

IV. Environmental Impact Analysis



IV. Environmental Impact Analysis

A. Aesthetics, Views, and Light/Glare

1. Introduction

This section of the Draft EIR provides an analysis of the Project's potential impacts with regard to aesthetics, views, and light and glare. An overview of each of these environmental topics is discussed below. This section also includes an assessment of the Project's consistency with applicable regulations, policies, and plans that address topics related to visual character. An analysis of potential shading impacts was included in the Initial Study prepared for the Project, included as Appendix A of this Draft EIR; as indicated therein, no further evaluation of this topic is required.

a. Aesthetics

The term aesthetics refers to the overall visual character of an area or given field of view. Qualities that affect the aesthetic or visual character of an area include building density, massing, setbacks, building materials, and the general composition of aesthetic features, as well as the relationship between these elements. The presence of visual resources, both natural and man-made, can also affect the aesthetic character of an area. The visual character of an area can be adversely impacted by the loss of existing features of aesthetic value and by the introduction of contrasting features that contribute to a decline in overall visual character (e.g., the introduction of contrasting elements that overpower familiar features, eliminate context or associations with history, or create visual incompatibility where there may have been apparent efforts to maintain or promote a thematic or consistent character). Conversely, the overall visual character of an area can be improved by the addition of features that enhance the existing visual environment (e.g., the introduction of elements that contribute to the context or improve the overall aesthetic character of an area, or the removal or improvement of elements that may have been a blight to the visual environment).

A visual resource is a natural or urban aesthetic feature that contributes to the valued aesthetic character of a site or area. Natural features may include open space, native or ornamental vegetation/landscaping, topographic or geologic features, and natural water sources. Urban features may include structures of architectural or historic significance or visual prominence, public plazas, art or gardens, heritage oaks or other trees or plants protected by the City, consistent design elements (such as setbacks,

massing, height, and signage) along a street or district, pedestrian amenities, and landscaped medians or park areas.

b. Views

In general, views refers to visual access to visual resources (e.g., mountain ranges, the urban skyline, historic resources, etc.). An analysis of views considers the viewer's distance from visual resources identified in the area, the topography of the area, and existing view obstructions. A discussion of views considers both focal views (i.e., views of a particular object, scene, setting, or feature of visual interest) and panoramic views or vistas (i.e., views of a large geographic area for which the view may be wide and extend into the distance). Existing views of, across, and from a project site are also identified and considered, including views from or along designated scenic routes. Further, a number of development characteristics, such as building height, mass, and density, are considered as they relate to view obstruction.

c. Light and Glare

For purposes of this analysis, light and glare refers to artificial light sources associated with the Project that could affect the visual environment. There are two types of artificial, or man-made, light sources: (1) point sources (e.g., exterior light fixtures, illuminated signage, street light poles, vehicle headlights); and (2) indirect sources that reflect light onto adjacent properties (e.g., reflective or light-colored surfaces). The effect produced by indirect light sources is commonly referred to as glare. Point sources are addressed in the analysis of nighttime illumination impacts, while indirect sources are addressed in the analysis of glare impacts.

Nighttime illumination of varying intensities is characteristic of most urban and suburban land uses. New light sources have the potential to increase ambient nighttime illumination levels and/or result in the spillover of light onto adjacent properties. Adverse lighting impacts may occur when a project's lighting is visually prominent and reduces available views, alters the visual character of an area or neighborhood, or illuminates a sensitive land use. Light may be directed downward to illuminate an area or surface, cast sideways and outwards onto off-site properties (light spillover or trespass), or cast upward into the sky and refracted by atmospheric conditions (skyglow). These effects have the potential to interfere with certain functions, including vision, sleep, privacy, and general enjoyment of the natural nighttime condition. The significance of the impact depends on the type of use affected, proximity to the affected use, the intensity of the light source, and the existing ambient light environment. As discussed in more detail below, land uses that are considered sensitive to nighttime light include, but are not limited to, residential uses, certain commercial and institutional uses, and natural areas. These land uses are

recognized as light-sensitive because they are typically occupied by persons who have expectations for privacy during evening hours and who are subject to disturbance by bright light sources (or in the case of natural areas, biological resources that are subject to disturbance by bright light sources). The analysis below evaluates the potential for the nighttime lighting sources introduced by the Project to impact these light-sensitive uses.

Glare occurs during both daytime and nighttime hours. Daytime glare is caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials from which the sun can reflect, particularly following sunrise and prior to sunset. Daytime glare generation is typically related to sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use. The analysis of glare provided below assesses the Project's potential impacts on glare-sensitive uses, which include light-sensitive uses and transportation corridors (i.e., roadways).

2. Environmental Setting

a. Regulatory Framework

(1) City of Long Beach General Plan

The City of Long Beach General Plan includes 12 elements including Historic Preservation, Open Space, Housing, Air Quality, Mobility, Land Use, Seismic Safety, Local Coastal Program, Noise, Public Safety, Scenic Routes, and Conservation. Together, these elements provide a comprehensive, long-term plan for the future development of the City of Long Beach (City). The General Plan elements that specifically address aesthetic-related topics are discussed below.

(a) Land Use Element

The Land Use Element of the General Plan, which was adopted in 1989 and last revised in 1997, addresses topics related to urban design and the overall aesthetic quality of the City. The Land Use element includes an Urban Design Component, which recognizes both natural and man-made aesthetic features throughout the City and outlines policy directions for the City's urban character, including building heights and masses. The Land Use element emphasizes visual compatibility, good design, and landscaping and provides "positive design steps," including more plant materials and

improved building design and signage, to improve appearances along many Long Beach streets. This Element identifies Pacific Coast Highway (PCH) as a street of particularly high priority due to its heavy traffic demands and its potential to affect densely populated and vital neighborhoods.

The Land Use Element identifies the Project Site and its immediately surrounding area to the north, east, and west as being located within the Southeast Area Development Improvement Plan (SEADIP). This plan is discussed further below.

(b) Scenic Routes Element

The Scenic Routes Element of the General Plan, which was adopted in 1975, identifies transportation corridors within the City that are considered scenic and worthy of special consideration. The Scenic Routes Element is based in part on the Open Space and Conservation Elements and outlines goals and policies aimed at: (1) preserving and enhancing the natural and man-made aesthetic resources within and visible from scenic corridors; (2) strengthening the City's image; (3) linking and enhancing recreational, cultural, and educational opportunities through a network of scenic corridors; (4) providing alternative transportation modes within the scenic corridor network; and (5) creating a system of scenic routes through joint public and private responsibility. Within the Project area, the segments of PCH from Lakewood Boulevard south to Seal Beach, 2nd Street from Livingston Drive to PCH, and Marina Drive from 2nd Street to Seal Beach were proposed as scenic routes within the Scenic Routes Element.¹ Only 2nd Street between Livingston Drive and PCH have since been designated.² In addition, the Project Site is located within a scenic corridor identified in the Scenic Routes Element.³

(c) Local Coastal Program

The General Plan includes the City's Local Coastal Program (LCP) Element, which was adopted by the City and certified by the California Coastal Commission in 1980. The LCP is a means by which local governments implement policies and requirements of the California Coastal Act. The purpose of the LCP is to preserve shoreline resources and provide for public access and uses within designated coastal zones. The City of Long Beach LCP identifies 10 coastal zone planning areas. The Project Site is located within the SEADIP area, which the LCP characterized in 1980 as primarily residential with

¹ *City of Long Beach, Scenic Routes Element (Scenic Highways), May 9, 1975, p. 58.*

² *Telephone communication with Craig Chalifant, City of Long Beach, March 30, 2017.*

³ *Ibid. A scenic corridor is the geographic area visible from a scenic route that gives the route its significance.*

considerable commercial development. At the time, the area included two large electric generating plants and much of the land was being used for oil production. The LCP acknowledges that when the oil is depleted, the land will be available for urban development. The LCP is currently being updated as part of the SEADIP update, discussed below.

(2) Southeast Area Development Improvement Plan (SEADIP)

The SEADIP was adopted in 1977 and includes 1,470 acres in the southeastern area of Long Beach. The SEADIP area is developed with a variety of uses including commercial, residential, and light industrial uses which are integrated by an extensive system of parks, open space, and trails. The Project Site is located in SEADIP Planned Development District (PD-1). PD-1 is a zoning overlay that allows a compatible mix of land uses, planned commercial areas and business parks, and a variety of residential types. The PD-1 district allows flexible development plans to be prepared for areas of the City that may benefit from the formal recognition of unique or special land uses and the definition of special design policies and standards not otherwise possible under conventional zoning regulations. The Project Site comprises Subarea 17 of PD-1, which is designated exclusively for commercial uses. According to the SEADIP, Subarea 17 is fully developed in accordance with the Retail Center (CR) zone.

