



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.¹ The City of Long Beach provides a variety of visual settings ranging from single-family residential neighborhoods, to the highly urbanized areas represented by the downtown, to open space and recreation areas including the beaches, marinas and active ocean areas. Vistas of the Pacific Ocean, Port of Long Beach and oil islands are visible from several vantage points within the City. Additionally, the City of Signal Hill, which is completely surrounded by the City of Long Beach, provides a visual landmark and backdrop for scenic vistas within Long Beach.

SITE CONDITIONS

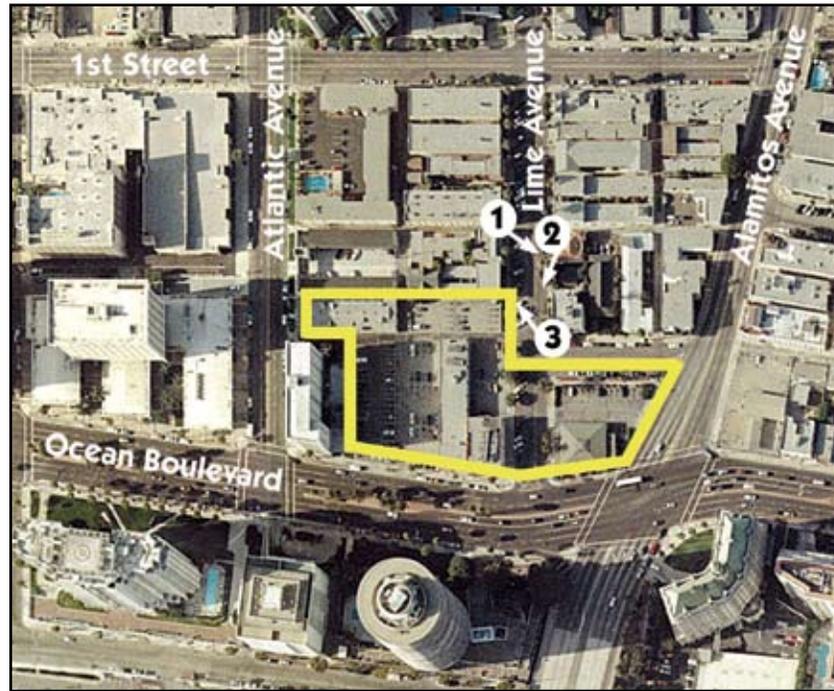
RBF Consulting conducted a photographic inventory of the project area to document existing views of the project site and the surrounding area. The photographs and their respective locations are identified on Exhibits 5.2-1a, 5.2-1b, 5.2-1c, 5.2-1d and 5.2-1e, *Site Photographs*.

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.

¹ 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.



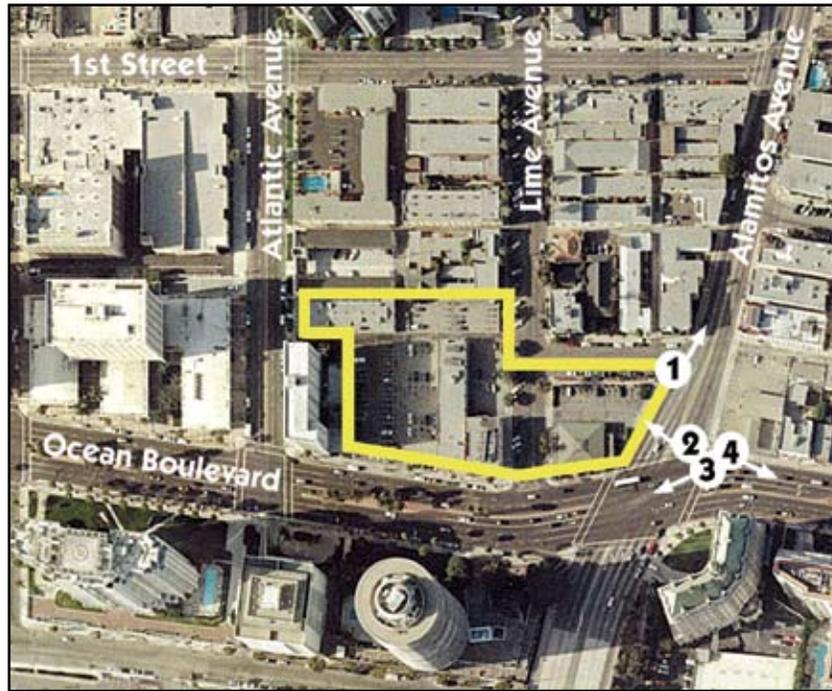
View 2: Looking at existing uses north of the project site.



