

## 3.1 AESTHETICS

This section describes the existing visual setting and resources of the Globemaster Corridor Specific Plan (GCSP; Proposed Project) site and vicinity, identifies associated regulatory requirements, and analyzes the Proposed Project’s impacts to aesthetics. The following discussion focuses on the existing aesthetic resources in, and the visual character of, the City of Long Beach (City) and more specifically, the Proposed Project area.

The Initial Study (IS) and Notice of Preparation (NOP) are contained in Appendix A-1, Initial Study; and Appendix A-2, Notice of Preparation, respectively. Comments regarding aesthetics, received in response to the NOP (see Appendix A-3, Notice of Preparation Comment Letters), specifically related to visual resources (landscaping and public art), visual character (update and beautification of roadway frontages/facades), and lighting (pedestrian oriented), have been considered in the preparation of the analyses presented in this section.

The IS found that the Proposed Project would have no impact as it relates to substantially damaging scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway due to the fact that there are no State-designed scenic highways in the City. The Pacific Coast Highway, State Route 1 (SR 1), which traverses the southern portion of the city from northwest to southeast, is currently designed as an Eligible State Scenic Highway, but is not officially designated. It is located approximately 1.3 miles south of the Plan Area (Caltrans 2011a). Due to the distance between the Plan Area and SR 1, and because of the intervening development, the Plan Area would not be located within the viewshed of this eligible highway. As such, these impacts will not be addressed further in this Draft Program Environmental Impact Report (PEIR)/Draft Program Environmental Impact Statement (PEIS).

### 3.1.1 Existing Conditions

#### Scenic Vistas

The City’s 2019 General Plan Urban Design Element (2019) notes important visual resources within the City. In the vicinity of the Proposed Project, this includes distant views of the San Gabriel and Santa Ana Mountains to the northeast, as well as vistas from high points, such as near Signal Hill to the southwest. Protected view corridors in the coastal areas are identified within Downtown Shoreline Planned Development District (PD-6), which is located approximately 3 miles southwest of the Plan Area. However, there are no designated scenic viewpoints, scenic corridors, or scenic vistas available in the City that are within the Plan Area. The Scenic Routes Element that the City adopted in 1975 identified the scenic route of Ocean Boulevard and Livingston Drive within the

City.<sup>1</sup> The former Scenic Routes Element also identified scenic assets within the City, such as the ocean, port facilities, oil islands, Bixby Park, Bluff Park, and flood control channels. It also mentions Signal Hill as a valuable view asset and point of reference. However, the Scenic Routes Element does not identify any designated scenic vistas (City of Long Beach 1975).

### **Scenic Highways**

Scenic highways are California highways and adjacent corridors that have been officially designed under the Department of Transportation (Caltrans) California Scenic Highway Program (see 3.1.2 *Regulatory Setting*). The program's goal is to preserve and enhance the natural beauty of California. The highways and adjacent corridors are chosen for their outstanding scenic quality, views, flora, geology, and/or other unique natural attributes (Caltrans 2008).

However, there are no officially designated scenic highways in the City, and therefore, none located in the Plan Area. However, there are several State highways within and adjacent to the City and as described in Section 3.1, Aesthetics, the Pacific Coast Highway (SR 1) is considered an eligible, if not officially designated, state scenic highway (LSA 2016).

### **Visual Character**

***Regional Visual Character.*** The City lies within the southwestern area of the Los Angeles Basin, which consists of a low alluvial floodplain. Regional views include the Pacific Ocean, Port of Long Beach, San Gabriel Mountains, San Bernardino Mountains, and the Santa Ana Mountains.

***Visual Character of the Project Area.*** Although the Proposed Project area is highly urbanized, distant views of the San Gabriel Mountains are available from higher elevations. Other adjacent slopes visible from within the Plan Area include Bixby Knolls and Signal Hill. The overall Plan Area is characterized by a mix of low- to mid-rise commercial/retail, industrial, and institutional uses connected by major and minor roadways, relatively lacking in mature street trees and extensive vegetation (except along major thoroughfares) and other multi-modal amenities (bicycle/pedestrian amenities, trails, etc.). Figure 2-3, Existing Land Uses, illustrates the geographic distribution of land uses in the Plan Area and the proximity of the area to the Long Beach Airport runways.

As shown on Figure 2-3, Existing Land Uses (see Chapter 2.0, Project Description), the existing GCSP is organized into four geographic areas. The Northern Area is occupied by single-story auto-oriented commercial uses, including auto-oriented service shops, car dealerships, and strip

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<sup>1</sup> At the time the Notice of Preparation (NOP) for this PEIR/PEIS was published and circulated for review (September 12, 2018), the 1975 General Plan Scenic Routes Element was in effect. Subsequent to the NOP, the 2019 General Plan Urban Design Element was approved by City Council on December 3, 2019 replacing the Scenic Routes Element.

commercial centers. The Long Beach Town Square shopping center is the largest shopping center in the area. This area connects to the Central Core Area via Cherry Avenue, which is home to primarily industrial uses, including the former Boeing C-17 Site, comprised of approximately 1.1 million square feet (approximately 25 acres) of enclosed aerospace manufacturing production space. South of Interstate 405 (I-405), adjacent to Signal Hill and along East Spring Street, is the Southern Area, which is primarily large scale industrial operations and warehouses west of Cherry Avenue. East of Cherry Avenue, uses transition to more commercial/office related businesses, including a new multistory office building, motorcycle dealership and a new retail center. Directly to the east, is the Southeastern Area, which is comprised of aircraft buildings, including the Pilot Shop, Long Beach Flying Club, the Daughtery Sky Harbor building, and ATP Flight School. South of Spring Street consists of warehouse and construction.

Vegetation in the Plan Area is primarily native and non-native ornamental vegetation/landscaping associated with the adjacent development. Due to the industrial, institutional, and airport-related land uses in the area, there are large tracts of land that are completely paved with concrete or asphalt.

Features that provide visual continuity in the Plan Area include the vertical line elements (i.e., overhead utility lines and streets) visible along roadways.

### **Key Views:**

Representative Key Views of the GCSP were taken from public roadways, and have been selected to characterize the views available that may change as a result of new development envisioned by the Proposed Project. A site photo location map (Figure 3.1-1, Key View Map) illustrates the vantage point from which each key view photograph was taken and illustrates the representative view from that location.