The City of Long Beach is currently updating the SEADIP in order to comprehensively address land use, design, transportation, resource conservation, and infrastructure relative to current conditions and development in the area. The updated Southeast Area Specific Plan (SEASP) will replace the existing zoning and PD-1 overlay and include development standards (e.g., building setbacks, densities, heights, and buffers) and design guidelines to preserve and shape the community character, including landscaping, architectural styles, and public spaces. This planning process will implement the goals and policies of the City's 2030 General Plan update and also include an update to the LCP.

(3) City of Long Beach Municipal Code

The Long Beach Municipal Code (LBMC) Zoning Regulations (Title 21), in conformance with the General Plan land use designations, regulates land use development within the City, including permitted uses, building setbacks, heights, parking, design standards, and other criteria. Section 21.37 of the LBMC establishes Planned Development Districts, which, as discussed above, allow for more flexible development plans than permitted under conventional zoning regulations. In general, Planned Development Districts are more comprehensive than zoning and are intended to achieve a

specific outcome in a geographic area. In the event that specific development standards are not addressed in the Planned Development District, LBMC regulations apply.

As discussed above, the Project Site is located within the SEADIP, PD-1, Subarea 17. The SEADIP states that Subarea 17 is fully developed in accordance with the Retail Center (CR) zone. Based on modifications to the City's Zoning Regulations, the CR zone now corresponds to the City's Community Commercial Automobile-Oriented (CCA) District. In accordance with the LBMC, uses allowed in the CCA District include retail and service uses for an entire community, such as convenience and comparison shopping goods and associated services. As discussed above, the City is currently in the process of updating the SEADIP with a Specific Plan (i.e., the SEASP) that will replace the existing zoning and PD-1 overlay.

b. Existing Conditions

(1) Aesthetics

(a) Project Site

The Project Site is located at the southwest corner of PCH and 2nd Street within the southeastern portion of the City, in proximity to and between the San Gabriel River and the Los Cerritos Channel. The Project Site is specifically bounded by 2nd Street on the north, PCH on the east, the Marina Shores Shopping Center on the south, and Marina Drive on the west.

As discussed in Section II, Project Description, of this Draft EIR, the Project Site is currently occupied by the two-story, approximately 165,000-square-foot SeaPort Marina Hotel and an associated 457 surface parking spaces. The hotel's main structure consists of offices, as well as banquet facilities, multi-purpose meeting rooms, and dining rooms with patio areas. The other buildings consist of hotel rooms with balconies. Commercial uses within the SeaPort Marina Hotel include a rental car company, a limousine service, a fitness studio, and a café. The northeastern portion of the Project Site consists of a vacant lot, which is occasionally used for the sale of seasonal items, such as Christmas trees and organic produce. Large-scale signage is present on-site, including on some of the building façades and pole mounted signs at the intersections of 2nd and PCH and 2nd and Marina Drive, as well as along PCH. Access to the Project Site is provided via driveways along 2nd Street, PCH, and Marina Drive.

Landscaping within the Project Site includes ornamental trees, shrubs, and grasses throughout a series of courtyards (most of which are located within the site interior and not visible from adjacent roadways), near the swimming pool (also within the site interior and

not visible from off-site), as well as along the building perimeters and throughout the surface parking areas. A row of mature palm trees is located along the perimeter of the Project Site on PCH, 2nd Street, and Marina Drive, as well as intermittently throughout the Project Site.⁴

The existing visual character of the site is characterized by two-story structures of relatively low architectural quality and character and large expanses of paved parking surfaces. The existing buildings are designed with plain façades and little architectural detailing. A majority of the buildings are constructed of wood frames and concrete slabs with exterior stucco, concrete walls, glass windows, metal railings, rolled roofing, and stone wall detailing. The existing SeaPort Marina Hotel was constructed in the 1960s and has fallen into disrepair, as evident in its outdated architecture, design elements, color scheme, and large expanses of asphalt surface parking lots with limited landscaping. The existing landscaping is also of relatively low quality, with no unified landscape design or theme aside from the presence of mature palm trees.

Section IV.C, Cultural Resources, of this Draft EIR, evaluated the existing SeaPort Marina Hotel for historic significance. That evaluation determined the hotel is not considered potentially eligible as a historical resource under any of the applicable criteria of the National Register of Historic Places, California Register of Historical Resources, or as a City of Long Beach Landmark. Accordingly, the existing structures are not considered visual resources by definition, and there are no other notable visual resources located on the Project Site.

(b) Surrounding Area

The Project Site is located in an urbanized area and is surrounded by a variety of land uses typical of a vehicle-oriented commercial area. Immediately north of 2nd Street is a one-story retail pharmacy building and a one-story grocery store with associated surface parking areas. North of these uses is the Marina Pacifica Mall, which includes retail, restaurant, and entertainment uses with surface and subterranean parking. Northwest of the Project Site and immediately west of the Marina Pacifica Mall are three- to five-story multi-family residential uses within the private waterfront condominium community known as the Marina Pacifica. The area northeast of the Project Site, on the northeast corner of PCH and 2nd Street, consists of a fast food restaurant. Beyond that are oil fields and the Los Cerritos Wetlands.

⁴ Rows of tall palm trees are located along both the east (on-site) and west sides of Marina Drive, as well as within the roadway median.

East of the Project Site, at the southeast corner of PCH and 2nd Street, is a gasoline service station and to its south is The Marketplace, a shopping center comprised of several one-story buildings. The Marketplace includes restaurants, a grocery store, a movie theater, and other retail uses with associated surface parking areas. South of the Marketplace are several one- and two-story office buildings and the Los Cerritos Wetlands. The Los Cerritos Wetlands also continue east of The Marketplace.

Immediately to the south of the Project Site is the Marina Shores Shopping Center, which includes a grocery store, restaurants, and other retail uses with associated surface parking. South of the Marina Shores Shopping Center is a two-story office building followed by the San Gabriel River and the City of Seal Beach.

The area west of the Project Site, across Marina Drive, consists a surface parking lot associated with the publicly-owned Alamitos Bay Marina. Restaurants and limited boat-related retail uses also are located west of the Project Site, adjacent to the Marina, and a boat launch (Davies Launch Ramp) is located near the intersection of 2nd Street and Marina Drive. Beyond the Marina to the west are Alamitos Bay, Naples Island, and the Pacific Ocean.

Visual resources within the general Project area include the San Gabriel River, the Los Cerritos Wetlands, Alamitos Bay Marina, and the Pacific Ocean. The Santa Ana Mountains, which can be viewed intermittently in the distance to the east of the Project Site, also are considered a visual resource. As discussed above, 2nd Street between Livingston Drive and PCH is a designated scenic route pursuant to the Scenic Routes Element of the General Plan. The PCH segment also is identified an eligible state scenic highway.⁵

(2) Views

Viewsheds refer to geographic areas that are defined by the horizon, topography, and other natural features that give an area its visual boundary and context or by development that has become a prominent visual component of the area. Views can be either public or private. Public views are those that can be seen from vantage points that are publicly accessible, such as streets, freeways, parks, and vista points. These views are generally available to a greater number of persons than are private views. Private views are those that can be seen from vantage points located on private properties. The

⁵ Caltrans, *Scenic Highways*, www.dot.ca.gov/design/lap/livability/scenic-highways/index.html, accessed January 24, 2017.

following discussion describes views from the Project Site, as well as views from the area surrounding the Project Site.

Due to the relatively flat topography and urban development throughout the Project Site and surrounding vicinity, short-range views are largely limited to the urban landscape (i.e., buildings, roadways, billboards, and street trees and other landscaping). More expansive views also are limited by the terrain and existing development, with some long-range views provided along the local roadways. Figure IV.A-1 on page IV.A-10 depicts the location of various views from vantage points on and around the Project Site, and Figure IV.A-2 through Figure IV.A-5 on pages IV.A-11 through IV.A-14 provide photographs of the existing views of the Project Site and the surrounding area. Specific directional views from and across the Project Site are discussed below.

(a) North-Facing Views

Views from the northern portion of the Project Site looking north consist primarily of the commercial uses along 2nd Street, including a pharmacy, grocery store, fast food restaurant, and associated surface parking areas, as seen in Photograph 1 of Figure IV.A-2 on page IV.A-11. There is a variety of ornamental landscaping, including palm trees lining 2nd Street and shrubs and other trees dispersed throughout the parking areas and surrounding the buildings. Long-range views from this vantage point are completely obstructed by the adjacent development. However, views of the Los Cerritos Wetlands and the Santa Ana Mountains are available from the portion of 2nd Street east of the Project Site, as shown in Photograph 2 of Figure IV.A-2. While this view is more expansive than those from the Project Site, it is not considered high quality given the extensive power lines that traverse the view. Long-range views are also available from vantage points along PCH, as shown in Photograph 3 of Figure IV.A-2, but no visual resources are visible. As shown in Photograph 4 of Figure IV.A-2, short-range, north-facing views of and across the Project Site from locations immediately south of the site along the northern boundary of the Marina Shores Shopping Center consist of the two-story SeaPort Marina Hotel (on-site), a five- to six-foot cement wall that borders the Marina Shores Shopping Center on the north, and landscaping, including rows of palm trees lining Marina Drive and PCH. North-facing long-range views from vantages farther south, including locations in the City of Seal Beach, include the San Gabriel River and wetlands in the foreground along with intervening urban development and landscaping, with views of the Project Site and associated structures completely obstructed. Long-range views extending to the north beyond the Project Site are also unavailable due to the flat terrain and intervening urban development and thus do not include scenic or natural features.