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



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



Source: Anderson Pacific LLC.

— - Project Site



View 2: Looking west at the project site.



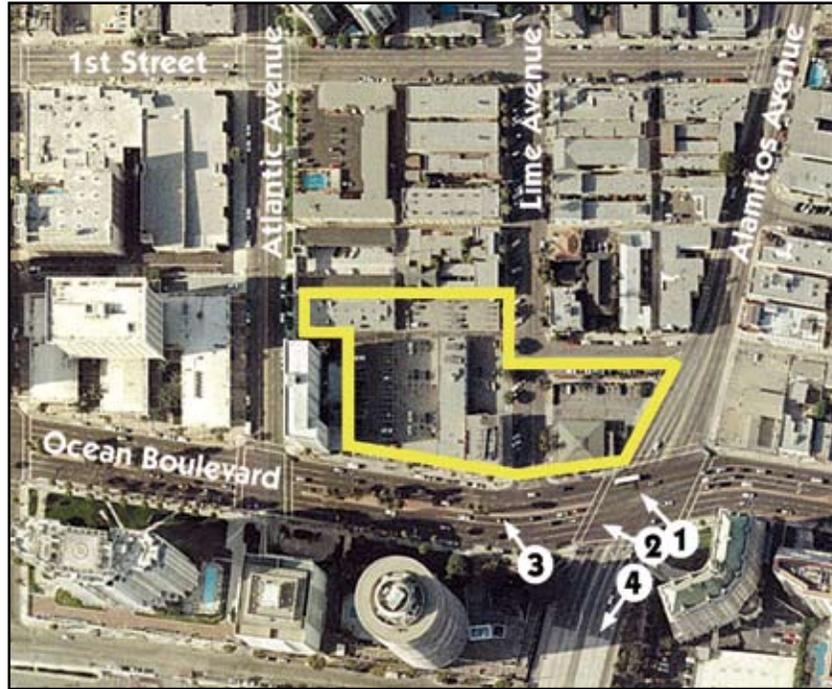
View 3: Looking west at Ocean Boulevard at existing high-rise residential uses south of the project site.



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



View 1: Looking at the project site.



Source: Anderson Pacific LLC.
 - 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.



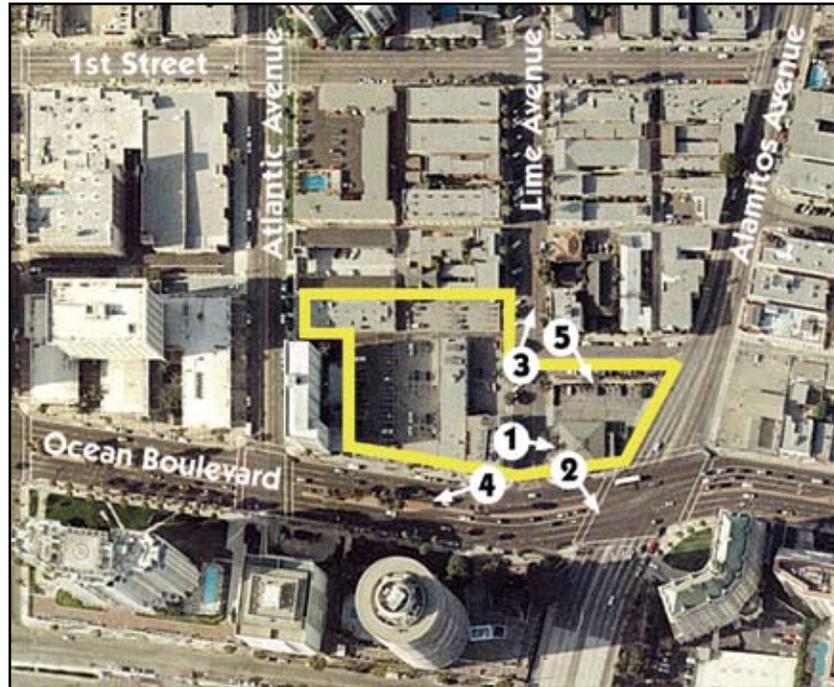
View 2: Looking southeast from the project site across Ocean Boulevard.