#### ***Key View 1: View Northeast from Cover Street and Cherry Avenue***

Key View 1 shows a view looking northeast from Cover Street and Cherry Avenue. This vantage point was chosen because it shows the Cherry Avenue corridor and the existing Northern Area. As illustrated in Figure 3.1-2a, Key View 1, consists of roadway, parking, and street amenities (signs, signals, and lighting), intermittent landscaping, and low-rise commercial/retail auto-related buildings in the foreground; additional commercial/retail land uses with overhead utility lines in the middleground; and in the distance more commercial/retail buildings, overhead utility lines, and the sky. Some vantage points along Cherry Avenue in this direction include distant intermittent views of the San Gabriel Mountains.

***Key View 2: View South from Wardlow Road and Cherry Avenue***

Key View 2 shows a view looking south down Cherry Avenue on the west side of the street, just north of the Wardlow Road crossing. This vantage point was chosen because it shows the Cherry Avenue corridor and the existing Central Core Area. As illustrated in Figure 3.1-2b, Key View 2, consists of sidewalks, mature planted trees and landscaping, roadways, medians, and street amenities (signs, signals, lighting), overhead utility lines and low-rise commercial/retail buildings in the foreground; additional low-rise commercial/retail and industrial land uses in the middleground; and in the distance, views of Signal Hill, and the sky.

***Key View 3: View North from Walnut Avenue Overpass***

Key View 3 shows a view looking north over the Walnut Avenue Overpass. This vantage point was chosen because it shows one of the overcrossings in the area that crosses over I-405, which is below grade, and provides a view of the existing Central Core Area. As illustrated in Figure 3.1-2c, Key View 3, consists of overhead utility lines, the Walnut Avenue overcrossing, trees and landscaping, retaining walls and the depressed I-405 freeway in the foreground; utility lines and low-rise industrial and commercial/retail, and the Cherry Avenue overcrossing in the middleground (to the east); and distant views of mid-rise industrial buildings and the sky in the background.

***Key View 4: View East from Southern Area from East Spring Street and Cherry Avenue (facing east)***

Key View 4 shows a view looking east from the south side of East Spring Street, at the Cherry Avenue crossing. This vantage point was chosen because it shows the East Spring Street corridor, and the existing Southern Area. As illustrated in Figure 3.1-2d, Key View 4, consists of sidewalks, mature planted trees and landscaping, roadways and street amenities (signs, signals, and lighting), and low- and mid-rise commercial/retail buildings in the foreground; additional commercial/retail buildings associated with aviation in the middleground, and in the distance views of the airport traffic control tower and the sky.

***Key View 5: View South from East Spring Street and Temple Avenue***

Key View 5 shows a view looking south down Temple Avenue at the Spring Street crossing. This vantage point was chosen because it shows the existing Southeast Area. As illustrated in Figure 3.1-2e, Key View 5, consists of sidewalks, planted trees and landscaping, roadways and street amenities (signs, signals, and lighting, overhead utilities, and mid-rise commercial/retail associated with aviation in the foreground; similar land uses and more dense vegetation in the middleground; and distant views of Signal Hill and the sky.

### ***Key View 6: View East from East Spring Street and Redondo Avenue***

Key View 6 shows a view looking east down East Spring Street at the Redondo Avenue crossing. This vantage point was chosen because it shows views from the Southeast Area towards the airport runways. As illustrated in Figure 3.1-2f, Key View 6, consists of sidewalks, mature planted trees and landscaping, roadways and street amenities (signs, signals, and lighting), low-rise warehouses/hangars, and low-rise industrial buildings (Water Treatment Plant/Emergency Communications and Operations Center) and associated signage in the foreground; mid-rise warehouse/hangers, industrial buildings, an air control tower (partially blocked by trees) and fencing in the middleground; and distant views of the airport runways (partially blocked by blue fencing), high-rise hotels, and sky.

### **Existing Light and Glare**

**Regional Light and Glare.** Nighttime lighting that is present in the region consist of street lights and vehicle headlights on nearby roadways; building façade and interior lighting; and pole-mounted lighting in parking areas. The most significant lighting is associated with regional-serving industrial and institutional uses, including the Port of Long Beach, the Long Beach Airport, and entertainment activities at The Pike Outlets and Shoreline Village. Uses include building facades with reflective materials that contribute to glare within the City.

**Proposed Project Light and Glare.** Nighttime lighting in the Proposed Project area is similar to the light and glare conditions for low- and mid-rise industrial, institutional, commercial/retail, and airport-related land uses (e.g., runway, towers, and buildings) in the region, and City. (Unlike the region at large, there is no residential development in the Proposed Project area, so light is more prevalent around commercial/retail business entrances/exits, advertisements (including multi-story, lighted signage), and to illuminate parking lots and areas of work.

## **3.1.2 Regulatory Setting**

### **Federal**

No Federal plans, policies, regulations, or laws concerning aesthetics are applicable to the GCSP and the two development potential scenarios under consideration.

### ***State California Department of Transportation California Scenic Highway Program***

As described in Section 3.1, Aesthetics, the Plan Area is not located along a state scenic highway, thus the regulations and policies pertaining to the California Scenic Highway Program, which is administered by the Department of Transportation (Caltrans), are not applicable to the GCSP.

## Local

### *City of Long Beach General Plan*

The following goals and policies of the Long Beach General Plan, and its applicable elements, are relevant to the GCSP.

#### Conservation Element (1973)

The City's Conservation Element addresses the conservation and enhancement of the City's natural and scenic resources (City of Long Beach 1973). The following goals and policies from the Conservation Element are related to aesthetics:

**Goal:** 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.

**Goal:** To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential.

#### Land Use Element (1989)

The City's General Plan Land Use Element (1989) was updated in 2019. At time the Notice of Preparation (NOP) for this PEIR/PEIS was published and circulated for review (September 12, 2018), the 1989 General Plan Land Use Element was in effect. Subsequent to the NOP, the 2019 General Plan Land Use Element was approved by City Council on December 3, 2019. The 1989 Land Use Element identified principal urban design features in the City and general policy directions. Following is the specified objective from the 1989 Land Use Element that are related to aesthetics.