Due to the low visual quality of existing development on-site and the lack of scenic features or vistas, northerly views of and across the Project Site from locations to the

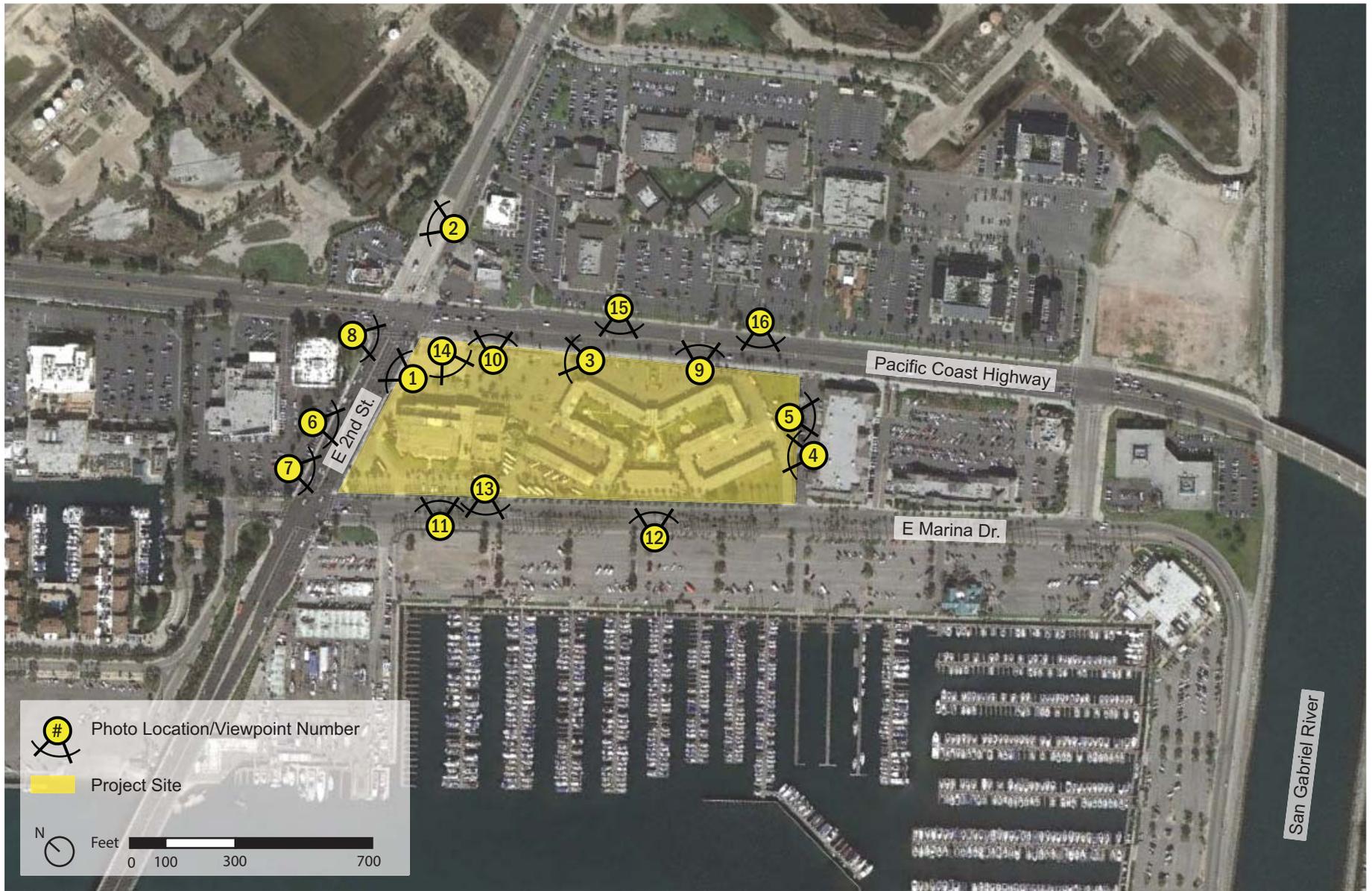


Figure IV.A-1
Photo Location Map



Photograph 1: View looking north from the northern boundary of the Project Site across 2nd Street.



Photograph 2: View of the Los Cerritos Wetlands as seen from the block of 2nd Street east of the Project Site.



Photograph 3: View looking north along PCH from near the north-south midpoint of the Project Site.



Photograph 4: View of the Project Site from the northern boundary of the Marina Shores Shopping Center.



Photograph 5: View from the southern boundary of the Project Site toward the Marina Shores Shopping Center.



Photograph 6: View of the northern façade of the Project Site from 2nd Street.



Photograph 7: View looking south along Marina Drive and into the northwestern portion of the Project Site from the northeastern corner of Marina Drive and 2nd Street.



Photograph 8: View looking south along PCH and across the eastern portion of the Project Site from the northwest corner of 2nd Street and PCH.



Figure IV.A-3
South-Facing Existing Views



Photograph 9: View of the Marketplace Shopping Center across PCH from near the north-south midpoint of the Project Site.



Photograph 10: View looking east across PCH from the vacant lot located in the northeastern portion of the Project Site.



Photograph 11: View of the northwestern portion of the Project Site from across Marina Drive.



Photograph 12: View of the Project Site from across Marina Drive from near the north-south midpoint of the Project Site.



Figure IV.A-4
East-Facing Existing Views



Photograph 13: View of Alamitos Bay across Marina Drive from near the north-south midpoint of the Project Site.



Photograph 14: View of the eastern portion of the Project Site from the on-site vacant lot.



Photograph 15: View of the eastern façade of the Project Site from across PCH.



Photograph 16: View along the southern boundary of the Project Site.



Figure IV.A-5
West-Facing Existing Views

south, as well as distant northerly views, are determined to be of low visual quality and are not considered especially scenic.

(b) South-Facing Views

Southerly views from the southern boundary of the Project Site are completely obstructed by the back façade of the adjacent Marina Shores Shopping Center and a five-to six-foot cement wall that borders that property on the north, as shown in Photograph 5 of Figure IV.A-3 on page IV.A-12. There are no long-range views available from this vantage point. As shown in Photograph 6 and Photograph 7 of Figure IV.A-3, short-range southerly views across the Project Site from 2nd Street consist of the existing SeaPort Marina Hotel, the vacant lot on the southwest corner of PCH and 2nd, and the hotel's surface parking lots, driveways, and landscaping. Longer-range views are available from the eastern portion of the site across the vacant lot and surface parking areas, as depicted in Photograph 8 of Figure IV.A-3. However, due to the flat terrain, these views are still limited and consist of palm trees and other landscaping and the surrounding low-rise commercial development. Long-range southerly views from areas farther to the north, including from the Marina Pacifica Shopping Center, the Marina Pacifica residential development, and the Los Cerritos Wetlands, are also limited by the flat terrain and obstructed by urban development. Private views of the San Gabriel River and the City of Seal Beach in the distance may be available from the upper floors of the Marina Pacifica residential development.

Due to the lack of visual resources on and around the Project Site and the limited availability of public views, south-facing views of and across the Project, as well as distant southerly views, are not considered especially scenic.

(c) East-Facing Views

Views from the east side of the Project Site looking eastward consist of the Marketplace Shopping Center, associated surface parking, landscaping, and a gasoline service station, as depicted in Photograph 9 and Photograph 10 of Figure IV.A-4 on page IV.A-13. Views across the Project Site from locations on Marina Drive are largely obstructed by the on-site two-story structures associated with the SeaPort Marina Hotel, as shown in Photograph 11 and Photograph 12 of Figure IV.A-4. Along Marina Drive, limited and intermittent views through the Project Site toward PCH and the Marketplace Shopping are available from the existing middle driveway and the southern end of the Project Site. Mid-range views of and across the Project Site from the east side of Naples Island are largely obscured by boat masts, intervening development, and landscaping; the most noticeable element of the Project Site visible from Naples Island is the row of palm trees along Marina Drive. Mid- to long-range views looking east and extending beyond the Project Site include the Haynes Generating Station and associated smoke stacks and

intermittent distant views of the Santa Ana Mountains. Long-range views of the Project Site from locations further west along 2nd Street, or from off-shore in the Pacific Ocean, are completely obstructed by intervening urban development, though limited and intermittent distant views of the Santa Ana Mountains do exist.

Given the obstruction of easterly views of and across the Project Site by existing development, the lack of visual resources in the area, and the limited nature of distant mountain views, views to the east are not considered especially scenic. In fact, the most scenic element of easterly views are of the Marina; however, such views are only available from areas west of Alamitos Bay.