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.

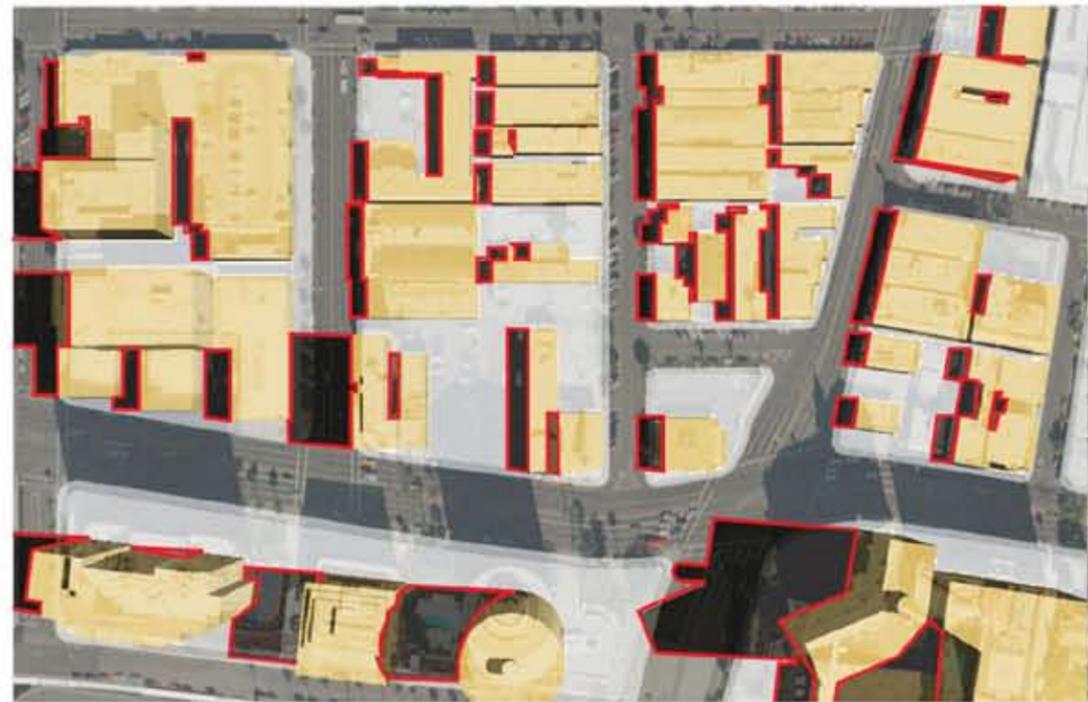
June 21. On June 21, shadows cast by buildings within the project site are limited to the confines of the site during the afternoon (3:00 PM) with a slight amount of spillover onto the southbound travel lanes along Alamitos Avenue. During the morning (9:00 AM) the sun reflects from the east, and the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

December 21. On December 21, the shortest day of the year, shadows are widespread within and around the project site during the morning (9:00 AM) and late afternoon (3:00 PM) hours; 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.³

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.

