyenne Way Chino CA             | 909 464 2529                 |
| G. L. Wilson      | PO Box 55 - Dam CA                     | 925 330-2100<br>562 495-2080 |
| John Birnboim     | 444 W. Ocean Blvd Long Beach           | 714 458-7045                 |
| Laurie Reilly     | 229 Franklin Rd Syosset, NY 11226      | 716-833-0088                 |
| Mark Peña         | 2625 Santa Clara Ave Alameda, CA 94501 | 510-269-8417                 |
| Braig Adams       | 2500 Ocean Ave Long Beach              | 714-609-6134                 |

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(23)

| Name                    | Address                                      | Phone #        |
|-------------------------|--|----------------|
| Pat Adams               | 250 W. Ocean #1602 LB                        | 562-4952590    |
| 2. R.W. Reising         | 515 Fellows Ct 93224                         | 661-768-4809   |
| 3. Diane M. Duren       | 14117 Oakwood Dr AND 55304                   | 763-421-2123   |
| 4. Tom                  | 1918 Fair Oaks Ln San Pedro, CA 907-255-9881 |                |
| 5. NIEMBERG Ursula      | Bülach, SWITZERLAND                          | -              |
| 6. VALT RECPNED         | Burggasse, Vienna, Austria                   |                |
| 7. RENÉ ENRIQUEZ        | 2454 EMLL AV, LB, 90804                      | 562-3975178    |
| 8. Shelly Malin         | 659 Penfield St LB 90805                     |                |
| 9. Roger Trifun         | 659 Penfield St LB 90805                     |                |
| 10. William John Miller | 419 Q Shoreline Village Dr LB 90802          | (562) 787-6218 |
| 11. MATTHEWS HOOK       | 1510 Cowles St. L.B. CA                      | (562) 432-2611 |
| 12. Dave McGrosh        |  |                |
| 13. GARY Mc GINNIS      | 3522 ROXANNE AVE.<br>LONG BEACH, CA 90808    |                |
| 14. JOHN PAGES          | 18 Atlantic Ave #604 LB CA 90802             |                |
| 15. Joseph Johnson      | 1751 Lomaire. #3 LB. 90804                   | (562) 900-2022 |
| 16. Nathan Thayer       | 25625 Narbonne Ave #21 Compton, CA 90717     |                |
| 17. Markko              | 339 JASCAVE. Long Beach, CA 90808            |                |
| 18. HARLEY LEE          | 2700 Panorama Dr #306<br>Sierra Hill 90735   |                |
| 19. Alexis Willis       | 53900 Avenida Madero<br>La Quinta, Ca. 92253 |                |
| 20. SADIA               |  |                |
| 21. Tina Landavazo      | 330 Golden Shore LB                          | (562) 624-4100 |
| 22. Cynthia Niner       | 330 Golden Shore LB                          | (562) 624-4100 |

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(24)

| NAME & #             | ADDRESS                                    | PHONE #          |
|----------------------|--|------------------|
| 2. BARBARA TROELLER  | 431 ALAMITOS LONG BEACH                    | 437-5880         |
| 3. Wayne Epstein     | 431 Alamitos Ave. "                        | 11 11            |
| 4. Ron Atlas         | 1531 S. CAMDEN L.A.                        | 310-968-2655     |
| 5. Cathy Bishop      | 40 Alamitos #305 Long Beach 90802          | (714) 477-1111   |
| 6. Jim Dolater       | 115 E 232 <sup>st</sup> CARSON             |                  |
| 7. GERRY Sedillo     | 5337 Knott Av. 110 PAVE 90813              | LAWRENCE         |
| 8. Chris Bellamy     | 31 Laguna Ct. MB 90266                     |                  |
| 9. Don Diaz          | 5959 Frem                                  |                  |
| 10. Jon Rodgers      | P.O. Box 2881 Long Beach, CA 90801         | (562) 762-1598   |
| 11. Robert Anos      | 2634 E. 4th Long Beach CA 90814            | 562 310-525-2480 |
| 12. Pamela Garcia    | 459 E. Norton St LB CA 90805               | 362 841-2591     |
| 13. Oseas Garcia     | 1084 E. 7th St LB CA 90813                 | 562 951-0341     |
| 14. Michelle Sanchez | 110 W. Ocean Blvd 510 CA                   | 562 432-8826     |
| 15. Greg Cudahy      | 2717 Bacon St. Lake Isabella               | 760 379 5859     |
| 16. LUDIA MOLINA     | 711 CLINE AVE. Long Beach 90813            |                  |
| 17. DW Kennedy       | BB L.B. MARINA                             |                  |
| 18. SL Kennedy       | 35311 Cornwall Blvd Long Beach CA          |                  |
| 19. ALEX GATCH       | 1620 Baker St                              | 661 323 7066     |
| 20. Brian Jenkins    | 15809 Stephanie St                         | 661 588-9471     |
| 21. Amy Watts        | 906 N Terceira Cir. Palm Springs, CA 92262 | 700 992-9319     |
| 22. Darrell Marks    | 865 MEADOW LN WINSLOW AZ 86047             | 316 288 9217     |

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(25)