(d) West-Facing Views

Westerly views from the western side of the Project Site along Marina Drive consist largely of Alamitos Bay Marina, which is dominated by an asphalt surface parking lot in the foreground and boats and boat masts (as well as Alamitos Bay) in the background, as depicted in Photograph 13 of Figure IV.A-5 on page IV.A-14. Westerly views also include some one-story structures, including storage containers and trailers associated with the Marina and chain link fencing that currently borders a portion of the Marina. Rows of tall palm trees line Marina Drive on both sides of the street, as well as along the median, which largely dominate short-range views. Longer range views of Naples Island from the western side of the Project Site consist largely of the tops of palm trees and other landscaping on the island. As shown in Photographs 14 through 16 of Figure IV.A-5, westerly views across the Project Site from PCH consist of the east façade of the two-story Seaport Marina Hotel and the associated surface parking area. Limited views through the Project Site to Marina Drive and Alamitos Bay Marina are available at the existing on-site driveway near the north-south midpoint of the Project Site and at the southern end of the Project Site. From other locations along PCH, mid-range views to the west across the Project Site are completely obstructed by on-site development, with only the tops of palm trees visible beyond the Project Site. Long-range westerly views from locations farther to the east also are largely obstructed due to the terrain and existing commercial development and consist of the tops of palm trees lining Marina Drive and PCH, as well as the tops of some boats and boat masts docked at Alamitos Bay Marina, and the tops of palm trees on Naples Island.

While westerly views of the Marina and coastal areas are more visually appealing than other commercially-dominated views in the Project vicinity, such views are primarily available from vantage points located west of the Project Site, as well as from east-west roadways such as 2nd Street. Other west-facing views in the area are limited, of low visual quality, and do not include visual resources. Thus, while some coastal views to the west

from Marina Drive may be considered scenic, views across the Project Site from vantages to the east (e.g., PCH) are not.

(3) Light and Glare

(a) Light

The Project Site is located within an urbanized area characterized by moderate nighttime ambient light levels. Characteristic of an urban area, night lighting in the Project vicinity results from several types of artificial light sources including street lights, automobile lights, commercial building lights, signage lighting, landscape and architectural lighting, marina lights, and lighting associated with surface parking areas.

Existing lighting at the Project Site includes limited architectural lighting at the perimeter of building structures; pole-mounted, non-shielded parking lot lighting; and signage lighting. The parking lot lighting is concentrated primarily in the existing hotel's main surface parking area located on the northeast side of the Project Site along PCH. These parking lot light poles are approximately 12 feet high and have circular lenses that emit light 360 degrees around the bulb and are not shielded to direct light downward onto the Project Site. Pole-mounted street lighting also is located on the site perimeter along PCH, 2nd Street, and Marina Drive. The parking lot lighting and street lighting currently spill over onto adjacent roadways.

In the immediate vicinity, off-site commercial development to the north, east, and south emit lighting that is typical of a vehicle-oriented commercial uses. Similar to the SeaPort Marina Hotel, this lighting includes commercial signage, landscape and accent lighting, and driveway and parking lot lighting. To the west, Alamitos Bay Marina includes parking lot pole lighting, accent and signage lighting, and light emitted from docked boats.

Light-sensitive uses in the Project vicinity include the boats docked at the Marina, natural areas associated with the Los Cerritos Wetlands and the San Gabriel River, and the Marina Pacifica residential community. However, none of these uses are immediately adjacent to the Project Site.

(b) Glare

The exterior of the existing structures on the Project Site are covered with stucco and concrete, with glass windows, sliding glass doors, metal railings, rolled roofing, and stone wall detailing. Due to the low profile and limited reflective surfaces on the buildings, little to no glare is generated on-site. While some daytime glare is generated by sunlight reflecting off vehicles parked on-site, these glare sources are not considerable in the context of the automobile-oriented urban environment.

In the Project vicinity, off-site receptors that are considered sensitive to daytime glare include boats docked at Alamitos Bay Marina, natural resources associated with the Los Cerritos Wetlands and the San Gabriel River, and the Marina Pacifica residential development. However, none of these receptors are immediately adjacent to the Project Site, and only vantages within the Marina have direct views of the Project Site. Thus, the limited glare emanating from the Project Site does not generally reach or affect these receptors. In addition, motorists traveling along local roadways may be sensitive to daytime glare. However, in the context of the overall vehicle-oriented urban area, and particularly in light of the number and extent of surface parking areas located throughout the vicinity, glare emitted from the existing Project Site is not substantial.

3. Environmental Impacts

a. Methodology

(1) Aesthetics

The analysis of aesthetics considers the visual quality of the Project Site and the immediately surrounding area and the impacts of the Project with respect to the existing aesthetic environment. Based on field visits and photographic documentation, as well as the Project's physical aspects in light of the proposed site plan, landscape plan, building elevations, and other Project design information, the analysis compares existing conditions to future conditions. The analysis also takes into account the proposed project design features, described below. More specifically, the analysis is based on the following process:

- Step 1: Describe the massing and general scale of the proposed buildings. Consider other factors such as setbacks and open space incorporated into the Project's design.
- Step 2: Compare the expected appearance of the Project Site after Project implementation to the existing site appearance and character of adjacent uses and determine whether and/or to what extent a change of the visual character of the area could occur (considering factors such as the blending/contrasting of new and existing development given the proposed uses, building density, height, bulk, setbacks, signage, architectural styles, etc.); and
- Step 3: Compare the anticipated appearance of the Project Site to standards within existing adopted plans and policies that are applicable to the Project, including any proposed zone changes or variances (as part of a regulatory analysis).

(2) Views

The analysis of views evaluates the changes to existing views that may result from Project implementation. The intent of the analysis is to determine if view resources are visible in the Project area and whether visual access to such resources would be blocked or diminished as a result of the Project. In general, views are closely tied to topography and distance from a view resource. The identification of available views within the Project area was accomplished through field surveys, photographic documentation, and topographic analysis. The analysis is based on the Project's characteristics, particularly building height and massing, as well as landscaping that may alter any scenic vistas.

(3) Light and Glare

The analysis of light and glare identifies the location of off-site light- and glare-sensitive land uses and describes the existing ambient lighting conditions in the Project area. The analysis evaluates the Project's proposed light and potential glare sources and the extent to which Project lighting may spill over from the Project Site and affect off-site light-sensitive uses. The analysis also describes the affected street frontages, the direction in which light would be focused, and the extent to which the Project could illuminate off-site sensitive receptors. In addition, the analysis considers the potential for sunlight to reflect off of building surfaces (glare) and the extent to which such glare could interfere with the operation of motor vehicles or other activities.

b. Thresholds of Significance

Appendix G of the *CEQA Guidelines* provides a set of sample questions that are used to evaluate potential impacts associated with aesthetics. These questions are as follows:

Would the project:

- Have a substantial adverse effect on a scenic vista?
- Substantially damage scenic resources including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?
- Substantially degrade the existing visual character or quality of the site and its surroundings?
- Create a new source of substantial light and glare which would adversely affect day or nighttime views in the area?

The Initial Study for the Project, which is included as Appendix A of this Draft EIR, evaluated the Project's potential for shading impacts based on the threshold of significance detailed above. Shading refers to the shadows cast by proposed structures or landscaping that have the potential to negatively affect certain shade-sensitive land uses. Shadow effects depend on several factors, including the local topography, the height and bulk of a project's structural elements, the sensitivity of adjacent land uses, season, and duration of shadow projection. Facilities and operations generally considered sensitive to shading include: routinely useable outdoor spaces associated with residential, recreational, or institutional land uses (e.g., back yards, school yards, convalescent homes); pedestrian-oriented outdoor spaces or restaurants with outdoor dining areas; plant nurseries; and existing solar collectors. These uses are considered sensitive because sunlight is important to their function, physical comfort, or commerce. As discussed in the Initial Study, while development of the new on-site structures would generate new shadows with varied lengths and angles depending on the time of day and season, due to the low-rise height of the proposed structures (a maximum of approximately 30 feet to 35 feet), new shadows would not extend past the adjacent roadways. Furthermore, there are no shadow-sensitive uses located directly adjacent to the Project Site. Therefore, it was determined that potential shading impacts would be less than significant, and no further analysis is required.

Based on the analysis provided in the Initial Study, as summarized above, no further analysis of shading impacts is required. The analysis provided below thus focuses on impacts related to aesthetics, views, and light and glare.

c. Project Design Features

(1) Project Design Features

The following project design features are proposed with regard to aesthetics, views, and light and glare.

Project Design Feature A-1: Temporary construction fencing shall be placed around the perimeter of the Project Site to screen construction activity from view at street level.

Project Design Feature A-2: The Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

Project Design Feature A-3: Light sources associated with Project construction shall be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary.

Project Design Feature A-4: All new street and pedestrian lighting required for the Project shall be shielded and directed away from any off-site light-sensitive uses.

Project Design Feature A-5: All exterior windows and glass used on building surfaces shall be non-reflective or treated with a non-reflective coating.