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

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



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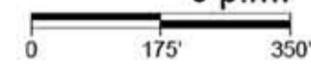
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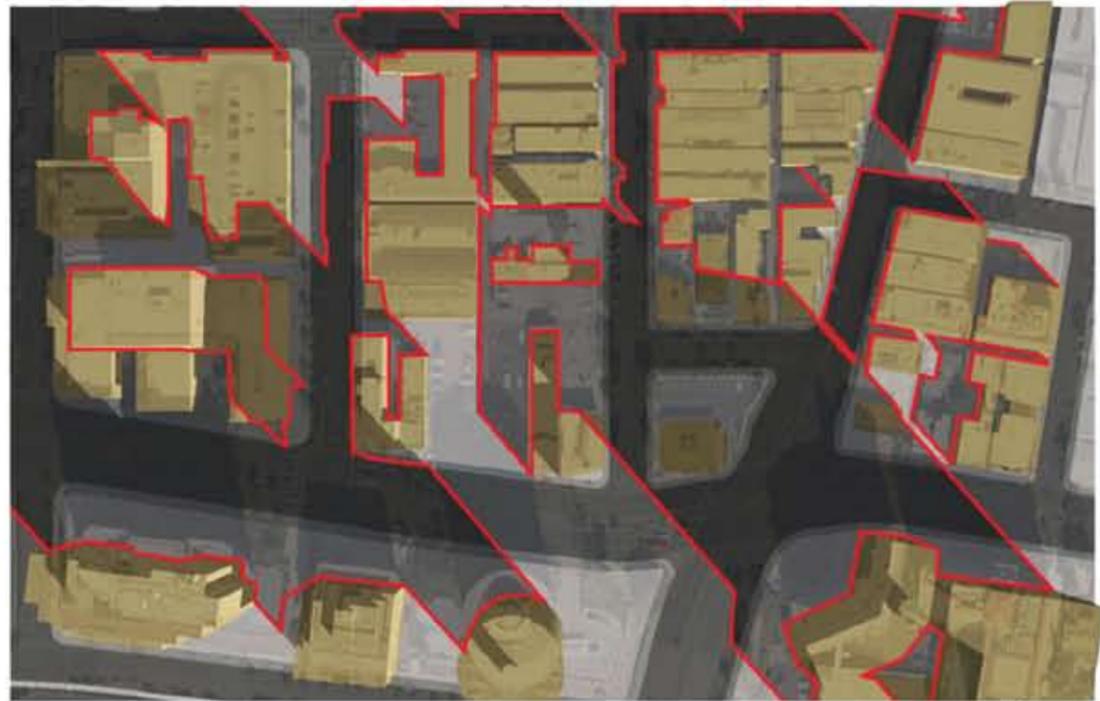