| Name              | Address                                     | Phone #            |
|-------------------|---|--------------------|
| Les John          | 110 W. 6TH ST. #326                         | (562) 631-5009     |
| Christa Stepanian | 341 Gladys Ave Long Beach, CA               | (562) 716-5767     |
| Cindy Gowett      | 2809 E 11th St LB 90804                     | 90814 562-754-2309 |
| Peggy Sauvageau   | 351 Temple Av #C LB 90814                   | (701) 799-3768     |
| Theresa Coban     | 3611 Island St San Pedro 90731              | (310) 548-4698     |
| Ryan Alari        | 1009 E. 1 <sup>ST</sup> Long Beach CA 90803 | (562) 435 7290     |
| David Ziffman     | 2243 McRae Dr. San Pedro, CA 90731          | (310) 519-0304     |
| Brandy Perez      | 446 W. 15 <sup>th</sup> St. S.P. 90731      | (310) 936-6693     |
| John Bradin       | 809 W 26 <sup>th</sup> SP 90731             | (310) 542-2155     |
| Maurice Fedon     | 861 W. 18 <sup>th</sup> St SP 90731         | (310) 489-7622     |
| JACKIE MOORE      | 1721 CORONADO AVE #202                      | 562-597-4254       |
| George Yamamoto   | 17800 E Colima Rd #801 Rowland Hts, 91748   | (626) 806-7764     |
| Lorraine Zab      |   |                    |
| Nyle Puschell     | 5551 E 23 <sup>rd</sup> ST Apt #11          | (562) 342-9987     |
| Kristina Puschell | "   | "                  |
| Willie Puschell   | "   | "                  |
| DAVE ZORTYAKS     | 436 Loraine Rd. RP/CA 90275                 | 562-254-4202       |
| PAUL HAVEN        | 700 E. Ocean Blvd #2306 LB                  | 562-547-1334       |
| The Coltherps     | 120 Alamitos #23 LB                         | 562-491-4604       |
| COREY BENNETT     | 1250 E. 1st #7 LB 90802                     | (562) 437-0664     |
| TERESA FULTON     | "   | "                  |

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(26)

| Name                   | Address  | Phone #                   |
|------------------------|--|---------------------------|
| R. Linder              | P.O. Box 3054<br>Long Beach, CA 90803                | (562) 490-3909            |
| M. Deannah             | 5585 E. PCH  | (562) 494-7040            |
| J. Engberk             | 3432 CAYERHILL AVE<br>LAKWOOD CA 90713               | (562) 866-7743            |
| Barbara Young          | 5216 E Harvey Way L.B. 90808                         | freturt@aol.com           |
| PAT Alviso             | 17040 Blawater, HB 92649                             | 562-833-8035              |
| JEFF MERRICK           | 1827 XIITENO AVE L.B. 90815                          | 562-522-4241              |
| Alli Goldman           | 3740 BISPO DRIVE #4 LB, CA 90804                     | 323-368-7062              |
| Luis Stein             | B24 B MAIN ST. GAITHERSBURG, MD 20878                | (240) 244-1249            |
| Peter Joseph Rosenwald | P.O. Box 14525, Long Beach 90833                     | 562-438-5394              |
| DEAN STADEFORD         | 6264 Crystal Ave -                                   | 562-432-210               |
| Yerwuz Yerk            | 519 ORKIN ST   | GreenLocke@juno.com       |
| E. J. D.               | 5720 Linda Lane                                      | tenoralt@aol.com          |
| Michael Sevitt         | 1102 Dawson Ave #7, Long Beach, Ca.<br>(Formerly of) | (562) 754-0415<br>message |
| B. Blue                | 1400 E 3rd St #7 Long Beach, 90802                   | 000                       |
| Yvonne Yerk            | 5643 Ord Av Long Beach                               | (800) 427-5817            |
| S. Smith               | 530 Orange Ave. Long Beach 90802                     | 562-234-9994              |
| O. Ottie               | 9323 8th Street LP 90803                             | 5894479                   |
| Karen Adelene          | 341 Bonito, Long Beach 90802                         | (562) 590-3739            |
| Betsy Tambut           | 355 Coronado Ave                                     | (562) 438-2748            |
| Emery Manay            | 5116 ELDERHALL AVE. LAKEWOOD 90712                   | (562) 630-5873            |
| Dawn Miller            | 714 Pacific Av #409 LB 90813                         | (562) 951-0822            |
| Ernestine Lee          | 525 1/2 19th St. L.B 90806                           | (562) 230-5413            |

# Help Save Long Beach Cafe

Long Beach Cafe and the employees are asking for your help in saving the cafe from a redevelopment project that is being considered by the City of Long Beach. We ask that you help us in not letting this happen. Please sign this petition if you want to keep Long Beach Cafe as part of this community. Thank you

(27)

| Name                    | Address  | Phone #        |
|-------------------------|--|----------------|
| 1. Maria Equis          | Rancho 546 Culver N.A.D.P.E.                           | 935 6132       |
| 2. Maria Rivera         | 1073- E 4th st. L.B.CA                                 | 562 235-9587   |
| 3. Rosa Guevar          | 1420 - ALAMITOS  | Rosa Guevara   |
| 4. Lettyra Vigne        | 1392 9TH ST  | Rosa Resley    |
| 5. Ma Elena de Santiago | 2805 delta st. 90813                                   | Rosa Resley    |
| 6. Sandra Sandy         | Epitie st. 90806                                       | Rosa Resley    |
| 7. Gloria Gabriel       | 1928 Lincoln st L.B 90810                              | 234-12520      |
| 8. Patty Blake          | 12 1/2 W. 6TH ST. L.B. 90813                           | —              |
| 9. Elvira Deorio        | 2 1/2 W 6TH ST. L.B. 90813                             | —              |
| 10. Martha Holman       | 2222 Appleton L-B 90813                                | —              |
| 11. Abel Salazar        | 2187 LB BL 90806                                       | 562 4892303    |
| 12. Evelyn Knight       | 2521 Costa LB PA 90810                                 | 562-4261342    |
| 13. DAVID SUNDSTROM     | 6900 LOS VERDES DRIVE #1,<br>RANCHO PALOS VERDES 90275 | 310-377-8398   |
| 14. S. ZOSKE            | 920 IDAHOAve., # 3, SM 90403                           | 310/800-1246   |
| 15. Bob Bowes           | 14320 Cotoya Dr. La Mirada, CA 90638                   | 949 303 9393   |
| 16. Susan L. Dunn Horne | 1900 East Ocean Blvd. Long Beach CA 90802              | —              |
| 17. Richard C. Dumond   | 1404 Flagler Lane, Redondo Beach 90278                 | (310) 376-3599 |
| 18. M. Deady-Paano      | 2513 Del Amo Blvd, Lawnd, CA 90712                     | 562-630-2406   |
| 19. Jack Bolger         | 215 Quincy Ave # 3                                     |                |
| 20.                     |  |                |
| 21.                     |  |                |