**Objective:** To improve the appearance of arterial corridors in general, recognizing that these corridors provide most travelers through our City with their initial, and perhaps lasting, impression of Long Beach.

#### Scenic Routes Element (1975)

The City's General Plan Scenic Routes Element (1975) was updated in 2019. At time the Notice of Preparation (NOP) for this PEIR/PEIS was published and circulated for review (September 12, 2018), the 1975 General Plan Scenic Routes Element was in effect. Subsequent to the NOP, the 2019 General Plan Urban Design Element was approved by City Council on December 3, 2019. The following 1975 Scenic Routes Element identified goals of the City that are related to aesthetics.

**Goal:** Preserve and enhance natural and man-made aesthetic resources within and visible from scenic corridors.

**Goal:** Strengthen the City’s image, and thereby, the well being of all its citizens.

**Goal:** Link and enhance recreational, cultural, and educational opportunities through a network of scenic corridors.

**Goal:** Provide alternative transportation modes within the scenic corridors network.

**Goal:** Create a system of scenic routes through joint public and private responsibility.

It should be noted that while the goals listed above are applicable to the Proposed Project, the approved 2019 Urban Design Element replaced the existing 1975 Scenic Routes Element, thereby allowing the 2019 Urban Design Element to serve as the guiding policy document for architecture, design, and aesthetic treatments throughout the City. The City’s Scenic Highways (1975) designated five types of scenic routes throughout the City and provided a description of routes that should be considered for designation as scenic routes and highways. The goals and policies pertaining to scenic routes, as identified in the 1975 Scenic Routes Element, have been incorporated into the General Plan as part of street character change in the Mobility Element (October 2013).

#### Land Use Element and Urban Design Element (2019)

The City’s General Plan Land Use Element (2019a) and Urban Design Element (2019b), updated the 1975 Scenic Resources Element, and seek to shape the urban environment and leverage the unique relationship the City has with the natural environment. Following are the main strategies and policies from the Land Use Element that are related to aesthetics.

**Strategy No. 7:** Implement the major areas of change identified in this Land Use Plan (Map LU-20).

**LU Policy 7-4:** Encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development.

**LU Policy 7-8:** Ensure infill development is compatible with surrounding established and planned uses.

**Strategy No. 9:** Protect and enhance established neighborhoods.

**LU Policy 9-1:** Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on residential living environments.

**LU Policy 9-2:** Enhance and improve neighborhoods through maintenance strategies and code enforcement.

### Urban Design Element (2019)

Following are the main strategies and policies from the Urban Design Element (2019) that are related to aesthetics.

**Strategy No. 1:** Improve function and connectivity within neighborhoods and districts.

**Policy UD 1-4:** Focus on building flexible design on ground floors to allow for active building frontages along corridors and at the same level.

**Policy UD 1-5:** Prioritize and revitalize streetscapes in existing neighborhoods and targeted areas of change to provide well-lit streets, continuous sidewalks, consistent paving treatment and improved crosswalks at intersections.

**Policy UD 1-6:** Identify streets that can be reconfigured to accommodate a variety of improvements, such as wider sidewalks with trees, bike paths, dedicated transit lanes, and landscape medians or curb extensions that make the streets more attractive and usable, consistent with Complete Streets principles.

**Policy UD 1-7:** Employ timeless and durable materials in streetscape designed amenities.

**Strategy No. 2:** Beautify and improve efficiency of corridors, gateways, and private and public spaces.

**Policy UD 2-1:** Encourage a mix of building forms that embrace key historic resources of neighborhood, encouraging architectural preservation and allowing for innovative renovations to older structures that will contribute to neighborhood character.

**Policy UD 2-2:** Remove or screen visual pollution, including amortizing blighting conditions.

**Policy UD 2-3:** Promote enhancement of the built environment through façade improvements, quality and context-sensitive infill development, and landscaping.

**Policy UD 2-4:** Incorporate aesthetic elements such as pedestrian lighting, gateway landscape treatment, and ornamental landscaping throughout the City.

**Policy UD 2-5:** Building elements and landscaping should screen items such as above-ground wires, communication boxes, back-flow preventers, and electric transformers that create visual distractions.

**Policy UD 2-6:** Prioritize aesthetic considerations in the refinement of development standards to enhance the quality of new and existing developments within scenic areas and iconic sites.

**Policy UD 2-7:** Identify, protect, and enhance designated scenic routes and iconic sites described in Public Spaces in this chapter.

**Policy UD 2-8:** Minimize visual clutter that detracts from an overall positive experience of a pedestrian. This would include regulating signage and the use of electronic signs and billboards (which may be appropriate in certain urban locations more than others).

**Policy UD 2-9:** Encourage the use of aesthetically designed common trash enclosures in alleys for multiple businesses to create more attractive and walkable environments.

**Strategy No. 3:** Support distinct and attractive neighborhoods that are dynamic, active, and engaging.

**Policy UD 3-1:** Preserve important neighborhood characteristics that create a sense of place, including buildings, landmarks, development patterns, design features and materials, streetscapes, signs, landscaping, public amenities, and open spaces.

**Strategy No. 5:** Integrate healthy living and sustainable design practices and opportunities throughout Long Beach.

**Policy UD 5-4:** Preserve, rehabilitate, and integrate existing buildings into new development projects wherever feasible to encourage adaptive reuse, reduce waste, and maintain local character.

**Strategy No. 7:** Provide safe and secure neighborhoods, streets, buildings, parks, and plazas.

**Policy UD 7-1:** Encourage public amenities and spaces in neighborhoods that allow for human contact, social activities, and community involvement to create an “eyes on the street” environment.

**Policy UD 7-3:** Incorporate Crime Prevention Through Environmental Design (CPTED) strategies to influence offender decisions prior to criminal acts such as:

- Promoting opportunities for natural surveillance to increase the perception that people can be seen by designing the placement of physical features, activities, and people in such a way as to maximize visibility and foster positive social interaction among legitimate users of private and public space.
- Encouraging the incorporation of natural access control limits to clearly differentiate between public space and private space by selectively placing entrances and exits, fencing, lighting, and landscape to limit access or control flow.