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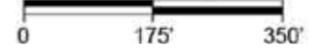
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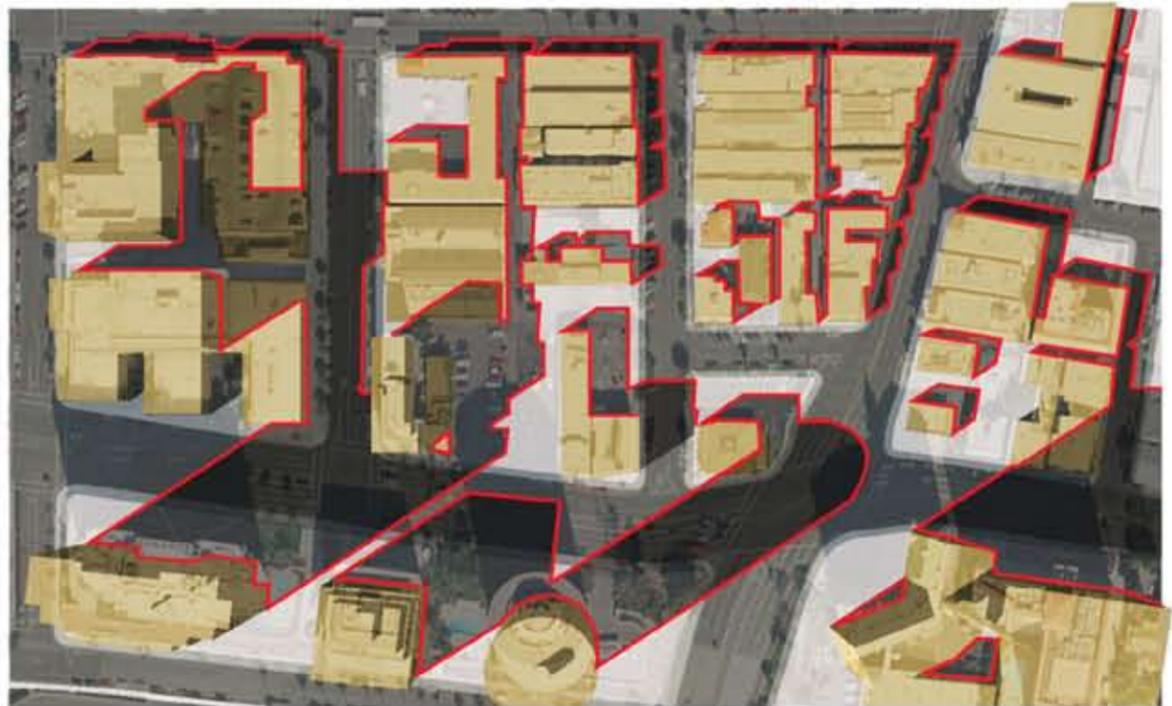
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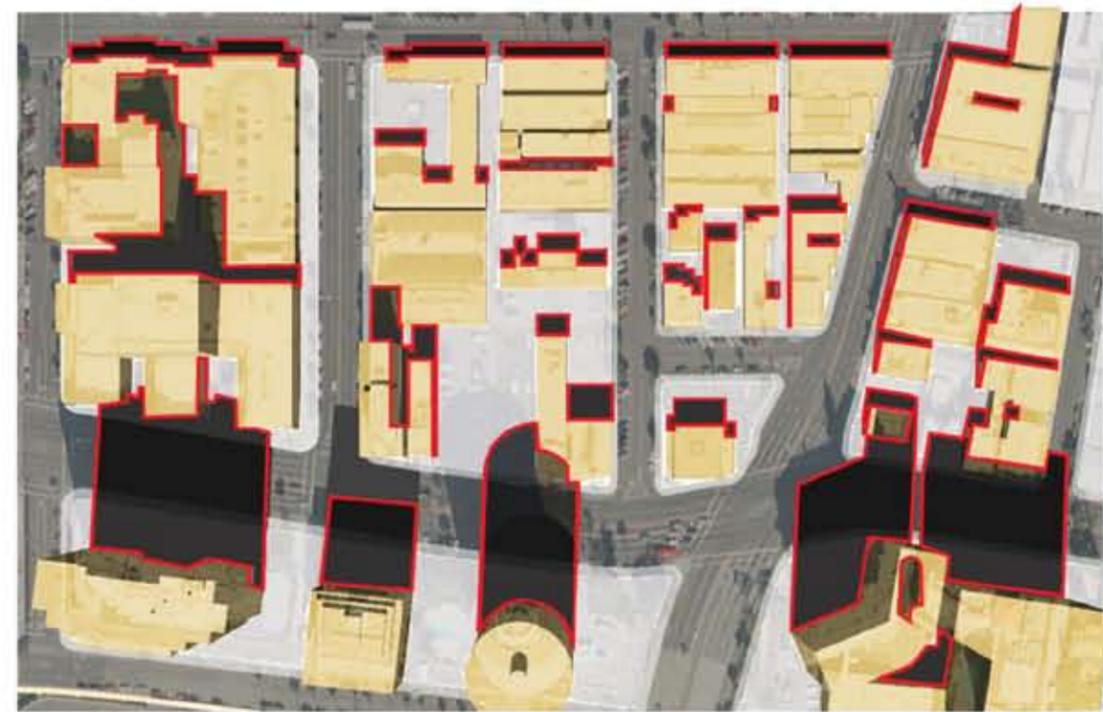




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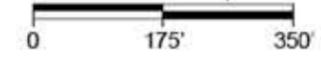
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LONG BEACH GENERAL PLAN VISUAL RESOURCE REFERENCES

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 1st to October 1st.
- 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 Bronze 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 Bronze 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 Bronze 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.