# Help Save Long Beach Cafe

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(28)

| Name #                    | Address  | Phone #        |
|---------------------------|--|----------------|
| 1. Don Sevilla            | 1702 E Washington<br>Long Beach, CA 90805      | (562) 569-8800 |
| 2. Migena Oden            | 1825 Easy <sup>34th</sup> St LB                | (562) 4270622  |
| 3. Nick Bifakos           | 934 Ashbridge Lane Harbor City CA              | (310) 326-7446 |
| 4. MIKE RIVERA            | 1855 STANLEY AVE #1 Long Beach CA              | (562) 597-8640 |
| 5. KAM                    |  | (264-429-8778  |
| 6. Josie Say              | P.O. Box 4883<br>Anaheim Hills Orange CA 92863 |                |
| 7. JOEL PATTERSON         | 1053 E. 45TH WAY LONG BEACH 90807              | (562) 423-2642 |
| 8. Craig Patterson        | 1053 E. 45th Way Long Beach 90807              | (562) 423-2546 |
| 9. Marcus Tucker          | 1066 E 45thway Long Beach 90807                | (562) 4284337  |
| 10. Linda Palacio         | 1415 Cedar #H LB 90813 (362) 218-1381          |                |
| 11. Don Deveris           | 1240 0017 Th St LB                             | (562) 70471    |
| 12. JACK CSMITH           | 2453 GOLDEN AVE, LB 90806                      | 426-9002       |
| 13. Jane Kelleher         | 3929 E. Anaheim St LB 90804                    | 562-961-3414   |
| 14. ANNIE GREENFIELD      | 1951 CHESTNUT AVE, LB 90806                    | 562-225-9462   |
| 15. Warren Wisner         | 1951 Chestnut Ave CB 8005                      | 562-225-2471   |
| 16. Don Pessberg          | 167 E. SOUTH ST. LB PA 90805                   | (562) 428-7710 |
| 17. Maria Patricia Quinto | 5452 Linden Av LB CA 90805                     | (562) 984-3714 |
| 18. Karen gallegos.       | 645 Atlantic Av #12.                           | (562) 212-9756 |
| 19. Maria Luisa Selby     | 1473 Atlantic Av Suite 4A 90813                | 562-833-1470   |
| 20. Gustavo Simened       | 473 Atlantic Av Suf D                          | 562-5910325    |
| 21. Melissa Herrera       | 1310 W Parade St - 2                           | (562) 495-7106 |
| 22. Mary Reino            | 1349 E 8th St -                                | Ray Reino      |

# Help Save Long Beach Cafe

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(29)

| Name                   | Address   | Phone #                       |
|------------------------|---|-------------------------------|
| 1. Rachael Alexandra   | 1000 E 1st LBC 90802                            | 928-542-9058                  |
| 2. Tyra Wetherick      | 1000 E 1st Long Beach CA 90806                  | 928-542-9058                  |
| 3. Kristina Tassil     | 33279 E 12th St. #290 Both Rd Temecula CA 92592 | 951-491-1818<br>562-4322-7177 |
| 4. Joanne Sullivan     | 1002 E 1st Long Beach                           | 562-564-0129                  |
| 5. Raoul Clark         | 11030 Foster Rd Norwalk CA 90650                | 71774-7422                    |
| 6. Destiny Gardner     | 1006 E 1st St Long Beach CA                     | 310-741-7845                  |
| 7. Braden Hamilton     | 1006 E 1st St #1                                | 970-201-7535                  |
| 8. Jerry McMillan      | 1027 E 1st St #1                                | (562) 437-3878                |
| 9. Sara Parcios        | 105 Atlantic Ave Apt #9                         | 310-590-5293                  |
| 10. Charmaine Ivory    | 11503 Menlo Ave #2 Hawthorne CA 90250           | 562-422-9307                  |
| 11. Luz                | 6241 Cypress To 3.                              | 562-436-5801                  |
| 12. Reba Nelson        | 131 Los Osos Ave #1 Long Beach CA               | 562-432-99                    |
| 13. Moon Lee           | 85 Alabitos Ave                                 | 310-333-6137                  |
| 14. Kurt S             | 701 S. Aviation Blvd                            | 562-435-798                   |
| 15. DORIS ROB BRANDICA | 1230 1st  | 562-435-798                   |
| 16. Gladys Larios      | 1230 1st  |                               |
| 17. Jennifer Porter    | 1327 E Appleton St #7 LB 90802                  | 562-628-1141                  |
| 18. James Cole         | 1327 E Appleton St #7 LB 90802                  | 562-624-761                   |
| 19. Adele Sandusky     | 923 E Ocean Blvd #2 90803                       | 619-884-32                    |
| Sarah Fitzsimmons      | 10645 E1 Predator Cir PV 92708                  | 714-968-135                   |
| Q. A. M. J.            | 4302 Bay Shore Walk 90803                       | 562-4205                      |
| 71774-7422             | 1227 E Ocean Blvd #310 90802                    | (562) 215-71                  |



**D1. RESPONSES TO PETITION TO “HELP SAVE THE LONG BEACH CAFÉ”, NO DATE.**

- D1.1 A petition entitled “Help Save the Long Beach Café”, consisting of 29 pages with 605 signatures was received. The petition does not include any comments introducing new environmental information or directly challenging information presented in the Draft EIR. No further response is necessary.



## 14.5 ERRATA FOR FINAL EIR

The Final EIR will be a revised document that incorporates all of the changes made to the Draft EIR in order to provide clarification or corrections that have been identified during the public review period. Added or modified text is double underlined (example) while deleted text is struck out (~~example~~).

### Section 2.0 Executive Summary

Section 2.0, Executive Summary, of the Draft EIR provides a summary of the document, including the project description, impacts, mitigation measures and levels of significance after mitigation and project alternatives. Changes made in the following sections of the Draft EIR, as a result of corrections or responses to comments received on the Draft EIR have been incorporated in this section of the Final EIR.

### Section 3.0 Project Description

Page 3-1, second paragraph, third sentence of the Draft EIR has been revised in the Final EIR, as follows:

Uses west of Video Choice, between Lime Street Avenue and Broadway Court, include a 3-story 30-unit apartment building, a 2- to 3-story 33-unit apartment building and two surface parking lots.