**Strategy No. 8:** Capitalize on urban design techniques that support economic development, prosperity, and the preservation of existing businesses throughout the community.

**Policy UD 8-2:** Provide flexibility in building form and site design to encourage development that supports economic activity, entrepreneurship, and small businesses.

**Strategy No. 9:** Protect and enhance historic resources, distinguishing architecture and other features that contribute to the unique character and identity of each neighborhood.

**Policy UD 9-2:** Protect districts that are part of the City’s history and possess a unique neighborhood character.

**Policy UD 9-3:** Identify, preserve, and enhance scenic areas and iconic sites. See Map UD-1, Historic Sites.

**Strategy No. 10:** Celebrate diverse and unique cultural influences through architectural style, public art, public spaces, markets, fairs, and streetscape furnishings.

**Policy UD 10-1:** Embrace the cultural diversity and heritage prevalent within Long Beach through public art, signage, and preservation of historic structures.

**Policy UD 10-2:** Collaborate with regional artists, residents, and community members during the design process to infuse public art and cultural amenities into a project.

**Strategy No. 11:** Integrate public art into the urban fabric of the City.

**Policy UD 11-1:** Incorporate public art and cultural amenities as community landmarks, encouraging public gathering and wayfinding, large and small.

**Policy UD 11-2:** Utilize public art to enhance pedestrian environments, such as sidewalks, paseos, plazas, alleys, wires, communication boxes, back-flow preventers, and electric transformers that create visual distractions.

**Policy UD 11-3:** Incorporate public art either as stand- alone installations or integrated into the design of other urban improvements, such as bridges, on-ramps, public building murals, paving, benches, and street lights.

**Policy UD 11-4:** Encourage the integration of localized art that add to the interest and nuance of the City’s neighborhoods and showcase local identity and history.

**Policy UD 11-5:** Consider opportunities to add whimsical elements to the environment by incorporating art into street furnishings.

**Policy UD 11-6:** Encourage expression of cultural heritage within art and public spaces.

**Strategy No. 12:** Expand the unified sign program, within the Areas of Change identified in the Land Use Element, to help orient visitors throughout the community. Include freeway identification, gateways, directional signs, and informational signs.

**Policy UD 12-1:** Focus investment on improving the appearance of entrances to the City on major boulevards so that wayfinding, landscape, and lighting are integrated into a cohesive design.

**Policy UD 12-2:** Develop a comprehensive approach to wayfinding for visitors and tourists who will enter the City at these gateways, including neighborhood entry signs and murals.

**Policy UD 12-4:** Emphasize gateways into Long Beach at freeways and important transportation hubs, such as the Long Beach Airport, Blue Line stations, and the Long Beach Cruise Terminal, and at arrival points of distinct neighborhoods and districts, through landscaping, architecture, street furniture, and appropriate signage.

**Policy UD 12-5:** Utilize neighborhood identity and wayfinding signage to establish an identity or theme within an existing neighborhood

**Strategy No. 13:** Create and maintain complete neighborhoods.

**Policy UD 13-1:** Incentivize neighborhood improvements to increase walkable/bikeable access to daily needs, goods/services, and healthy foods, reduce blight, and create safe places to play and congregate.

**Policy UD 13-4:** Implement streetscape improvements along the major cross-town corridors using a comprehensive approach to the corridor's sidewalks, landscaping, lighting, and amenities that reflect the individual neighborhoods along the corridor.

**Strategy No. 14:** Building types and forms should contribute to the PlaceType they are sited within and should address potential conflicts between neighboring PlaceTypes by implementing buffering measures and thoughtful development patterns.

**Policy UD 14-1:** Properly scale a building's form (i.e., height and massing) to the primary street it fronts on (i.e., taller buildings on larger boulevards, smaller buildings on narrower streets).

**Policy UD 14-2:** Acknowledge transitions between commercial and residential uses by transitioning in height, scale, and intensity in a thoughtful way to provide a buffer to lower density residential development and transition from higher to lower intensity.

**Policy UD 14-3:** Allow new development projects to respond to their particular context and experiment with alternative development patterns while complementing their PlaceTypes.

**Policy UD 14-5:** Promote commercial center and corridor development compatibility with adjacent residential uses, including ensuring that project design and function minimizes the potential adverse impacts of vehicle access, parking and loading facilities, building massing, signage, lighting, trash enclosures, and noise generating uses and areas.

**Policy UD 14-6:** Ensure new development respects the privacy concerns of adjoining properties and buildings. Building, window, and balcony orientation should maximize views while preserving the privacy of surrounding neighbors by considering direct sight lines to windows and/or outdoor living spaces on neighboring lots. Minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary.

**Policy UD 14-7:** Utilize building form and development strategies in conjunction with PlaceTypes and the interface between buildings and the streets (Strategy 34-35) to create a comprehensive urban fabric.

**Strategy No. 15:** Consider vacant parcels as infill opportunities.

**Policy UD 15-2:** Promote infill projects that support the designated PlaceType and be appropriate in their use, scale, compactness of development, and design character with adjacent sites and nearby existing development.

**Strategy No. 17:** Define boundaries between natural areas, parks, and built areas.

**Policy UD 17-2:** Enhance linkages and access points with lighting and signage.

**Strategy No. 18:** Improve and preserve the unique and fine qualities of Long Beach to strengthen the City's image and eliminate undesirable or harmful visual elements.

**Policy UD 18-1:** Carefully consider the development of iconic sites with visual corridors or structures of the highest visual and architectural quality.

**Policy UD 18-2:** Expand the existing network of scenic routes and expand to include additional routes, corridors, and sites.

**Policy UD 18-3:** Establish guidelines and zoning overlays, as appropriate, to regulate development within scenic areas and for iconic sites.

**Policy UD 18-4:** Prioritize aesthetics to enhance the quality of new and existing developments within scenic areas and iconic sites.

**Policy UD 18-5:** Include aesthetic design considerations for all roadway and appurtenances within scenic areas.

**Policy UD 18-6:** Remove or screen visual pollution, including amortizing blighting conditions.

**Policy UD 18-7:** Increase the visibility and awareness of visual resources through promotional materials to all segments of the population.

**Policy UD 18-8:** Increase governmental commitment to the designation of scenic routes and the protection of scenic resources, and create and maintain a system of scenic routes through joint public and private responsibility.