(2) Project Improvements

The following discussion summarizes the design elements of the Project. These improvements are proposed as part of the Project and are considered in the assessment of impacts related to aesthetics, views, and light and glare. Refer to Figures II-6 through II-11 in Section II, Project Description, for elevation drawings of the Project, as well as Figures II-12 through II-14 therein for architectural renderings of Project development.

(a) Project Design and Building Heights

The proposed commercial development would consist of approximately 245,000 square feet of gross floor area located within four buildings laid out in a village format, with three of the buildings fronting PCH and one building fronting Marina Drive. The buildings would consist of one- and two-story structures, ranging in height from approximately 30 feet to a maximum of 35 feet.⁶ A total of 1,150 parking spaces would be provided within two main parking structures, including a second-level parking deck above some of the single-story uses. Landscaped courtyards and open space areas would be provided throughout the Project Site, as well as within landscaped setbacks along the adjacent street frontages.

More specifically, the PCH frontage would be characterized by extensive landscaping and a series of one-story structures (with intermittent taller architectural elements) and second-level (i.e., rooftop) parking which would be screened from street-level view. These buildings, which would house a variety of retail uses, would feature varied rooflines that would not exceed a height of 35 feet, as defined by the LBMC. Along

⁶ *The proposed buildings would have sloped roofs, with a maximum midpoint height of 35 feet. Per Long Beach Municipal Code Section 21.15.1330, the height of a building with a sloped roof is the vertical distance above grade, as defined in Section 21.15.1190, to the midpoint height of the highest sloped roof. While some architectural elements housing elevators and mechanical equipment would have higher roof heights of 40 and 56.5 feet, these features are not included in the measurement of height for commercial buildings per Long Beach Municipal Code Section 21.15.1330.E.*

Marina Drive, the Project would provide a landscaped setback and would include a two-story structure of up to 35 feet in height, which would include retail, fast food, and ready-to-eat restaurant uses with outdoor seating patios on the ground level and full-service restaurant uses with outdoor seating patios and terraces on the upper levels, offering ocean views.

Parking would be provided in parking structures located at the northern and southern ends of the Project Site, as well as a second-level parking deck located above the proposed single-story retail uses along PCH. The northern parking structure would provide ground-level parking and a second-level (rooftop) parking deck. This parking deck would extend above the adjacent single-story grocery store and other single-story buildings along PCH. The parking deck would connect to the southern parking structure, which would include three levels plus rooftop parking with a maximum height of 35 feet.⁷ The upper levels of this structure would extend over the southernmost building on the Project Site. Loading areas would be provided in various areas of the Project Site to serve specific buildings. Specifically, a loading zone would be located adjacent to 2nd Street to serve the proposed grocery store, and smaller loading areas would be located near the northern and southern parking structures.

The Project would be designed as a small urban village, based on a contemporary Southern Californian architectural style with elements conjuring images of water and the coast. The Project would integrate various architectural and pedestrian elements throughout the buildings to create a unique community destination, with major tenants encouraged to express their design individuality in order to create a diverse architectural vocabulary typical of mature urban environments that have evolved over time. The new structures would include building fenestration, a variety of surface materials and colors, and varying rooftop designs to create horizontal and vertical articulation, provide visual interest, and reduce building scales. More specifically, a transparent architecture of operable glass walls, porches, patios, and verandas would be employed to create a sense of openness and connections to the outdoors, which would be combined with elements of weathered brick, reclaimed wood, detailed exposed steel with marine details and patina, and warm colors to create a timeless streetscape. Other building materials would include wood, tile, metal panels, aluminum frames, plaster, and glass. Glass used in building façades would be non-reflective and designed to meet California Building Code Title 24 requirements. Enhanced paving materials including patterned concrete, stone, or brick would be utilized along walkways and other outdoor surface areas. In addition, the Project's design would incorporate strategically located view corridors of the nearby marina. Architectural

⁷ *The height of the proposed parking structure excludes mechanical equipment penthouses in accordance with Long Beach Municipal Code Section 21.15.1330.*

renderings that illustrate the Project's varied design elements, open spaces, landscaping, and view corridors are provided in Figure IV.A-6 through Figure IV.A-9 on pages IV.A-24 through IV.A-27. The proposed building elevations are shown in Figures II-6 through II-11 in Section II, Project Description, of this Draft EIR, and additional architectural renderings are provided in Figures II-12 through II-14 therein.

(b) Setback and FAR

The Project would be comprised of approximately 245,000 square feet of gross floor area, including approximately 95,000 square feet of retail uses, a 55,000 square foot grocery store, a 25,000 square foot fitness/health club, and approximately 70,000 square feet of restaurant uses. The Project would have a total floor area ratio (FAR) of approximately 0.49:1. Setbacks of 20 feet would be provided along all adjacent street frontages.

(c) Landscaping and Open Space

Landscaped pedestrian pathways would be provided along the Project Site's perimeter, and landscaped pedestrian-oriented open space areas, such as a plaza and paseos, would be provided within the site interior. The proposed open space areas are depicted in Figure II-15 in Section II, Project Description, of this Draft EIR. Open space areas would include pedestrian seating, enhanced paving, planters, and accent trees. Landscaping would be introduced in setbacks around the site perimeter. Landscape planters and hardscape features would be distributed throughout the upper level of the shopping center and within the retail and dining terraces. Additionally, landscape screening of the parking garage will be included.

In total, approximately 146,797 square feet (approximately 3.37 acres or 31.3 percent of the total Project Site area) of open space would be provided on-site, which would exceed the applicable SEADIP open space requirements (i.e., approximately 140,698 square feet or 30 percent of the total Project Site area). In addition, any threshold-size on-site or street trees removed during construction of the Project would be replaced in accordance with the City's Tree Maintenance Policy and other applicable City requirements.

(d) Lighting and Signage

The Project would include exterior lighting on buildings for security and wayfinding purposes, as well as entryway lighting within the parking structures, and lighting along driveways and internal roadways for safety. In addition, low-level lighting to accent architectural, signage, and landscaping elements would be incorporated throughout the



Figure IV.A-6
Project Rendering—Marina Drive Frontage (Aerial)



Figure IV.A-7
Project Rendering—Marina Drive Frontage



Figure IV.A-8
Project Rendering—Main Street Frontage with View Toward Marina



Figure IV.A-9
Project Rendering—Main Street Frontage

Project Site. In accordance with City guidelines, on-site lighting would be shielded or directed toward the intended areas to be lit to limit spill-over onto off-site uses.

Project signage may include monument signs, area identification signs, tenant identification wall signs, directional signage, and/or wall/digital media signs for advertising purposes at the Project Site, as well as on the buildings' street-fronting façades, and window signs on retail storefronts. Signage may be freestanding, projected, raised, and externally illuminated and/or consist of channel letters.⁸ All Project signage would be visually integrated with the proposed development and would feature colors and lighting that are complementary to the architectural design of the proposed buildings.

d. Analysis of Project Impacts

(1) Aesthetics

(a) Construction

Construction activities can disrupt the general aesthetic character of an area, and although temporary in nature, may cause a visually unappealing quality. During the Project's construction phase, the visual appearance of the Project Site would be altered due to the demolition of existing structures and surface parking areas, site preparation, grading and limited excavation, building construction, and the installation of paving/concrete and landscaping. The staging of construction equipment and materials, which is anticipated to occur primarily on-site, also would temporarily alter the visual appearance of the Project Site. Project construction is anticipated to occur over a period of approximately 16 months.

Construction activities would be visible from adjacent land uses and pedestrians and motorists on PCH, 2nd Street, and Marina Drive. Views of the construction site would be limited by Project Design Feature A-1, which would require the installation of temporary construction fencing around the perimeter of the Project Site, thereby minimizing temporary visual impacts. In addition, Project Design Feature A-2 would ensure that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways and that such barriers or walkways are maintained in a visually attractive manner.

Construction activities also would include truck trips to and from the Project Site for concrete and construction material deliveries and haul truck trips for excavated earth

⁸ *Channel letter signs are individually illuminated letters and graphics.*

materials. The roadways surrounding the Project Site are major arteries that are intended to accommodate a wide range of vehicles, including construction and delivery trucks. Thus, while the addition of truck trips associated with construction of the Project would affect the visual quality of the area on a transitory, short-term basis, such traffic would not be out of character nor permanently degrade the visual quality of the area.

Overall, while affecting the visual character of the Project area on a temporary, short-term basis, Project construction would not substantially degrade or alter the long-term visual character or quality of the Project Site or its surroundings. Implementation of project design features would further ensure that the overall aesthetic character would not be substantively degraded. Therefore, aesthetic impacts during construction of the Project would be less than significant, and no mitigation measures are required.

(b) Operation

The Project would result in a permanent change to the existing visual environment on the Project Site. As previously described, the architecture, design elements, and color scheme of the existing hotel are outdated, and the aging structures (which are not considered historic resources) have fallen into disrepair. With large expanses of asphalt surface parking and limited landscaping, the site lacks design cohesiveness and visual integration and is not an aesthetic asset to the area.