Page 3-14 of the Draft EIR has been revised in the Final EIR to add the following project objective:

- Provide high density residential within the downtown area to accomplish, among other things, a reduction in traffic and air quality impacts caused by commuters.

### Section 5.1 Land Use and Relevant Planning

Page 5-1.1, second paragraph, fifth sentence of the Draft EIR has been revised in the Final EIR, as follows:

West of Video Choice, between Lime Street Avenue and Broadway Court, is a three-story apartment building, a 2- to 3-story apartment building and two surface parking lots.



Page 5-1.1, fourth paragraph of the Draft EIR has been revised in the Final EIR, as follows:

### **RELEVANT PLANNING DOCUMENTS**

Development in the City is subject to the policies and development guidelines contained within several planning policy documents. A project is considered to have a significant impact on land use and relevant planning, due to inconsistency with planning documents, only if the project is determined to be inconsistent with the Long Beach General Plan or the Long Beach Zoning Code. Relevant planning policy documents related to land uses for the project are described below.

Page 5.1-14, Table 5.1-1, second row and second column of the Draft EIR has been revised in the Final EIR, as follows:

Consistent. The project proposes a variety of residential uses (i.e., live/work spaces, townhomes, one to three bedroom apartments and penthouse units) and retail/gallery uses within the downtown area. The project would also provide a variety of park/recreation open space uses in the form of open paseos, roof top gardens and other open spaces. The project would be required to pay park impact fees, which would be used for the development of parkland in the City (refer to Section 5.8, Public Services and Utilities).

### **Section 5.2 Aesthetics/Light and Glare**

Exhibits 5.2-2a, 5.2-2b, 5.2-2c and 5.2-2d, which illustrate exiting shadow patterns and Exhibits 5.2-8a, 5.2-8b, 5.2-8c and 5.2-8d, which illustrate proposed shadow patterns in the Draft EIR were created with two different base maps, resulting in different shadow patterns during the same time periods (i.e., summer, winter, vernal and autumnal) for buildings surrounding the project site. For consistency purposes, the exhibits have been revised in the Final EIR. Shadows cast by the proposed project would not change with the revised exhibits. Therefore, the conclusion that development of the proposed project would introduce significant shade and shadow impacts onto adjacent buildings in the Draft EIR would remain the same in the Final EIR. Shade and shadow impacts would remain significant and unavoidable.

### **Section 5.3 Traffic and Circulation**

Page 5.3-40 in the Draft EIR has been revised in the Final EIR, as follows:

#### **Alamitos/Shoreline/Ocean Intersection**

The analysis indicates that the project impact at the Alamitos/Shoreline/Ocean intersection cannot be mitigated to a less than significant level, based on the City's



analysis criteria. Imposition of the grade separated intersection improvement is infeasible because it would require the creation of an additional lane of travel, necessitating the acquisition of property from the intersection eastward for a great distance. This would entail: (1) the condemnation of at least two historically significant buildings (the Villa Riviera and the Green and Green residential structure at 920 East Ocean Boulevard) resulting in an unavoidable significant impact to historical resources; and (2) the condemnation of at least thirty other multiple family condominium buildings resulting in the loss of hundreds of individually owned residential units. However, traffic management and safety can be enhanced through the installation of a monitoring camera(s) at the intersection to provide real-time information on traffic conditions at the intersection and the nearby roadways. The camera would be mounted on the top of the building tower located the closest to the intersection. A fiber-optic cable would connect the camera to a junction box located at the intersection and would be connected back to the City's Traffic Management Center (TMC).

The project would not produce a significant impact at the Lime Avenue and 3<sup>rd</sup> Street intersection based on the City's significance criteria. Mitigation measure TR-3 of the Draft EIR, which requires the project applicant to install a traffic signal at the intersection has been removed in the Final EIR. The City of Long Beach Redevelopment Agency will be responsible for the installation of a traffic signal at the Lime Avenue and 3<sup>rd</sup> Street intersection when traffic counts warrant. Page 5.3-40 of the Draft EIR has been revised in the Final EIR, as follows:

#### **Lime Avenue Corridor**

Several intersections along the Lime Avenue corridor do not have traffic signals. Three of the intersections with Lime Avenue (7<sup>th</sup> Street, 3<sup>rd</sup> Street, and Broadway) currently or are projected to operate at failing levels of service. Although the proposed project does not have a significant impact at these intersections, based on the significance criteria, the City wants to install traffic signals at all of the intersections along Lime Avenue as a part of completing the traffic signal grid system in the downtown area. In order to complete this effort, the City is developing plans to install a traffic signal at the intersection of Lime Avenue with Broadway. The proposed project and the Long Beach Redevelopment Agency will be responsible for providing the traffic signals at the intersections of Lime Avenue with 7<sup>th</sup> Street and Lime Avenue with 3<sup>rd</sup> Street, respectively. The installation of traffic signals at these intersections will provide acceptable operating conditions at all three locations. A summary of the operating conditions with the proposed mitigation measures is listed in Table 5.3-9, Year 2015 With Project Intersection Operating Conditions with Mitigation.

Page 5.3-42 of the Draft EIR has been revised in the Final EIR, as follows:

TR-3 Lime Avenue and 3<sup>rd</sup> Street. While the project would not produce a significant impact at this intersection based on the significance criteria,



it would experience an increase in delay with the full development of all cumulative projects referenced in the analysis. In order to improve traffic operations and safety at this intersection, the project applicant shall be responsible for the installation of a traffic signal.

The remaining Traffic and Circulation mitigation measures in the Draft EIR have been renumbered in the Final EIR to reflect the above correction.

Page 5.3-48 of the Draft EIR has been revised in the Final EIR, as follows:

**Mitigation Measures:** Refer to mitigation measures TR-1 through TR-3 TR-4. No additional mitigation measures are recommended.

## **Section 5.4 Air Quality**

Page 5.4-13, last paragraph of the Draft EIR has been revised in the Final EIR, as follows:

The SCAQMD Handbook provides significance thresholds for both construction and operation of projects within its jurisdictional boundaries. Exceedance of the SCAQMD thresholds could result in a potentially significant impact; however, although the SCAQMD recommends that these thresholds be used by lead agencies in making a determination of significance, ultimately the lead agency determines the thresholds of significance for impacts, pursuant to Section 15064(B) of the CEQA Guidelines.