**Policy UD 18-9:** Link and enhance significant recreational, cultural, and educational opportunities through a network of scenic corridors.

**Policy UD 18-10:** Follow the principles of the former scenic highways element, now incorporated into the General Plan as part of street character change (Mobility Element, Page 89, Map 16), and as part of the Street Design Manual, implementation measure MOP IM-1, Page 122.

**Strategy No. 19:** Protect and enhance established Founding and Contemporary Neighborhood PlaceType.

**Policy UD 19-2:** Ensure that project site design and function minimizes the potential adverse impacts of vehicle access, parking and loading facilities, signage, lighting, trash enclosures, and sound systems.

**Policy UD 19-3:** Support new development that is designed to respect the height, massing, and open space characteristics of the existing neighborhood while creating the appearance of single-family units for multifamily buildings to allow for better integration.

**Policy UD 19-4:** Promote the uniqueness of each neighborhood through preservation of mature trees, historic structures, fine-grained architectural detail, appropriate building scale, and cultural amenities that are key to the neighborhood's identity and help create a uniform streetscape.

**Policy UD 19-5:** Provide shade trees to match the existing species to reinforce neighborhood identity, to add greenscape for texture, shade and overall visual character, and to create a uniform streetscape. Maintain consistent wall and fence treatment along the street edge.

**Strategy No. 23:** Protect and enhance established Community Commercial PlaceType.

**Policy UD 23-1:** Provide adequate setbacks, along with visual and noise buffers, to separate automobile- oriented developments from adjacent residential neighborhoods.

**Policy UD 23-2:** Develop single-family attached units or multifamily residential uses as a transition in scale between the automobile-oriented corridor and the adjacent neighborhood.

**Policy UD 23-3:** Encourage new developments to provide alley and streetscape improvements that enhance the experience of the pedestrian and transit rider, such as low walls screening parking lots, substantial landscaping, street trees, and pedestrian- scaled lighting.

**Policy UD 23-4:** Provide clear and controlled signage that is not allowed to proliferate along the corridor or within a center in order to minimize visual clutter.

**Policy UD 23-6:** Provide low walls or hedges to buffer pedestrians from surface parking lots and provide well-marked pedestrian paths from sidewalks and parking lots to commercial entrances.

**Strategy No. 24:** Protect and enhance established Industrial PlaceType.

**Policy UD 24-1:** Promote flexible interior spaces, integrated technological resources, innovative architectural styles, and enhanced entrances and frontages to attract creative office and neo-industrial uses.

**Policy UD 24-3:** Promote the incorporation of buffers between residential and industrial uses, such as surface parking, landscaped open space buffers, and lower buildings.

**Policy UD 24-6:** Provide heavily landscaped edges and screening along industrial corridors to make them more attractive to pedestrians, bicyclists, and transit users.

**Policy UD 24-7:** Establish parkways, planted medians, and street trees along the sidewalk to increase permeable surface areas.

**Strategy No. 25:** Protect and enhance established Neo-Industrial PlaceType.

**Policy UD 25-1:** Enhance the edges, both within and adjacent to, the regional serving facility to avoid abrupt transitions between large institutional facilities and their neighbors.

**Policy UD 25-2:** Establish visual screens, whenever possible, between live-work units and existing heavy or unenclosed industrial operations.

**Policy UD 25-3:** Encourage buildings that step down to match permitted residential building heights where new development is adjacent to residential uses.

**Policy UD 25-4:** Encourage development intensity that is graduated, from lower intensity near residential neighbors, to moderate intensity near wholly industrial uses.

**Policy UD 25-5:** Encourage Neo-Industrial PlaceTypes to have improved walkability with on-site, sidewalk and streetscape landscaping, signage, and other enhancements.

**Policy UD 25-6:** As a critical component of this PlaceType, establish alleys and pathways between streets and blocks that will be maintained and enhanced.

**Policy UD 25-8:** Integrate sustainable design strategies into all development or redevelopment, including new exterior materials or design features.

**Strategy No. 26:** Protect and enhance established Regional-Serving Facility PlaceType.

**Policy UD 25-1:** Enhance the edges, both within and adjacent to, the regional serving facility to avoid abrupt transitions between large institutional facilities and their neighbors.

**Policy UD 26-2:** Encourage separation of incompatible land uses with site planning strategies and appropriate design treatments.

**Policy UD 26-3:** Incorporate shade trees and pedestrian amenities along main streets, with pedestrian entrances oriented toward the sidewalk, not just internalized to the campus or facility.

**Policy UD 26-4:** Incorporate design features that provide for thematic elements to link adjacent areas with regional serving facilities, reinforcing community connections to these places.

**Strategy No. 31:** Provide a variety of public spaces throughout the City

**Policy UD 31-3:** Encourage plazas and public spaces in locations that take advantage of views and viewsheds.

**Policy UD 31-4:** Promote the integration of adequate seating, bike racks, water features, public art, and other pedestrian amenities within plazas and public spaces.

**Strategy No. 35:** Building design and form shall define street walls that contribute to great streets and vibrant pedestrian environments.

**Policy UD 35-2:** Buildings should be constructed of high quality and durable materials, especially at the ground floor, which is experienced most by pedestrians.

**Policy UD 35-2:** Buildings should be constructed of high quality and durable materials, especially at the ground floor, which is experienced most by pedestrians.

**Policy UD 35-4:** Emphasize pedestrian orientation in site and building design to define the public realm and activate sidewalks and pedestrian paths.

**Policy UD 35-6:** Maintain a minimum street wall height to ensure the “public room of the street” (as shaped by buildings on both sides) is consistent. This is intended to eliminate parcels being underdeveloped along the edges, thus not contributing to the creation of good streets.

**Policy UD 35-7:** Monolithic structures that appear as a massive wall, block views, or overshadow the surrounding neighborhood, should be avoided.

**Policy UD 35-8:** Where parking structures are planned, the street wall should be composed of active uses that screen podium parking, parking structures, and other uses that do not contribute to a vibrant pedestrian environment.

**Strategy No. 36:** Develop a specific role and identity for a street, so that it contributes to the neighborhood’s character while supporting specific, functional requirements.