The Project would replace existing development with four one- and two-story buildings containing commercial uses, including retail uses, a grocery store, a health club, and restaurant uses, as well as two parking structures. The Project would include landscaped courtyards, open space areas, and pedestrian pathways. Ornamental landscaping would be provided throughout the Project Site and along the site perimeter.

The proposed development would improve the overall appearance of the Project Site by providing visually integrated structures and uses that are designed in an updated, contemporary architectural style with elements that would unify and enhance the overall aesthetic environment of the Project Site. Design elements would reflect images of the nearby water and coast, thereby also visually integrating the site with the surrounding area. As illustrated in the proposed building elevations included as Figures II-6 through II-11 in Section II, Project Description, of this Draft EIR, the building façades would provide visual interest through building fenestration, the use of a variety of complementary surface materials and colors, and varying rooftop designs that would create horizontal and vertical articulation, provide visual interest, and reduce building scales. Building heights would range from approximately 30 feet to a maximum of 35 feet, which would be similar to the existing uses and in scale with the uses in the surrounding area. Furthermore, landscaped setbacks of 20 feet, as required by SEADIP, would be provided along all adjacent streets.

The proposed landscaping features would further add to the visual quality of the Project Site. Landscaped pedestrian walkways would be provided around the perimeter of the Project Site, which would improve the appearance along the surrounding roadways. In addition, landscaped pedestrian-oriented open space areas, including a plaza and paseos, would be provided within the interior of the Project Site. Landscaping would be introduced in the setbacks around the site perimeter. Landscape planters and hardscape features would be located throughout the upper level and within the retail and dining terraces. Additionally, landscape screening of the parking garage will be included.

The Project would result in an increase in the building density and parking on-site, resulting in a total of 245,000 square feet of gross floor area and 1,150 parking spaces. Despite these increases, the height and bulk of the Project would remain in scale with the surrounding uses and would be designed to enhance the pedestrian experience. Buildings would be arranged in a village format, with three buildings fronting PCH and one building fronting Marina Drive. Proposed architectural elements and the 20-foot landscaped setbacks along the adjacent roadways would serve to blend the structures and open space with the surrounding area. In addition, the village format would visually unify the block, as well as the area in general, providing a cohesive and interesting design that would serve as a focal point for the area. Identification signage along building façades would further promote the Project as a destination.

The removal of the existing surface parking areas and the placement of parking within structures likewise would enhance the Project Site's visual setting. In particular, the northern parking structure would be largely screened from view by retail-looking façades, with only the garage entrances indicating the presence of parking within. As such, vehicles would be screened from view within the structures. While this would represent a departure from surrounding development in the area, which is characterized by urban-style development with commercial uses surrounded by surface parking areas, it would result in an improvement to the overall aesthetic environment.

As previously discussed, the segments of 2nd Street, PCH, and Marina Drive that border the Project Site were proposed as scenic routes pursuant to the Scenic Routes Element of the General Plan, and 2nd Street between Livingston Drive and PCH have since been designated as such.^{9,10} Further, the Project Site is located within a scenic corridor designated in the Scenic Routes Element.¹¹ Additionally, while there are no

⁹ *City of Long Beach, Scenic Routes Element (Scenic Highways), May 9, 1975, p. 58.*

¹⁰ *Telephone conversation with Craig Chalifant, City of Long Beach, March 30, 2017.*

¹¹ *City of Long Beach, Scenic Routes Element (Scenic Highways), May 9, 1975, p. 58.*

designated state scenic highways located on or in the vicinity of the Project Site, the segment of PCH adjacent to the Project Site is an eligible state scenic highway.¹² Furthermore, the buildings would be designed to take advantage of the scenic setting by incorporating elements that visually unify the Project Site while providing an inviting and interesting façade that is in scale with the surrounding area. In addition, as mentioned above, the removal of the surface parking areas along the perimeter of the Project Site and the unmaintained vacant lot at the corner of 2nd Street and PCH would further improve the visual quality of these roadways. Thus, the Project would not damage scenic resources within a state scenic highway or within a scenic route as identified in the Scenic Routes Element of the General Plan.

Overall, the Project would not result in the removal or demolition of visual resources. Furthermore, the Project would not degrade the existing visual character or quality of the site or its surroundings. Rather, development of the Project would result in an overall aesthetic benefit to the Project Site and the surrounding area. As such, the Project would not result in significant impacts related to aesthetic resources, and no mitigation measures are required.

(2) Views

(a) Construction

As discussed above, construction activities on the Project Site would cause a disruption in the general aesthetic character of the area. The presence of construction equipment and materials associated with these activities could alter existing views of and across the Project Site. However, construction activities would be temporary, and any potential alterations to viewsheds in the area likewise would be temporary. Thus, construction of the Project would not affect views or have a substantial adverse affect on a scenic vista. No significant construction-related impacts to views would occur, and no mitigation measures are required.

(b) Operation

Views in the Project area predominately consist of low-rise commercial development. Long-range, expansive views in the area are limited due to the predominantly flat terrain and intervening development. The adjacent roadways (e.g., PCH, 2nd Street, and Marina Drive) provide scenic vistas along portions of these thoroughfares. For example, intermittent, street-level, long-range views of Alamitos Bay

¹² California Department of Transportation, *California Scenic Highway Program, Scenic Highway Routes*, www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, accessed November 1, 2016.

and the Pacific Ocean are available from certain vantage points along some east-west thoroughfares. Long-range views of the Santa Ana Mountains also are available from limited vantage points in the area but are mainly limited to roadways. As previously indicated, the segments of PCH, 2nd Street, and Marina Drive that border the Project Site were proposed as scenic routes pursuant to the Scenic Routes Element, and 2nd Street between Livingston Drive and PCH have since been designated as such. Additionally, the PCH segment is identified an eligible state scenic highway.

As previously discussed, development of the Project would include four one- and two-story structures situated along PCH and Marina Drive. Similar to existing conditions, these structures would not exceed a height of 35 feet, in conformance with SEADIP standards. Therefore, in general, the Project would not result in major changes to views in the area. However, the specific location of buildings and landscaping could alter some of the short-range views currently available. The Project's potential impacts on views in all directions are discussed below.

(i) North-Facing Views

There are currently no short- to mid-range northerly views across the Project Site, as such views from off-site vantage points located south of the Project Site are obstructed by the existing SeaPort Marina Hotel (on-site) and the Marina Shores Shopping Center to the immediate south. Long-range views from areas further south also are largely obstructed by the intervening urban development, and no scenic resources are currently visible from these vantage points.

The Project includes a parking structure in the southern portion of the Project Site, which would consist of three levels plus rooftop parking. As with the Project as a whole and similar to existing conditions, this structure would not exceed 35 feet in height. The southern parking structure would extend from the Marina Drive setback to the PCH setback and thus, would dominate short-range, north-facing views from areas adjacent to the site to the south. However, as there are no scenic vistas visible from vantage points to the immediate south, development of this structure would not obstruct any existing scenic vista or scenic resource. Furthermore, the Project would improve the overall aesthetic character of the site, thereby improving views across the Project Site. Long-range views from areas farther south, including in the City of Seal Beach, would not be obstructed by the Project, as the maximum heights would not increase compared to existing conditions. As the Project Site and its structures are not visible from areas to the south under existing conditions, the proposed Project likewise would not be visible.

The Project would include minimum setbacks of 20 feet along the adjacent roadways. As previously described, these areas would be heavily landscaped. Thus, with

the enhanced setbacks, the Project would complement the north-facing views along Marina Drive and PCH.

Overall, due to the limited availability of north-facing views, the general lack of scenic resources in the area, the Project's low visibility from areas to the south, and the enhanced setbacks and landscaping on-site, the Project would not have a substantial adverse effect on north-facing scenic vistas.

(ii) South-Facing Views

Short and mid-range southerly views from areas north of the Project Site currently consist predominately of the existing SeaPort Marina Hotel. The vacant lot on the southwest corner of PCH and 2nd Street and the existing surface parking area in the eastern portion of the Project Site allow views across the site, but these views are limited to landscaping and low-rise urban development. There are no long-range scenic south-facing views of or across the Project Site.

The removal of the unmaintained vacant lot and existing surface parking would enhance the overall visual environment, including the southerly views along PCH and Marina Drive. As with the north-facing views, improved landscaped setbacks would enhance southerly views along these roadways. Additionally, the northern parking structure would be largely screened from view by retail-looking façades, with only the garage entrances indicating the presence of parking within, which would further enhance views along the adjacent roadways. Other on-site improvements and landscaping would also improve short- to mid-range southerly views. Long-range views of and across the Project Site from areas farther north would not be affected, as the on-site structures would not exceed 35 feet and, thus, would not be visible from distant locations due to the relatively flat topography and intervening development. The Project Site is likely visible from south-facing upper floor windows at the Marina Pacifica residential development. However, as the Project would improve the overall visual quality of the Project Site and the maximum building heights would not increase, the Project would not obstruct long-range private views from this vantage point, and views of the Project Site would be improved.