Page 5.4-26 of the Draft EIR has been revised in the Final EIR, as follows:

### **Cumulative Operational Emissions**

Implementation of the proposed project would result in an increase in emissions, which would contribute to region-wide emissions on a cumulative basis. Although the project would not result in exceedances of criteria pollutants for long-term operational impacts and would be consistent with the City's General Plan and the Redevelopment Plan, implementation of the project in combination with other developments within the City would result in an increase in criteria pollutants. As the Basin is in Non-attainment for CO, O<sub>3</sub> and PM<sub>10</sub>, the project's contribution to region-wide emissions would result in a significant cumulative air quality impact. Although the implementation of Mitigation Measures AQ-6 through AQ-8 would lessen the project's contribution to the regional pollutant burden, the project's cumulative operational air quality impacts are concluded to be significant and unavoidable.

**Mitigation Measures:** Refer to Mitigation Measures AQ-1 through AQ-8. No



additional mitigation measures are recommended.

***Level of Significance After Mitigation:*** Significant and Unavoidable Impact.

## **Section 5.5 Noise**

Page 5.5-21 of the Draft EIR has been revised in the Final EIR, as follows:

***Level of Significance After Mitigation:*** Significant and Unavoidable Impact.

Page 5.5-27 of the Draft EIR has been revised in the Final EIR, as follows:

***Level of Significance After Mitigation:*** Less Than Significant Impact.

Page 5.5-27 of the Draft EIR has been revised in the Final EIR, as follows:

### **ON-SITE LONG-TERM (MOBILE) NOISE IMPACTS**

- TRAFFIC NOISE GENERATED BY THE PROPOSED PROJECT MAY CONTRIBUTE TO EXISTING TRAFFIC NOISE IN THE AREA AND EXCEED THE CITY'S ESTABLISHED STANDARDS.

Page 5.5-30 of the Draft EIR has been revised in the Final EIR, as follows:

### **LONG-TERM (STATIONARY) NOISE IMPACTS**

- THE PROPOSED PROJECT HAS THE POTENTIAL TO RESULT IN AN INCREASE IN AMBIENT NOISE LEVELS  DUE TO THE GENERATION OF ON-SITE NOISE.

***Level of Significance Prior to Mitigation:*** Less Than Significant Impact.

Page 5.5-32 of the Draft EIR has been revised in the Final EIR, as follows:

***Level of Significance After Mitigation:*** Less Than Significant Impact.



## Section 5.7 Cultural Resources

Concurrent with the 45-day public review period of the Draft EIR, a peer review of the Historical Resources Survey Report (CRM Tech, June 2006) was conducted by Sapphos Environmental Inc. (August 2006). The purpose of the peer review was to provide clarifications and refinements to the existing Historical Resources Survey Report, as well as to provide supplemental information for the administrative record and to confirm compliance with CEQA with respect to historic resources. Sapphos Environmental Inc. concluded that the findings of historic significance presented in the Draft EIR were accurate. Therefore, the findings of historic significance in the Draft EIR have not been altered.

Page 5.7-1, first paragraph of the Draft EIR has been revised in the Final EIR, as follows:

The purpose of this section is to identify historic, archaeological and paleontological resources existing in the project area and to assess the significance of such resources. The analysis in this section has been prepared in accordance with Section 15064.5 of the *CEQA Guidelines*, which considers potential impacts on prehistoric, and historic and paleontological resources. This section is based upon the information contained in the Historic-Period Building Survey conducted by CRM Tech (June 2006) and the Revised Historic Resources Survey Report prepared by Sapphos Environmental, Inc. (August 2006), which is included in Appendix 15.6, Historical Resources Survey Reports and included in Appendix 15.

Page 5.7-31, last paragraph, first sentence of the Draft EIR has been revised in the Final EIR, as follows:

In addition to these “historical resources,” three other properties, including the building at 711 Medio Street, the boundary between Rancho Los Alamitos and Rancho Los Cerritos, and the early 20<sup>th</sup> century street light standards on Lime Street Avenue, warrant special consideration in local planning due to their local historic value.

Page 5.7-32 through Page 5.3-35, of the Draft EIR have been revised in the Final EIR, as follows:

10 Atlantic Avenue (The Artaban Apartments). The historic significance of the Artaban Apartment stems primarily from its association with a pattern of historic events that was important in local history and secondarily from its architectural merit and its long presence as a familiar visual feature in the neighborhood. The building retains excellent integrity in the aspects of location, design, materials, workmanship, and association, which would not be directly or indirectly affected by the proposed project since it stands outside the project boundaries. Character



defining features of the Artaban include its Ocean Boulevard location; rectangular massing; flat roof and cornice; exterior materials; horizontal divisions articulated by the second story cornice and by stringcourses; fenestration pattern; window detailing and materials; primary (west) entry materials, configuration and detailing; and balconies. No direct impacts to character-defining features such as demolition or physical alteration would result from implementation of the project.

The current project plan calls for the construction of a 12-story building to the northeast of the Artaban Apartments. The presence of this new building would have a visual and atmospheric effect on the Artaban Apartments integrity in terms of setting and feeling. The Artaban is urban in its placement, with the building sitting directly on the sidewalk with no setbacks or garden. Because of its corner location at the intersection of Ocean and Lime Avenue, the two primary, street-facing elevations on the west and south were the focus of the architectural design. Lack of architectural detailing and finishes clearly identifies the east and north elevations as secondary. However, these aspects of the Artaban Apartments' integrity have been significantly compromised in the past, now that it is surrounded on all sides by modern or modern looking buildings. Furthermore, The placement of the proposed new building would avoid visual intrusion on the Artaban's Apartment's more ornate western and southern façades, which contain essentially all of its character-defining architectural elements.