**Policy UD 36-1:** Improve the frontage zone of buildings as extensions of the building, by enhancing entryways and doors, incorporating sidewalk cafes, and enhancing the space adjacent to the building as part of the pedestrian experience.

**Policy UD 36-2:** Develop streetscape strategies and concepts that establish a street as a public room, and incorporate opportunities for dining and display, walking, landscaping, and street furniture.

**Policy UD 36-4:** Identify zones along both sides of the street that define the building edge, dining and display areas, walking zone, planting and street furniture zones, and parking zones to enhance the character of the “public room.”

**Strategy No. 37:** Frontages shall have well-designed street walls, contributing to making an inviting transition between public and private space.

**Policy UD 37-1:** Unify streets within each district with consistent frontage character types.

**Policy UD 37-2:** Provide outdoor dining areas at restaurants with enclosed patios, decorative fencing, planters, and potted plants

**Policy UD 37-3:** Identify areas for frontage improvements along pedestrian priority areas, described in the Mobility Element on Page 80, Map 13.

**Policy UD 37-4:** Promote façade improvement strategies and implementation measures for existing commercial, office, and residential buildings, and incorporate the following improvements:

- Entrances that include recessed doors, archways or cased openings, a change in wall plane, and/or projecting elements above the entrance.
- Accessible pathways from parking or the street to building entries.
- Low-level lighting on pathways and building faces.
- Clear glass windows on the ground floor for interior shop views, awnings, or other window coverings that contribute to defining the character of the building.
- 360-degree architectural articulation.

**Strategy No. 38:** Enhance the functionality within each PlaceType by improving the character and functionality of each Street Type.

**Policy UD 38-4:** Buffer and screen parking areas with landscaping, berms, or low screens.

**Policy UD 38-5:** Provide special paving treatment or striping at crosswalks and intersections.

**Policy UD 38-7:** Create a clear frontage zone along the sidewalk with clear visibility of the structure and façade, as well as the space adjacent to the building.

**Policy UD 38-9:** Provide a street furniture and landscape zone adjacent to the curb for parkways, tree grates, bicycle parking, lighting, benches, newspaper kiosks, utility poles, potted plants, benches, transit shelters, and other pedestrian amenities.

**Strategy No. 39:** Beautify the City with trees and landscaping while being conscious of water resources and using sustainable practices.

**Policy UD 39-1:** Accommodate large canopy street trees that contribute to the City’s urban forest, enhance street character and neighborhood identity, and provide shade for pedestrians and parked cars and bikes.

**Strategy No. 40:** Design parking lots, structures, driveways, and access points to promote walkability, reduced trips, and promote sustainability.

**Policy UD 40-1:** Minimize the visual impact of parking structures by encouraging the first floor to be wrapped with pedestrian-friendly uses and by urban design and landscaping features along pedestrian-oriented street frontages.

**Policy UD 40-3:** Beautify and screen parking lots located adjacent to a street edge with landscaping, shade trees, and decorative paving treatments.

**Policy UD 40-4:** Use planter beds, decorative paving materials, and safe pedestrian paths to break up large areas dedicated to parking.

**Policy UD 40-6:** Enhance driveway access points with ornamental landscaping, accent paving, and lighting.

**Strategy No. 41:** Connect neighborhoods, corridors, and centers by maintaining and providing for walkable blocks.

**Policy UD 41-4:** Provide street furnishings in the pedestrian zone to encourage walking and areas to stop and rest.

**Policy UD 41-5:** Promote enhancement, repair, and maintenance of alleys, paseos, paths, and trails.

**Policy UD 41-6:** Encourage the use of specialty paving or artistic ground treatment, such as painted concrete, where alleys intersect to enhance pedestrian activity.

**Policy UD 41-7:** Provide wayfinding signs, pedestrian lighting for safety and security, benches, and public art along alleys, paseos, paths, and trails to enhance neighborhood character and walkability.

### ***Long Beach Municipal Code***

Title 21 (Zoning Regulations) of the Long Beach Municipal Code (LBMC) includes property development standards and design guidelines for projects within the City. The LBMC includes regulations related to allowable land uses, setback and height requirements, landscaping, walls, fencing, signage, access, parking, storage areas, and trash enclosures. The LBMC also includes performance standards to demonstrate project’s consistency with the aforementioned regulations.

### ***Zoning Regulations***

The City’s Zoning Regulations includes guidelines and regulations related to lighting standards and landscape design. Lighting proposed as part of a parking lot and/or garage are required to the lighting standards as defined in the Zoning Regulations, directed and shielded to prevent light and glare from intruding onto adjacent sites and in accordance with the applicable standards of the Illuminating Engineers Society. Refer to the Zoning Regulations, Section 21.41.259, Parking area-Lighting. For all projects requiring site plan review, landscaping standards as described in Zoning Regulations, Chapter 21.42 Landscaping Standards, would be applicable. Projects would be

required to comply with the guidelines governing the portion of landscaping that should be drought tolerant and native plant materials, subject to City review and approval.

### 3.1.3 Thresholds of Significance

The following significance criteria are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.), and will be used to determine the significance of potential aesthetic impacts. Impacts to aesthetics would be significant if the Proposed Project would:

- A. Have a substantial adverse effect on a scenic vista.
- B. Substantially degrade the existing visual character or quality of the site and its surroundings.
- C. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

As previously described, the IS (Appendix A-1, Initial Study) found that because the City does not have any officially designated state scenic highways, the Proposed Project could not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Therefore, the potential for damaging scenic resources within a state scenic highway are not further discussed in this Draft PEIR/PEIS.

### 3.1.4 Impacts Analysis

a) *Would the project have a substantial adverse effect on a scenic vista?*

The 2019 General Plan Urban Design Element notes important visual resources including distant views of the San Gabriel and Santa Ana Mountains as well as vistas from high points, such as near Signal Hill. The element also discusses scenic routes and iconic sites.

As previously described, there are no City-designed scenic viewpoints, scenic corridors, or scenic vistas available in the City, and therefore, there are none within the Plan Area. The visual setting of the Plan Area is characterized by low-to mid-rise scale buildings and structures, with some mid-rise/warehouse industrial uses and commercial/retail uses associated with airport uses. Project approval would facilitate the future development of the Plan Area, consistent with the goals of the City's 2019 Urban Design Element, which includes enhancement of corridors and gateways as well as the overall urban design relationship between private development and public right-of-way.