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

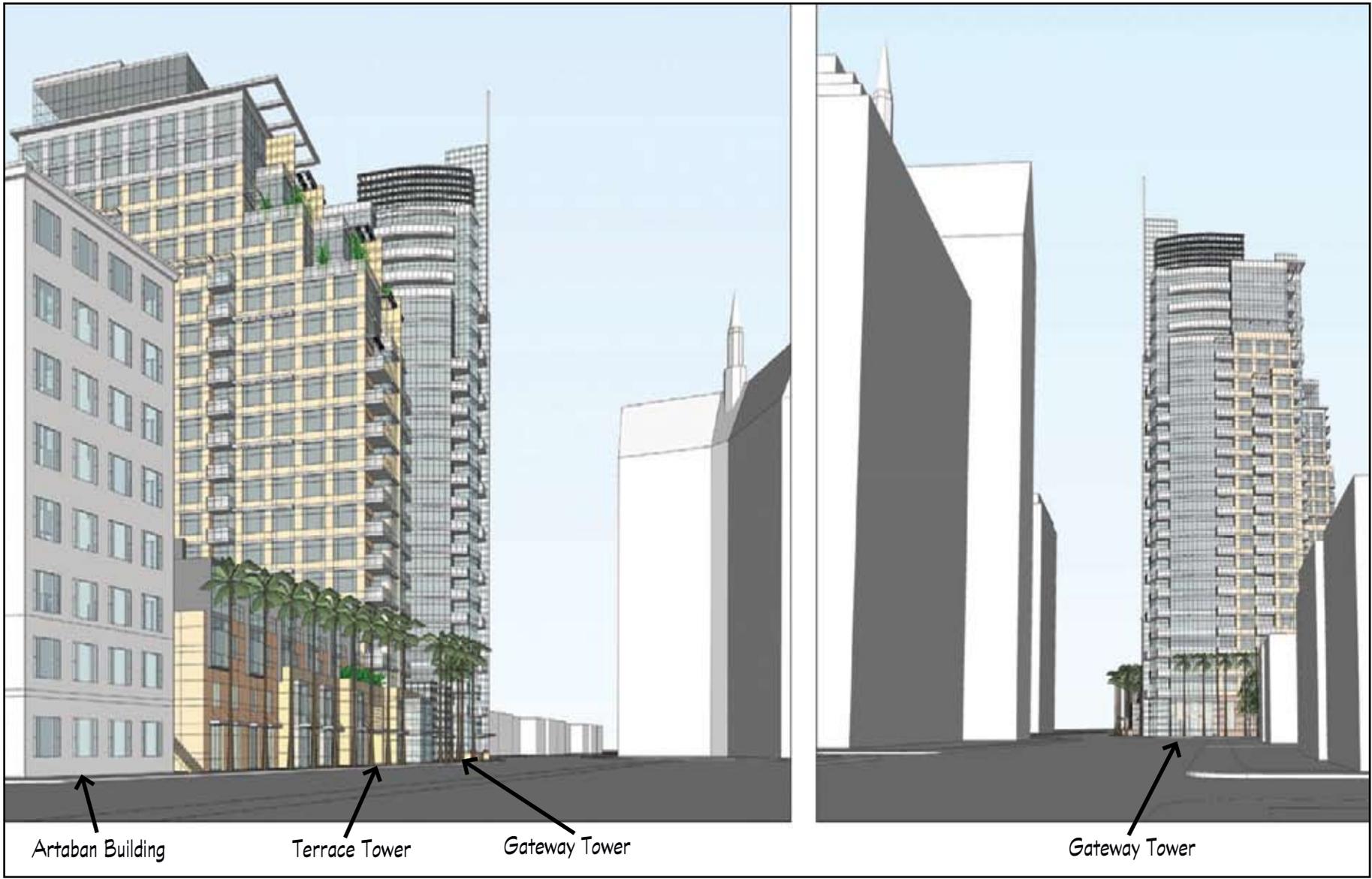
The existing Artaban building would partially obstruct views eastward onto the project site. The western portion of the Courtyard Tower, located northeast of the Artaban building, would be visible from uses to the west. The viewshed would include the Terrace Tower and the upper levels of the Gateway 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 Bronze 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.



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



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 Bronze 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 Bronze 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 Bronze 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 Bronze 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 Bronze 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 Bronze 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.



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 Bronze 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 Bronze 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.