When it was constructed in 1922, the Artaban, with eight stories, would have been a noticeable feature on the skyline. However, the erection of numerous multi-storied buildings along Ocean Boulevard has diminished the presence of the building. Construction of the proposed project may intensify that effect, but would not result in new, significantly adverse impacts to character defining features such that the significance of the building would be materially impaired. Therefore, potential impacts to the Artaban that may result from the implementation of the proposed project would be less than significant, and no mitigation measures are required. The indirect effects of the proposed project on the Artaban Apartments, therefore, is not considered a substantial adverse change in its significance and integrity. No mitigation measures are recommended for this "historical resource."

40 Atlantic Avenue. Based on the CRM Tech study results, the historic significance of the building is embodied primarily in the modern-style façade that was designed and implemented by famed local architect Kenneth S. Wing, Sr., in 1967, around the time when Mr. Wing moved his architectural design studio to this location. The remainder of the otherwise unremarkable structure, although more than 40 years old, contributes little to the significance of this property.

The project plan calls for the demolition of this building, which clearly constitutes "a substantial adverse change in the significance of a historical resource." Recommended mitigation includes a comprehensive documentation program (including photographic recordation), a detailed written description, scaled mapping, and compilation of historical background be completed for this building prior to the commencement of the project. A commemorative plaque identifying the association of Kenneth S. Wing, Sr., to this location is also to be established at or near the site of the building. However, the implementation of these mitigation measures would not reduce project effects to a level less than significant. If



demolition or other substantial physical alterations to the building is to occur, particularly to the Kenneth Wing-era façade, the project would have a significant and unavoidable effect on a “historical resource.”

Preservation of the building (including preservation of the façade of the building only) is infeasible because doing so would eliminate the required project access (including access to underground parking) from Atlantic Avenue. The building is situated so close to Atlantic Avenue that a ramp to the underground parking garage cannot be constructed without demolishing the building's facade. Nor can access on Atlantic Avenue be moved to another location. Moving the access southward would result in the demolition of a portion of the Artaban building, which is a building with substantially more historic significance than 40 Atlantic Avenue. Nor is it feasible to forego project access and egress on Atlantic Avenue. To do so would create significant and unavoidable traffic impacts. In order to better preserve the integrity of this “historical resource,” a project alternative should be considered so that the building, or at a minimum, the existing façade, which is the most important character-defining feature of the structure, be retained, rehabilitated as necessary, and incorporated into the project. If demolition of or other substantial physical alterations to the façade can be avoided, the project’s potential effect to this “historical resource” would be reduced.

703-705 Medio Street. The historic significance of this building is derived primarily from its outstanding architectural merit and secondarily from its long presence as a familiar visual feature in the neighborhood. Since it is located outside the project boundaries, the proposed development would not have a direct impact on the building’s architectural integrity and its character-defining features. As a three-story structure located in a mixed-use area with several existing high-rise buildings and parking lots at the former sites of demolished buildings, the original setting of this building, as related to its period of origin in the 1920s, is no longer intact. The implementation of the proposed project would not further compromise the setting and feeling of this “historical resource,” nor would the potential visual and atmospheric intrusion significantly affect the view of this building as a localized neighborhood landmark. Therefore, the proposed project would not cause a substantial adverse change in its significance and integrity, and no mitigation measures are recommended.

711 Medio Street. The significance of this building lies in its notable architectural design by the firm of Killingsworth, Brady, and Smith. Located adjacent to the building at 703-705 Medio Street, this building would not be adversely affected by the proposed project for the same reason discussed above. No mitigation measures are recommended for this property.

700 E. Ocean Boulevard (International Tower). The International Tower attains its historic significance through its architectural merit, especially in the aspect of technological innovation, and through its widely recognized status as a prominent physical landmark. Character-defining features of the building 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. Since it is located outside the project



boundaries, no direct impacts to the proposed project would not have any effect on the character-defining features, such as demolition or physical alteration would result from implementation of the proposed project. The building may be subject to indirect effects to its setting, architectural and technological characteristics of the International Tower, or any other direct impact.

The construction of the 21-story, 233-foot stepped slab building and the 12-story, 124-foot building across Ocean Boulevard would impose some visual affect on the view of the 27-story (above-ground), 278-foot International Tower, but such affect would be localized to views from the north and northeast certain directions. Most importantly, the new buildings would not block the primary vantages along Ocean Boulevard and Lime Avenue, which according to the project plan would be vacated for the construction of a landscaped paseo. Based on these considerations, the CRM Tech study concludes that the proposed project's potential indirect effect on this "historical resource" would not constitute a substantial adverse change in its significance and integrity since the qualities that convey the significance of the building would not be materially impaired, and the building would 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. No mitigation measures are recommended.

800 E. Ocean Boulevard (Villa Riviera). The Villa Riviera is listed in the National Register of Historic Places under Criterion C for its architectural design, and is a designated City of Long Beach landmark, eligible not only for its architecture but also for its role as "an established and familiar visual feature of a neighborhood or community due to its unique location or specific distinguishing characteristics. Similar to the International Tower, the Villa Riviera would not receive any direct impacts to the character-defining features such as demolition or physical alteration that would result from implementation of effect from 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. Also as in the case of the International Tower, the construction of a 22-story, 284-foot residential tower on the northwestern corner of Alamitos Avenue and Ocean Boulevard would bring about some visual affect to the Villa Riviera, but would not affect the primary vantages from either of the two main thoroughfares. There are numerous buildings of equal or greater height than the Villa Riviera existing 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. The effects of the intrusion could be minimized by design of the project including siting of the Gateway Tower so as to step back from the corner, perhaps as an echo of the V-shaped plan of the Villa Riviera or design of the shaft of the Gateway Tower so as to step back in increments on the upper stories, revealing the upper edge and roofline of the Villa Riviera.

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, as well as its local landmark status. Therefore, the project would not cause a substantial adverse change in the significance and integrity of the Villa Riviera this “historical resource,” and no mitigation measures are recommended.