Given the surrounding topography, intervening development, the lack of existing viewsheds or notable visual resources, and the improved on-site aesthetic conditions, the Project would not have an adverse effect on south-facing views.

(iii) East-Facing Views

As previously described, views of and across the Project Site from locations to the west on Marina Drive are largely obstructed by the on-site structures associated with the

SeaPort Marina Hotel, with the exception of the middle driveway and at the southern end of the Project Site, where limited views eastward toward PCH and the Marketplace Shopping Center currently exist. Long-range east-facing views from areas farther to the west, along 2nd Street or from Naples Island, include the Haynes Generating Station and associated smoke stacks and limited distant views of the Santa Ana Mountains.

Short-range views of and across the Project Site from Marina Drive and Alamos Bay Marina would be enhanced due to the unified design and improved aesthetic character of the Project Site. While the Project would consist of one- to two-story structures with a maximum height of 30 to 35 feet, similar to existing conditions, the façades along Marina Drive would be largely continuous, thereby eliminating any potential intermittent views through the Project Site. However, such views are not notable, as local view resources to the east, such as the El Cerrito Wetlands, are not visible due to intervening development. In addition, the driveways and paseos along Marina Drive would permit views into the site interior. Furthermore, easterly views along 2nd Street, adjacent to the Project Site, would be enhanced by the landscaped setbacks and general streetscape improvements included as part of the Project. Long-range easterly views from areas farther to the west also would not be affected, as the height of the proposed structures would be limited to 35 feet and would not obstruct intermittent long-range views of the Santa Ana Mountains.

Overall, due to the height of the proposed on-site structures, the improved aesthetic character of the site, the topography, and the absence of notable view corridors or scenic resources, east facing views would not be adversely affected by the Project.

(iv) West-Facing Views

Short-range westerly views from areas directly east of the Project Site are dominated by the existing SeaPort Marina Hotel and associated surface parking areas. The rows of tall palm trees that line Marina Drive on both sides of the street, as well as along the median, also are highly visible in the background. Long-range views of Alamos Bay, Naples Island, and the Pacific Ocean from areas farther east are not generally available due to the flat terrain and intervening development and largely consist of the tops of palm trees and other landscaping.

As with views from other directions, short-range, west-facing views from PCH would be dominated by the proposed development. However, ocean views would be available from the upper level terraces included as part of the Project, thereby creating new view opportunities and enhancing the waterfront experience for visitors to the site. Furthermore, setbacks and landscaping along 2nd Street would enhance westerly views along this roadway. Long-range west-facing views would not be impacted by the Project as on-site building heights would not increase. Due to the proposed height of the Project, the addition

of new view opportunities, and the enhanced aesthetic condition, west-facing views would not be adversely affected by the Project.

(v) Conclusion

Based on the analysis above, the Project would result in enhanced short- and mid-range views of and across the Project Site in all directions due to the improved aesthetic character of the Project Site and enhanced roadway setbacks and perimeter landscaping. The new ocean views provided from the Project's upper terraces along Marina Drive also would provide a benefit. Existing long-range views would not be affected by the Project as the height of on-site structures would not increase. Furthermore, due to the flat topography of the Project vicinity and intervening commercial development throughout the area, expansive views are limited. Therefore, the Project would not have a substantial adverse effect on a scenic vista. No significant impacts would occur, and no mitigation measures are required.

(3) Light and Glare

(a) Construction

(i) Light

Project construction could generate light spillover to off-site uses in the surrounding area. However, construction activities would generally occur during daylight hours, with construction-related lighting limited to evening hours during the winter season. Any nighttime construction lighting would be used for safety and security and, per Project Design Feature A-3, light sources associated with Project construction would be shielded and/or aimed so that no direct beam illumination is directed outside the Project Site boundary. Light associated with construction vehicle headlights would be similar to existing lighting sources (i.e., vehicles accessing the site) and would not result in increased lighting as compared to existing conditions. Therefore, Project construction would not create a new, permanent source of substantial light that would adversely affect nighttime views in the area. Construction-related light impacts to off-site uses would be less than significant, and no mitigation measures are required.

(ii) Glare

Daytime glare could potentially occur during construction activities if reflective construction materials are positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. Furthermore, flat, shiny surfaces that could reflect sunlight or otherwise cause glare are typically not an element of construction

activities. Therefore, Project construction would not create new sources of substantial glare that would adversely affect day or nighttime views in the area. Impacts associated with daytime glare resulting from construction activities would be less than significant, and no mitigation measures are required.

(b) Operation

(i) Light

Project lighting would consist of exterior lighting on buildings for security and wayfinding purposes and entryway lighting within the parking structures and along driveways and roadways. Low-level lighting to accent architectural, signage, and landscaping elements also would be incorporated throughout the Project Site. Other light sources would include lighting from storefront window displays and interior lighting emanating from windows and other glass surfaces. Per Project Design Feature A-4, all on-site street and pedestrian lighting would be shielded and directed away from off-site light-sensitive uses. Furthermore, in compliance with Title 24 energy efficiency standards and City of Long Beach lighting requirements, exterior lighting would be low-level, energy efficient, shielded, and directed onto the Project Site.

As discussed above, the existing SeaPort Marina Hotel currently emits light from architectural lighting on the buildings, parking lot lighting, and signage lighting. These existing sources of light are not designed or placed in a unified manner, and the existing surface parking area lights are unshielded. As such, the proposed shielded and directed on-site driveway, parking, and pedestrian lighting would limit spill-over onto off-site uses to a greater degree than the existing on-site parking lot lights.

Due to the increased density of development associated with the Project, the overall intensity of on-site lighting would increase. However, lighting on the Project Site would be consistent with the lighting in the general Project vicinity and would be appropriate in the context of the developed, urban environment. Furthermore, the proposed lighting would be concentrated on-site, with limited spill-over to surrounding uses. The proposed setbacks and landscaping along the site perimeter would further limit the amount of light that spills over to surrounding uses.

Headlights from vehicles accessing the Project Site would create additional sources of light during evening and nighttime hours. As illustrated in Figure II-4 in Section II, Project Description of this Draft EIR, two driveways would be located on PCH, three driveways would be located along Marina Drive, and one driveway would be located along 2nd Street. These driveways would provide vehicular access to the parking structures and the two-way drive aisle within the site interior referred to as "Main Street." While the number of vehicles accessing the Project Site would increase, the light generated from

these vehicles would be consistent with that currently associated with vehicles accessing the existing hotel and would be typical for the vehicle-oriented Project area; as such, vehicle headlights would not be anticipated to result in a substantial adverse impact. Furthermore, all of the on-site parking would be provided in parking structures located at the northern and southern ends of the Project Site, as well as in a second-level parking deck located above the proposed single-story uses along PCH. There would be no surface parking areas, and the parking structures would be largely screened through the use of architectural elements and screen trees, which would limit the effects of headlights from parked vehicles. A proposed loading and service area would be located adjacent to 2nd Street to serve the proposed grocery store, and smaller loading areas would be located near the northern and southern parking structures to serve the nearby buildings. These loading areas are adjacent to highly active thoroughfares (i.e., PCH and 2nd Street) where headlights from service and/or other vehicles are typical and would not create a new source of substantial light or glare.

Light-sensitive uses in the Project vicinity include boats docked at Alamitos Bay Marina, natural areas associated with the Los Cerritos Wetlands and the San Gabriel River, and the Marina Pacifica residential community. These uses are not immediately adjacent to the Project Site and, with the exception of Alamitos Bay Marina, intervening development between the Project Site and these receptors would block any direct light effects. Boats docked at the Marina are located a sufficient distance from the Project Site, with a parking lot and a number of existing structures located between the uses, to prevent any light spillover. Implementation of the project design features and compliance with City requirements would further ensure that light generated by the Project would not result in light spillover onto sensitive uses. In particular, the shielding and directing of on-site street and pedestrian lighting onto the intended surfaces in accordance with Project Design Feature A-4, would reduce the potential for skyglow. While on-site lighting would add to the ambient lighting in the area, it would not result in changes to the overall light environment at any nearby sensitive locations.

Overall, operation of the Project would not create a new source of substantial light that would adversely affect nighttime views in the area. Therefore, light impacts to off-site uses, including light-sensitive uses, during Project operation would be less than significant, and no mitigation measures are required.

(ii) Glare

The proposed on-site structures would consist of varying surfaces and materials, including wood, tile, metal panels, aluminum frames, plaster, and glass. Per Project Design Feature A-5, all exterior windows and glass used in building façades would be non-reflective or treated with a non-reflective coating to minimize glare. In addition, all

glass used in building façades would be designed to meet California Building Code Title 24 requirements. Substantial landscaping would be placed around the periphery of the Project Site, further limiting the potential for glare to affect off-site uses, including drivers on adjacent roadways. In addition, screen trees and architectural elements would screen the proposed parking structures, thereby limiting glare from vehicles parked on-site. Furthermore, the removal of 457 surface parking spaces would reduce the glare potential on-site. Based on the above, Project operation would not create new sources of substantial glare that would adversely affect day or nighttime views in the area. Therefore, impacts associated with daytime glare resulting from the Project would be less than significant, and no mitigation measures are required.