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



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 Bronze 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.⁴

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

⁴ 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



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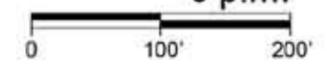
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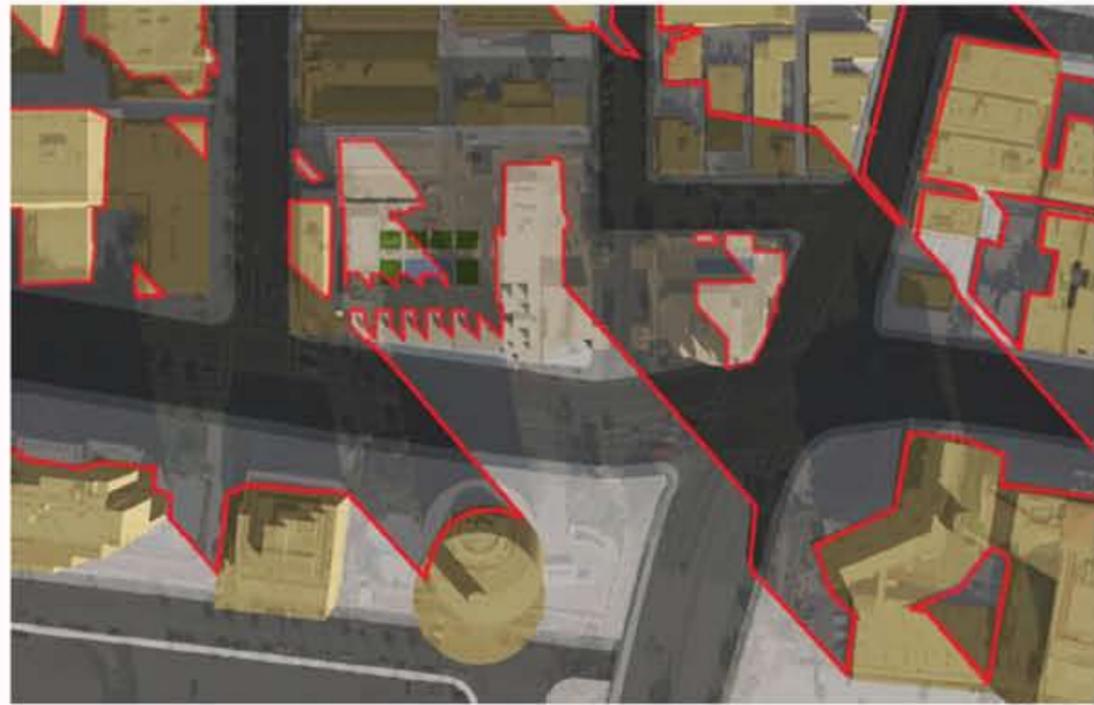