Street Lights. As stated above, two of the six early 20<sup>th</sup> century street light standards noted in the study area are located within the project boundaries, on the west side of Lime Avenue. Character-defining features of this historical resource include their regular placement in the parkway or sidewalk in proximity to each other; cast-iron square bases, fluted shafts and ornamental capitals; and single, acorn-shaped luminaries. At the present time, the proposed project plan is unclear as to the future disposition of these two light standards, and the implementation of the project may have an adverse effect on these historic features. Removal would materially impair the significance of the historical resource as a whole and the two affected streetlights individually. Therefore, implementation of the proposed project could cause significant impacts to historical resources. The other four light standards in the study area, however, would not be affected. Mitigation measures for the two light standards that would be affected has been identified.

Rancho Boundary. As a symbolic site with no physical components, this historic site of local historic interest would receive no effect from the proposed project. No mitigation measures are recommended.

### **Summary of Conclusion**

As stated above, among the five properties that constitute “historical resources” under CEQA provisions and the three that warrant special consideration in local planning, the building at 40 Atlantic Avenue would be adversely affected by the proposed project, and two of the six street light standards noted in the study area may be affected. Although mitigation measures are recommended, the impact to 40 Atlantic Avenue would remain significant and unavoidable.

### ***Mitigation Measures:***

- CUL-1      Although the impacts from demolition of a historical resource cannot be mitigated to below the level of significance, the project applicant shall require and shall be responsible for ensuring that comprehensive data recording and documentation of the Wing Building are completed prior to issuance of any demolition or grading permits. The documentation shall be in the form of a Historic American Buildings Survey (HABS) Level II and shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The documentation shall include large-format photographic recordation, detailed written description, sketch plan, and compilation of historic background research. The documentation shall be completed by a historian or architectural historian meeting the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History. The original, archival-quality



City of Long Beach  
Shoreline Gateway Project Environmental Impact Report

documentation package shall be deposited with the City of Long Beach Historic Preservation Office in the Department of Planning and Building. Copies of the documentation on archival-quality paper shall also be provided to the City of Long Beach Public Library; the library of California State University, Long Beach; the Kenneth S. Wing, Sr. archives housed in the Architecture and Design Collection at the University Art Museum, University of California at Santa Barbara; the Long Beach Heritage; Historical Society of Long Beach and the California Office of Historic Preservation. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach. Prior Demolition and Grading Permit Issuance, a comprehensive documentation program, including photographic recordation, detailed written description, scaled mapping and compilation of historical background pursuant to the Secretary of Interiors Standards for historical documentation shall be completed for 40 Atlantic Avenue.

- CUL-2a The project applicant shall require and be responsible for the production and placement of a commemorative plaque memorializing the association of Kenneth S. Wing, Sr.; Kenneth S. Wing, Jr.; and the architectural firm of Wing and Associates with the 40 Atlantic Avenue location. The plaque shall be placed at or near the site of the existing building. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach. A commemorative plaque commemorating the association of Kenneth S. Wing, Sr. to the 40 Atlantic Avenue shall be established at or near the site of the existing building.
- CUL-2b Within one year of project approval and prior to the issuance of demolition or grading permits, the project applicant shall require and be responsible for ensuring that a retrospective exhibit, brochure, and/or web page documenting the architectural careers of Kenneth S. Wing, Sr.; Kenneth S. Wing, Jr.; and the architectural firm of Wing and Associates, are prepared. Such an exhibit, brochure, and/or web page shall be accessible to the general public for a period of at least one year and shall include both text and historic images. The history and architecture of the Wing Building shall be included in the exhibit, brochure, and/or web page. A historian or architectural historian who meets the Secretary of the Interior's Professional Qualification Standards for History or Architectural History shall be engaged to research and write the exhibit, brochure, and/or web page. The exhibit, brochure, and/or web page shall be completed within a period of no more than two years. Completion of the mitigation measure shall be monitored and enforced by the City of Long Beach.
- CUL-3 The project applicant shall require and be responsible for ensuring that the two early 20<sup>th</sup> century streetlights located on Lime Avenue in the project site shall be documented in place by 35-mm black-and-white or digital photos and a historical narrative prior to issuance of any project-related demolition or grading permits; removed under the supervision of a qualified historic architect and/or other professional meeting the



Secretary of the Interior's Profession Qualification Standards for Historic Architect, History or Architectural History; stored in a safe pace and manner; and reinstalled either at or near their current locations or at an appropriate nearby site. Reinstallation shall utilize the services of a qualified professional as referenced above, and any rehabilitation of the historic streetlights shall be completed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Appropriate sites may be determined in consultation with the City of Long Beach Historic Preservation Officer. Reinstallation shall occur no later than six months following completion of the proposed project. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach. The two early 20<sup>th</sup> century Corsican-style street light standards within the project boundary shall be protected during construction and reused after rehabilitation, either at or near the current locations, or at appropriate sites nearby.

***Level of Significance After Mitigation:*** Significant and Unavoidable Impact.

#### **5.7.4 CUMULATIVE IMPACTS**

- DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD NOT RESULT IN CUMULATIVELY CONSIDERABLE CULTURAL RESOURCES IMPACTS.

***Level of Significance Prior to Mitigation:*** Potentially Less Than Significant Impact.

***Impact Analysis:*** After implementation of proposed mitigation measures, one significant adverse impact, demolition of 40 Atlantic Avenue, would result from implementation of the proposed project. Although, no related projects are known that may cause adverse impacts to the significance of other Wing designs in the City, the loss of any historical resource contributes to the overall loss of historic fabric in the City of Long Beach. Therefore, the impact of the demolition of 40 Atlantic Avenue is considered to be cumulatively significant. Potential impacts from development of related cumulative projects would be site and project area specific and an evaluation of potential impacts would be conducted on a project-by-project basis. Each incremental development would be required to comply with all applicable City, State and Federal regulations concerning preservation, salvage, or handling of cultural resources. In consideration of these regulations, potential eCumulative impacts upon cultural resources would not be considered significant and unavoidable.

***Mitigation Measures:*** Refer to mitigation measures CUL-1 through CUL-3. No additional mitigation measures are recommended. No mitigation measures are recommended.



**Level of Significance After Mitigation:** Significant and Unavoidable Impact—Not applicable.

## **5.7.5 SIGNIFICANT UNAVOIDABLE IMPACTS**

Despite recommended mitigation measures, the demolition of the 40 Atlantic Avenue building on the project site and cumulative impacts to historic resources have has been concluded to be significant and unavoidable.