(4) Consistency with Regulatory Framework

As discussed in more detail in Section IV.H, Land Use, of this Draft EIR, the Project would be consistent with the applicable land use policies, plans, and regulations regarding aesthetics and visual resources, as outlined in the City of Long Beach General Plan, including the Land Use Element, the Scenic Routes Element, and the Local Coastal Program; the SEADIP; and the LBMC. The Project's consistency with these regulations is discussed below.

(a) City of Long Beach General Plan

(i) Land Use Element

The Project would include a variety of commercial uses along the major traffic arteries of PCH and 2nd Street, consistent with the land use designation for the Project Site. The proposed commercial uses would be provided in four structures which, consistent with the SEADIP, would have a maximum building height of 35 feet. Therefore, the Project would support the City's goals and policies regarding neighborhood emphasis, building heights, and specific land use guidelines within the Land Use Element. The Project also would promote the City's goals and policies to improve the appearance of arterial corridors as the Project would provide 20-foot heavily landscaped setbacks along the adjacent roadways, as well as landscaped walkways and pedestrian-oriented open space areas. Furthermore, the northern parking structure would be largely screened from view by retail-looking façades, with only the garage entrances indicating the presence of parking within. Thus, the Project would be consistent with the relevant aesthetics-related goals and policies of the Land Use Element of the General Plan.

(ii) Scenic Routes Element

The General Plan Scenic Routes Element identifies the segments of 2nd Street, PCH, and Marina Drive that border the Project Site as proposed scenic routes, and 2nd

Street between Livingston Drive and PCH have since been designated as such. As described above, the Project would enhance the appearance of these street segments by providing extensively landscaped setbacks. In addition, the various Project design elements, including building fenestration, varied surface materials and colors, and varying rooftop designs, would further enhance the visual environment along the adjacent roadways. The Project would replace the existing unmaintained vacant lot on the corner of 2nd Street and PCH and remove the surface parking areas around the perimeter of the Project Site, which would also improve the visual quality along these roadways. Consistent with the goals and policies set forth in the Scenic Routes Element, the Project would enhance man-made aesthetic resources within and visible from the scenic corridor. In addition, the Project would serve to strengthen the City's image by creating a visible and welcoming gateway to the southeastern portion of City that would provide a community destination. As such, the Project would be consistent with the applicable aesthetics-related policies set forth in the Scenic Routes Element.

(iii) Local Coastal Program

The LCP requires that development of the subject area must be comprehensive and integrated, with a balance sought between the issues of land use, density, traffic, environmental issues, and physical impacts. The Project would be developed in accordance with land use and zoning design guidelines set forth in the SEADIP and includes uses that would complement and be compatible with the surrounding uses. The Project would have a total floor area ratio of approximately 0.49:1 and would be consistent with the land use and zoning requirements set forth in the SEADIP. Furthermore, as analyzed herein, the Project would be designed in a contemporary architectural style with elements that would visually integrate the uses and buildings within the Project Site while complementing the uses in the surrounding area. This would include the incorporation of elements that would conjure images of water and the coast. Therefore, the Project would be consistent with applicable aesthetics-related goals and policies of the LCP.

(b) SEADIP

As previously discussed, the Project Site is located within the boundaries of the SEADIP within the PD-1 overlay. PD-1 is a zoning overlay that allows a compatible mix of land uses, planned commercial areas and business parks, and a variety of residential types. The Project Site is located within SEADIP Subarea 17, which is designated for commercial uses. With the exception of the general development provisions applicable to the entire SEADIP area, the SEADIP does not include specific development and use standards for Subarea 17.

The Project would provide a mix of uses including retail, a grocery store, restaurants, and a health club, which would be consistent with the commercial uses

envisioned for Subarea 17. In addition, as described above, the proposed uses would complement and be consistent with the existing commercial uses in the surrounding area. The Project would be designed in a contemporary architectural style with elements conjuring images of water and the coast. The new structures would include building fenestration, a variety of surface materials and colors, and varying rooftop designs to create horizontal and vertical articulation, provide visual interest, and reduce building scales. The proposed building design, landscaping elements such as pedestrian walkways within and along the perimeter of the Project Site, and open space and other gathering areas throughout the Project Site would create visual harmony and foster community identity within the Project Site and the surrounding area, consistent with SEADIP provisions. The Project would not block public views to water areas or public open spaces. Existing views of the Marina and associated coastal areas across the Project Site are currently very limited due to the flat topography and intervening urban development. As the maximum height of on-site buildings would not increase, existing views generally would be maintained. Furthermore, the upper level terraces included as part of the Project would provide new public views of the Marina, Alamitos Bay, and Naples Island beyond, further advancing SEADIP provisions.

The Project would provide approximately 3.37 acres of usable open space, or 31.3 percent of the total Project area, which would exceed the 30 percent open space requirement of the SEADIP. In addition, the Project would provide minimum setbacks of 20 feet around the site perimeter and would include landscaped pedestrian walkways and open space, consistent with SEADIP requirements regarding setbacks and landscaping. In particular, the SEADIP requires the provision of a landscaped parkway along all development fronting PCH, which the Project would provide. The proposed structures would range in height from a maximum of 30 to 35 feet, which would be within the 35-foot maximum height for non-residential uses required by SEADIP. Thus, the Project would be consistent with the applicable aesthetics-related design requirements of the SEADIP.

(c) City of Long Beach Municipal Code

Section 21.37 of the LBMC establishes Planned Development Districts, which allow for more flexible development plans than permitted under conventional zoning district regulations. Therefore, consistency with the LBMC is based on the Project's consistency with the general development and use standards of the SEADIP. Accordingly, consistency with the LBMC is analyzed as part of the SEADIP analysis provided above. As discussed therein, the Project would be consistent with the applicable aesthetic-related development standards set forth in the SEADIP, and thus, the LBMC.

4. Cumulative Impacts

Section III, Environmental Setting, of this Draft EIR, identifies six related projects in the general vicinity of the Project Site. Most of the related projects are located a mile or more from the Project Site, and none are sufficiently close to the site so as to substantially affect the same viewshed as the Project. The nearest two proposed developments are Related Project No. 3, located on Naples Island and consisting of retail uses, Related Project No. 4, located within the El Cerrito Wetlands to the southeast and involving office and storage/warehouse uses, new oil wells, and a wetlands mitigation bank with a public access trail. The other related projects include residential, mixed-use, and recreational uses, as well as an energy storage facility, and would occur primarily as urban in-fill within the existing urban land use pattern of the area.

The Project and related projects would cumulatively introduce new aesthetic elements to the Project area. However, it is expected that the related projects would be developed within the scale and character of the existing visual environment. Furthermore, similar to the Project, the related projects would be subject to discretionary review by the City of Long Beach or the City of Seal Beach to ensure consistency with adopted policies and standards that address aesthetics (e.g., height limits, density limits, setback requirements). As it was determined herein that the Project would not have a significant aesthetic impact, and due to the distance separating the related projects, it is not anticipated that future development, inclusive of the Project and related projects, would substantially degrade the existing visual character or quality of the Project area. Cumulative aesthetics impacts from development of the Project and the related projects would be less than significant, and the Project's contribution to aesthetics impacts would not be cumulatively considerable.

With respect to view obstruction, the related projects are located at sufficient distances so as not to cumulatively impact views in any specific area. Furthermore, similar to the Project, the related projects are primarily urban in-fill developments that would be subject to height limitations as enforced by the Cities of Long Beach or Seal Beach. Cumulative view impacts from development of the Project and the related projects would be less than significant, and the Project's contribution to aesthetics impacts would not be cumulatively considerable.

Development of the Project, as well as the related projects in the area, would introduce new or expanded sources of artificial light. However, due to the fact that the related projects are spread out over a relatively large geographic area, the combination of these projects would not result in a significant increase in ambient light levels in the Project area. Similarly with regard to glare, the uses proposed by the Project and the related projects are consistent and compatible with other development in the area and

common for a vehicle-oriented urban environment. As with the Project, the related projects would be subject to discretionary review to ensure that significant sources of light and glare are not introduced. Additionally, as with the Project, it is anticipated that related projects would include standard design features related to the use of low-level lighting and shielding, as well as non-reflective surfaces to minimize the potential for glare. Cumulative light and glare impacts from development of the Project and the related projects would be less than significant, and the Project's contribution to aesthetics impacts would not be cumulatively considerable.

5. Mitigation Measures

As evaluated above, impacts related to aesthetics, views, and light and glare would be less than significant. As such, no mitigation measures are required.

6. Level of Significance After Mitigation

As indicated above, no mitigation measures are required for the Project. Based on the Project's design and with the incorporation of project design features, Project-level impacts with regard to aesthetics, views, and light and glare would be less than significant. Cumulative impacts likewise would be less than significant.