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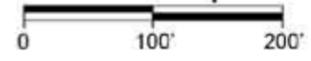
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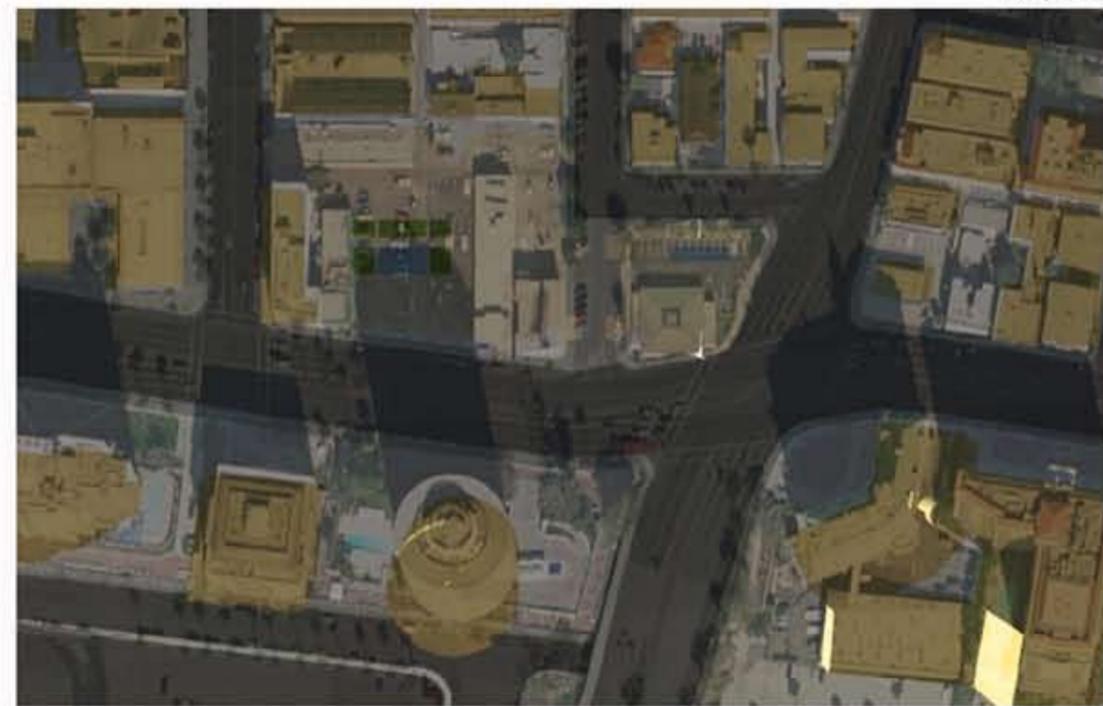
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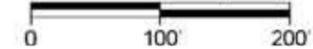
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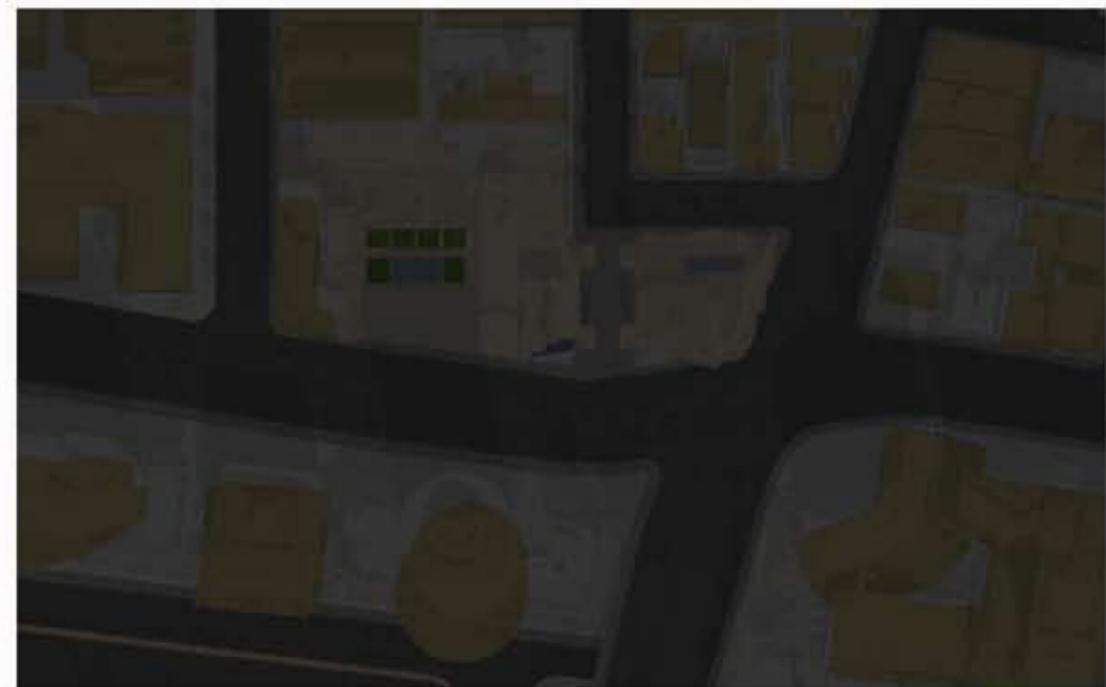
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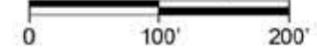
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to hotel and residential uses north of Bronze Way alley and Medio Street. In the early afternoon (i.e., 3:00 PM) the area northeast of Lime Avenue and Medio Street and northeast of Alamitos Boulevard is cast over by shadows. During this period, the 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 1st to October 1st.

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 Bronze 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.⁵ 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 Bronze Way alley and Medio Street and east of

⁵ 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



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 Street and east of Alamitos Avenue, to hotel uses north of the project site and to adjacent roadways (i.e., Lime Avenue, Medio Street, Bronze 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*.