If the City of Long Beach approves the Shoreline Gateway Project, 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.

## **Section 5.8 Public Services and Utilities**

Page 5.8-10 of the Draft EIR has been revised in the Final EIR, as follows:

The project proposes the development of 358 residential units and 13,561 square feet of retail/gallery space. The project would not demand an amount of water equivalent to or greater than the amount of water required by a 500 dwelling unit project. Therefore, the proposed project would not be subject to SB 610 or SB 221.

## **Section 7.0 Alternatives to the Proposed Project**

Exhibit 7-1, Reduced Project Alternative Aerial Map, of the Draft EIR incorrectly illustrates the boundaries of the Office/Hotel Alternative. Exhibit 7-1 has been revised in the Final EIR. The description of the alternative and impact comparison to the proposed project is correct in the Draft EIR and does not require revision.

Exhibit 7-2, Office/Hotel Alternative Aerial Map, of the Draft EIR incorrectly illustrates the boundaries of the Reduced Project Alternative. Exhibit 7-2 has been revised in the Final EIR. The description of the alternative and impact comparison to the proposed project is correct in the Draft EIR and does not require revision.

## **Section 8.0 Inventory of Mitigation Measures**

Page 8-3 of the Draft EIR has been revised in the Final EIR, as follows:

TR-3 Lime Avenue and 3<sup>rd</sup> Street. While the project would not produce a significant impact at this intersection based on the significance criteria, it would experience an increase in delay with the full development of all cumulative projects referenced in the analysis. In order to improve traffic



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~~operations and safety at this intersection, the project applicant shall be responsible for the installation of a traffic signal.~~

The remaining Traffic and Circulation mitigation measures in this section of the Draft EIR have been renumbered in the Final EIR to reflect the above correction.

Page 8-8 of the Draft EIR has been revised in the Final EIR, as follows:

|        |  |
|--------|--|
| CUL-1  | <p><u>Although the impacts from demolition of a historical resource cannot be mitigated to below the level of significance, the project applicant shall require and shall be responsible for ensuring that comprehensive data recording and documentation of the Wing Building are completed prior to issuance of any demolition or grading permits. The documentation shall be in the form of a Historic American Buildings Survey (HABS) Level II and shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The documentation shall include large-format photographic recordation, detailed written description, sketch plan, and compilation of historic background research. The documentation shall be completed by a historian or architectural historian meeting the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History. The original, archival-quality documentation package shall be deposited with the City of Long Beach Historic Preservation Office in the Department of Planning and Building. Copies of the documentation on archival-quality paper shall also be provided to the City of Long Beach Public Library; the library of California State University, Long Beach; the Kenneth S. Wing, Sr. archives housed in the Architecture and Design Collection at the University Art Museum, University of California at Santa Barbara; the Long Beach Heritage; Historical Society of Long Beach and the California Office of Historic Preservation. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach. Prior Demolition and Grading Permit Issuance, a comprehensive documentation program, including photographic recordation, detailed written description, scaled mapping and compilation of historical background pursuant to the Secretary of Interiors Standards for historical documentation shall be completed for 40 Atlantic Avenue.</u></p> |
| CUL-2a | <p><u>The project applicant shall require and be responsible for the production and placement of a commemorative plaque memorializing the association of Kenneth S. Wing, Sr.; Kenneth S. Wing, Jr.; and the architectural firm of Wing and Associates with the 40 Atlantic Avenue location. The plaque shall be placed at or near the site of the existing building. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach. A commemorative plaque commemorating the association of Kenneth S. Wing, Sr. to the 40 Atlantic Avenue shall be established at or near the site of the existing building.</u></p>   |



- CUL-2b Within one year of project approval and prior to the issuance of demolition or grading permits, the project applicant shall require and be responsible for ensuring that a retrospective exhibit, brochure, and/or web page documenting the architectural careers of Kenneth S. Wing, Sr.; Kenneth S. Wing, Jr.; and the architectural firm of Wing and Associates, are prepared. Such an exhibit, brochure, or web page shall be accessible to the general public for a period of at least one year and shall include both text and historic images. The history and architecture of the Wing Building shall be included in the exhibit, brochure, and/or web page. A historian or architectural historian who meets the Secretary of the Interior's Professional Qualification Standards for History or Architectural History shall be engaged to research and write the exhibit, brochure, and/or web page. The exhibit, brochure, and/or web page shall be completed within a period of no more than two years. Completion of the mitigation measure shall be monitored and enforced by the City of Long Beach.
- CUL-3 The project applicant shall require and be responsible for ensuring that the two early 20<sup>th</sup> century streetlights located on Lime Avenue in the project site shall be documented in place by 35-mm black-and-white or digital photos and a historical narrative prior to issuance of any project-related demolition or grading permits; removed under the supervision of a qualified historic architect and/or other professional meeting the Secretary of the Interior's Profession Qualification Standards for Historic Architect, History or Architectural History; stored in a safe pace and manner; and reinstalled either at or near their current locations or at an appropriate nearby site. Reinstallation shall utilize the services of a qualified professional as referenced above, and any rehabilitation of the historic streetlights shall be completed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Appropriate sites may be determined in consultation with the City of Long Beach Historic Preservation Officer. Reinstallation shall occur no later than six months following completion of the proposed project. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach. The two early 20<sup>th</sup> century Corsican-style street light standards within the project boundary shall be protected during construction and reused after rehabilitation, either at or near the current locations, or at appropriate sites nearby.

#### **Cumulative Impacts**

Refer to Mitigation Measures CUL-1 through CUL-3. No additional mitigation measures are recommended. No mitigation measures are recommended.



## **Section 9.0 Level of Significance After Mitigation**

Page 9-2 of the Draft EIR has been revised in the Final EIR, as follows:

### **CULTURAL RESOURCES**

Despite recommended mitigation measures, the demolition of the 40 Atlantic Avenue building on the project site and cumulative impacts to historic resources have ~~has~~ been concluded to be significant and unavoidable.

If the City of Long Beach approves the Shoreline Gateway Project, 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.