The GCSP itself would not result in the physical development of any building or structures that would result in the permanent obstruction of the scenic vistas identified; however, GCSP approval would facilitate future development that could result in the obstruction of

important visual resources, such as Signal Hill (see Key Viewpoint 2, and 5 [Figures 3.1-2b and 3.1-2e, respectively) and visual landmarks like the air traffic control tower at Long Beach Airport (see Key Viewpoint 4 [Figure 3.1-2d]). It is anticipated that views of these resources would not be significantly altered by development envisioned under the GCSP as the height of development is subject to compatibility with the airport land use and applicable restrictions of the 2011 Caltrans California Airport Land Use Planning Handbook (2011 Handbook) and Federal Aviation Administration (FAA) Federal Aviation Regulations. Planned heights are greatest in areas of general industrial land uses (IG) (up to a maximum of 153 feet tall). However, the areas to the east of Cherry Avenue may be more restrictive due to the FAA height limits (see Figure 2-8, Federal Aviation Regulations – Allowable Height, in Chapter 2.0, Project Description). There are no designated scenic vistas in the Plan Area and future development associated with the GCSP would result the redevelopment of existing urbanized areas consistent with the heights identified in the 2019 General Plan Land Use Element. In addition, the policies identified in the 2019 General Plan Urban Design Element, address context-sensitive design between land uses and the public realm, which includes the scale of buildings.

#### CEQA Impact Determination

Any development would be designed in accordance with the standards described in the GCSP, and would be consistent with the development strategies, policies, and standards of the City’s 2019 Urban Design Element. Therefore, while future development facilitated by GCSP approval would modify views to and from areas within the Plan Area, potential impacts under CEQA are considered **less than significant**, and as such, no mitigation is required.

#### NEPA Impact Determination

Any development would be designed in accordance with the standards described in the GCSP, and would be consistent with the development strategies, policies, and standards of the City’s 2019 Urban Design Element. Therefore, while future development facilitated by GCSP approval would modify views to and from areas within the Plan Area, potential effects are considered less than significant, and as such, no mitigation is required. As such, there would be **no adverse impacts** under NEPA.

- b) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

#### **Construction**

Potential visual impacts that could degrade the existing visual character or quality of the Plan Area and its surroundings during construction would be related to construction

activities associated with the development and improvement of individual projects in the Plan Area, such as staging, temporary lighting, demolition, and active construction sites that may include fencing that screen views of building facades and street frontages. These impacts are anticipated to be short-term, temporary impacts and views would be substantially returned to existing conditions or improved after project completion. Furthermore, individual projects would be required to adhere to City standards regarding construction fencing and timing during construction activities and are subject to review by the City Planning Commission (or other designated authority). As such, construction-period impacts related to the GCSP substantially degrading the existing visual character or quality of the Plan Area and its surroundings are considered **less than significant**. No mitigation is required during construction.

### **Operation**

As previously described, there are no City-designed scenic viewpoints, scenic corridors, or scenic vistas in the City or Plan Area, nor are there any designed scenic resources for which the City requires view protection. However, approval of the GCSP would allow for future development that could permanently alter the existing visual character and may result in the potential isolated obstruction of important scenic visual resources described above. Views of natural landforms are not anticipated to be completely obstructed from sensitive viewers by the individual developments envisioned under the GCSP.

As shown in Figure 2-6, Globemaster Corridor Specific Plan (see Chapter 2.0, Project Description), the GCSP envisions six development districts and two overlay zones, with increased building density in the centrally located Business Park district. In addition, the Proposed Project would include new areas of open space in the Open Space district in the southwest, and would preserve visual corridors along major and minor streetscapes such as Cherry Avenue, East Spring Street, Wardlow Road and Orange Avenue, therefore preserving and increasing opportunities to view distant scenic features. Refer to Chapter 2.0, Project Description, of this Draft PEIR/PEIS, for a comprehensive discussion of the development districts and overlay zones.

Consistent with FAA height standards, the maximum building height in the Plan Area would be 7 stories, 153 feet, which is reserved for the area near the airport east of Cherry Avenue. This building height is reserved for the Business Park (BP) district and would be buffered from Cherry Avenue by an area of the GCSP that is limited to 3 stories in height, consistent with the heights approved in 2019 General Plan Land Use Element PlaceType. However, the area to the east of Cherry Avenue may be more restrictive due to the FAA height limits. Additionally, the heights must also comply with 2011 Handbook and existing General Plan height limits. All building heights shall conform to the Long Beach Airport

– Runway Approach Zones – Standard for determining obstruction in air navigation, as per Federal Aviation Regulations, which are adopted by the FAA.

The existing Globemaster C-17 hangar is located in the portion of the GCSP subject to the 153-foot height limit. For reference, the existing Globemaster C-17 hangar is approximately 100 feet in height. The development of new structures on the east side of Cherry Avenue at the maximum allowed heights would be comparable to the existing context within this specified portion of the GCSP. In addition, the incorporation of buffers with lower building heights along Cherry Avenue would allow for a transition area that is comparable to existing conditions along the Cherry Avenue Corridor. Outside of the Business Park (BP) district, maximum building heights are similar to the existing heights allowed in the industrial and commercial zoning districts. None of the Plan Areas abutting residential would have a maximum building height over 40 feet, which is consistent with the 2019 General Plan Land Use Element and less than the maximum heights permitted under existing zoning standards for those areas. Furthermore, the redevelopment of the GCSP would be required to be consistent with the context-sensitive design policies described in the 2019 General Plan Urban Design Element.

The GCSP includes provisions for the introduction of new visual elements in the plan area that includes improving streetscape frontages and building facades and accommodating visual enhancements (such as landscaping and public art) would be beneficial contributions to the visual character and quality of the Plan Area.

As such, operation-period impacts related to the GCSP substantially degrading the existing visual character or quality of the site and its surroundings are considered **less than significant**. No mitigation is required during future operation.

#### CEQA Impact Determination

Impacts substantially degrading the existing visual character or quality of the Plan Area and its surroundings related to future development under the GCSP are considered **less than significant** and no mitigation is required, during both construction and operation.

