

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 Bronze 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 Bronze 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 Bronze 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.

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5.1	LAND USE AND RELEVANT PLANNING		
	<p>Consistency With City of Long Beach General Plan</p> <p><i>The proposed project would be consistent with the applicable goals and policies of the City of Long Beach General Plan.</i></p>	No mitigation measures are required.	<p>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.</p>
	<p>City of Long Beach Zoning Regulations</p> <p><i>The proposed project may conflict with the standards and requirements of the City of Long Beach Zoning Regulations.</i></p>	Refer to Mitigation Measure TR-7. No additional mitigation measures are recommended.	
	<p>City of Long Beach Redevelopment Planning Documents</p> <p><i>The proposed project would not conflict with the goals and policies of the central Long Beach Redevelopment Plan.</i></p>	No mitigation measures are required.	
	<p>Cumulative Impacts</p> <p><i>Development associated with the proposed project and other related cumulative projects would not result in cumulatively considerable land use and planning impacts.</i></p>	No mitigation measures are required.	
5.2	AESTHETICS/LIGHT AND GLARE		
	<p>Short-Term Construction Aesthetic Impacts</p> <p><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></p>	<p>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.</p> <p>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</p>	<p>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 Bronze Way alley and Medio</p>



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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.

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

construction site. A construction safety lighting plan shall be submitted to the City for review concurrent with Grading Permit application.

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.

Long-Term Light and Glare

Development of the proposed project would introduce new sources of light and glare into the project area.

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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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

Development of the proposed project would introduce shade and shadow effects onto adjacent buildings within the project area.

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

Development associated with the proposed project and related cumulative projects would result in significant cumulative aesthetic, light or glare impacts.

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

5.3 TRAFFIC AND CIRCUALTION

Project Impacts

Development associated with the proposed project could result in adverse impacts to the function of intersections in the project area.

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 7th 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

Implementation of the proposed Shoreline Gateway project, along with other cumulative projects, would result in significant and unavoidable impacts to the Alamitos Avenue/7th Street and Alamitos Avenue/Shoreline Drive and Ocean Boulevard intersections, based on the City's performance criteria. Additionally, Alamitos Avenue/7th 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



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		shall be responsible for the installation of a traffic signal.	of the <i>CEQA Guidelines</i> and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the <i>CEQA Guidelines</i> .
		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.	

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. No mitigation measures are recommended.

Development associated with the proposed project could result in inadequate on- and off-site parking. 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.

Development associated with the proposed project could result in adverse impacts to public transportation within the project area. No mitigation measures are recommended.

Cumulative Impacts

Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable traffic and circulation impacts. Refer to mitigation measures TR-1 through TR-4. No additional mitigation measures are recommended.

5.4 AIR QUALITY

Short-Term (Construction) Air Emissions

			Despite compliance with mitigation measures, NO _x 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.
		AQ-1 Short-term construction activities associated with the proposed project could result in significant air pollutant emissions impacts.	
		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	



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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:

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*.

- 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;
- 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



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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:

- 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;



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- 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

Development associated with the proposed project could result in significant air emissions impacts.

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

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.



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5.5

NOISE

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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.

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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

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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.



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report the action taken to the reporting party.

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.

No Mitigation Measures are recommended.

On-Site Long-Term (Mobile) Noise Impacts

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.

No Mitigation Measures are recommended.

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.

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

Development associated with the proposed project and other related cumulative projects would not result in cumulatively considerable noise impacts.

No Mitigation Measures are recommended.

5.6 HAZARDS AND HAZARDOUS MATERIALS

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.

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

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.



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- 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



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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

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.

No mitigation measures are recommended.

Cumulative Impacts

Development associated with the proposed project and other related cumulative projects would not result in cumulatively considerable hazards and hazardous materials impacts.

No mitigation measures are recommended.

5.7 CULTURAL RESOURCES

Historical Resources

Implementation of the proposed project could cause a significant impact to historical resources within the project area.

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 15091 of the CEQA Guidelines and prepare a statement of overriding considerations in accordance with Section 15093 of the CEQA Guidelines.



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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



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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 place 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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5.8	PUBLIC SERVICES AND UTILITIES		
	Fire Protection		
	<p><i>Development associated with the proposed project would result in an increased demand for fire services.</i></p>	<p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p>
	Police Protection		
	<p><i>Development associated with the proposed project would result in an increased demand for police services.</i></p>	<p>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.</p>	
	Schools		
	<p><i>Development associated with the proposed project would increase student enrollment within the Long Beach Unified School District.</i></p>	<p>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.</p>	
	Libraries		
	<p><i>Development associated with the proposed project would result in an increased demand for library services.</i></p>	<p>No mitigation measures are required.</p>	
	Parks and Recreation		
	<p><i>Development associated with the proposed project would result in an increased demand for park and recreation facilities.</i></p>	<p>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.</p>	



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Water

Development associated with the proposed project could create demand for water that exceeds available supplies.

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)

Development of the proposed project would generate wastewater that could exceed the capacity of conveyance and treatment facilities that serve the project area.

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

Development associated with the proposed project would result in an increased demand for electric services.

No mitigation measures are required.



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Natural Gas

Development associated with the proposed project would incrementally increase demands on natural supplies and distribution infrastructure.

No mitigation measures are required.

Solid Waste

Development associated with buildout of the proposed project would generate solid waste that would incrementally decrease the capacity and lifespan of landfills.

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

Development of the proposed project may increase runoff from the project site, resulting in impacts to 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

Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable public services and utilities impacts.

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 Bronze 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 Bronze 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 Bronze 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.