2.0 Executive Summary

2.0 EXECUTIVE SUMMARY

2.1 PROJECT SUMMARY

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

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

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

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

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

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

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

Overview of the September 2006 Shoreline Gateway Project

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

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

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

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

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

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

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

REVISED 2007 SHORELINE GATEWAY PROJECT

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

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

2.2 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY

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

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

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		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.	Tower beyond those anticipated in the Shoreline Gateway Project FEIR. Thus, shade and shadow impacts would remain significant and unavoidable with the revised project.
	Long-Term Aesthetic Impacts		
	Development of the revised project would not substantially degrade the existing visual character or quality of the site and its surroundings.	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		
	Development of the revised project would introduce new sources of light and glare into the project area.	AES-3 From the Shoreline Gateway 2006 FEIR: Prior to the issuance of any building permits, the applicant shall submit lighting plans and specifications for all exterior lighting fixtures and light standards to the Redevelopment Agency and the Planning and Building Department for review and approval. The plans shall include a photometric design study demonstrating that all outdoor light fixtures to be installed are designed or located in a manner as to contain the direct rays from the lights on-site and to minimize spillover of light onto surrounding properties or roadways. All parking structure lighting shall be shielded and directed away from residential uses. Such lighting shall be primarily located and directed so as to provide adequate security.	
		AES-4 From the Shoreline Gateway 2006 FEIR: Prior to the issuance of any building permits, the applicant shall submit plans and specifications for all building materials to the Redevelopment Agency and the Planning and Building Department for review and approval. All structures facing any public street or neighboring property shall use minimally reflective glass and all other materials used on the exterior of buildings and structures shall be selected with attention to minimizing reflective glare. The use of glass	

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		with over 25 percent reflectivity shall be prohibited in the exterior of all buildings on the project site.	
		AES-5 From the Shoreline Gateway 2006 FEIR: Prior to the issuance of any building permits, the applicant shall demonstrate to the Planning and Building Department that all night lighting installed on private property within the project site shall be shielded, directed away from residential uses and confined to the project site. Rooftop lighting shall be limited to security lighting or aviation warning lights in accordance with Airport/Federal Aviation Administration (FAA) requirements. Additionally, all lighting shall comply with all applicable Airport Land Use Plan (ALUP) Safety Policies and FAA regulations.	
	Shade and Shadow		
	Development of the revised 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 revised 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.	

2.3 SUMMARY OF PROJECT ALTERNATIVES

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

The alternatives analyzed in the September 2006 FEIR include:

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

"NO PROJECT/NO DEVELOPMENT" ALTERNATIVE

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

"REDUCED PROJECT" ALTERNATIVE

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

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

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

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

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

"HOTEL/OFFICE" ALTERNATIVE

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

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

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

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

"ENVIRONMENTALLY SUPERIOR" ALTERNATIVE

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

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

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

ALTERNATIVES CONSIDERED BUT REJECTED FOR FURTHER ANALYSIS

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