#### NEPA Impact Determination

Effects substantially degrading the existing visual character or quality of the Plan Area and its surroundings related to future development under the GCSP are considered less than significant and no mitigation is required, during both construction and operation. As such, there would be **no adverse effects** under NEPA.

c) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

As stated previously, existing sources of light and glare in the project vicinity include headlights on roadways, building façade and interior lighting, pole-mounted lighting in parking areas, and lighting associated with the Long Beach Airport. Lighting from existing distant development within the region and surrounding cities also contribute to the background lighting in the Plan Area.

While the GCSP itself would not result in direct sources of light or glare, future development facilitated by the GCSP would introduce new sources of lighting that are typical of commercial/retail, industrial, and institutional projects, that could affect airport land uses. Lighting would vary by development type and would be required to adhere to the standards included in the GCSP (and thus, be consistent with the standards, regulations, goals, and policies of the Conservation, Land Use, and Urban Design Elements of the General Plan, and the Zoning Regulations). Additionally, all lighting will be required to comply with the 2011 Handbook and FAA/Federal Aviation Regulations restrictions, within applicable airport-adjacent areas where these regulations or guidelines apply (Caltrans 2011b). Specifically, Federal Aviation Regulations Section 25.581, Lighting Protection, requires that an airplane must be protected against catastrophic effects of lighting (Title 14 C.F.R.). As such, to ensure that future individual projects do not adversely affect day or nighttime views in the Plan Area, including adjacent airport land uses, measures to submit lighting plans and specifications for review by the City's Planning Commission (or other designated authority), and adherence to GCSP development and design standards (e.g., using full cut-off fixtures<sup>2</sup>), would be required as per mitigation measures **MM-AES-1** and **MM-AES-2**. **MM-AES-1** would require the preparation and submittal of documentation prepared by licensed professional to ensure that all light sources be designed with lights directed and shielded to prevent light and glare from intruding onto adjacent sites in accordance with the Long Beach Municipal Code. Additionally, mitigation measure **MM-AES-2** would reduce potential impacts related to nighttime lighting by requiring all nighttime lighting installed on private property within the Globemaster Corridor Specific Plan area to be shielded, directed away from residential and other light-sensitive uses, and confined to the Plan Area. Further, the City's review of site plans and architectural renderings for subsequent projects, with an emphasis on the presence of reflective materials and proposed lighting, would minimize and mitigate potential impacts related to light and glare. With the implementation of mitigation measures **MM-AES-1** and **MM-AES-2**, the potential impacts associated with light and glare from future development facilitated by the Proposed Project would be less than significant.

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<sup>2</sup> All outdoor lighting devices provided on public and private property within the Plan Area shall use full cut-off fixtures with certifications under the backlight/uplight/glare (BUG) rating system.

### CEQA Impact Determination

Implementation of mitigation measures **MM-AES-1** and **MM-AES-2** would ensure that potential light and glare impacts from future projects are reduced to a **less-than-significant** level. As such, impacts are considered **less than significant with mitigation incorporated** under CEQA.

### NEPA Impact Determination

Implementation of mitigation measures **MM-AES-1** and **MM-AES-2** would ensure that potential light and glare effects from future projects are reduced to a less-than-significant level. As such, there would be **no adverse effects** from light and glare under NEPA.

## 3.1.5 Cumulative Impacts

### Scenic Vistas, Visual Character and Quality, and Light and Glare

The Proposed Project would implement the GCSP, guiding land uses for the 437-acre Plan Area, creating a new employment district, and developing six districts and two overlay zones. Because the action would facilitate future development, the Proposed Project itself is cumulative in nature. Cumulative impacts would occur if the Proposed Project in combination with other past, present, or reasonably foreseeable projects resulted in degraded scenic vistas, degraded visual character and quality, and substantial increases in light and glare that adversely affect day and nighttime views. The Plan Area is already urbanized and the potential for viewing scenic vistas, such as the San Gabriel Mountains or Santa Ana Mountains, is already limited. Furthermore, the land use changes anticipated to occur as a result of the GCSP are not considered to be visually adverse (i.e., degrading visual character and quality). All future proposed projects would be subject to the GCSP applicable land use and development regulations (development standards related to building height community benefits, setbacks, open space, parking, and adaptive reuse) and design guidelines (design standards related to massing, articulation, materials, openings, landscape, screening, signage, etc.), as well as applicable City development and design standards set forth in the Conservation, Land Use, and Urban Design Elements, and Zoning Regulations, to ensure consistency and compatibility with the surrounding areas. Additionally, all lighting will be required to comply with the Caltrans Airport Land Use Planning Handbook and FAA/Federal Aviation Regulations restrictions, within applicable airport-adjacent areas where these regulations or guidelines apply. Specifically, FAR Section 25.581, Lighting Protection, requires that an airplane must be protected against catastrophic effects of lighting (Title 14 C.F.R.). Furthermore, implementation of mitigation measures **MM-AES-1** and **MM-AES-2**, would ensure that potential light and glare impacts from future projects are reduced to a **less-than-significant** level. Overall, the GCSP would help to achieve the General Plan's goals. As such, the cumulative impacts to scenic vistas, visual character and quality, and light and glare are considered **less than significant with mitigation incorporated**.

### 3.1.6 Mitigation Measures

State CEQA Guidelines Section 15126.4 requires EIRs to describe feasible measures that can minimize significant adverse impacts. The following mitigation measures have been evaluated for feasibility and are incorporated in order to reduce potentially significant impacts related to aesthetics during operation of future development under the Proposed Project.

Mitigation measures **MM-AES-1** and **MM-AES-2** shall be implemented to reduce potential light and glare impacts of future development under the Proposed Project:

**MM-AES-1 Lighting Plans and Specifications.** Prior to the issuance of building permits for new development projects, the applicant shall submit lighting plans and specifications for all exterior lighting fixtures, light standards, and window treatments (e.g., consideration of specialized manicuring or tinting to reduce glare from interior lighting) to the City of Long Beach’s Development Services 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. Open space areas are encouraged in the Plan. Lighting for such features shall be designed so that light is directed so as to provide adequate security and minimal spill-over or nuisance lighting.

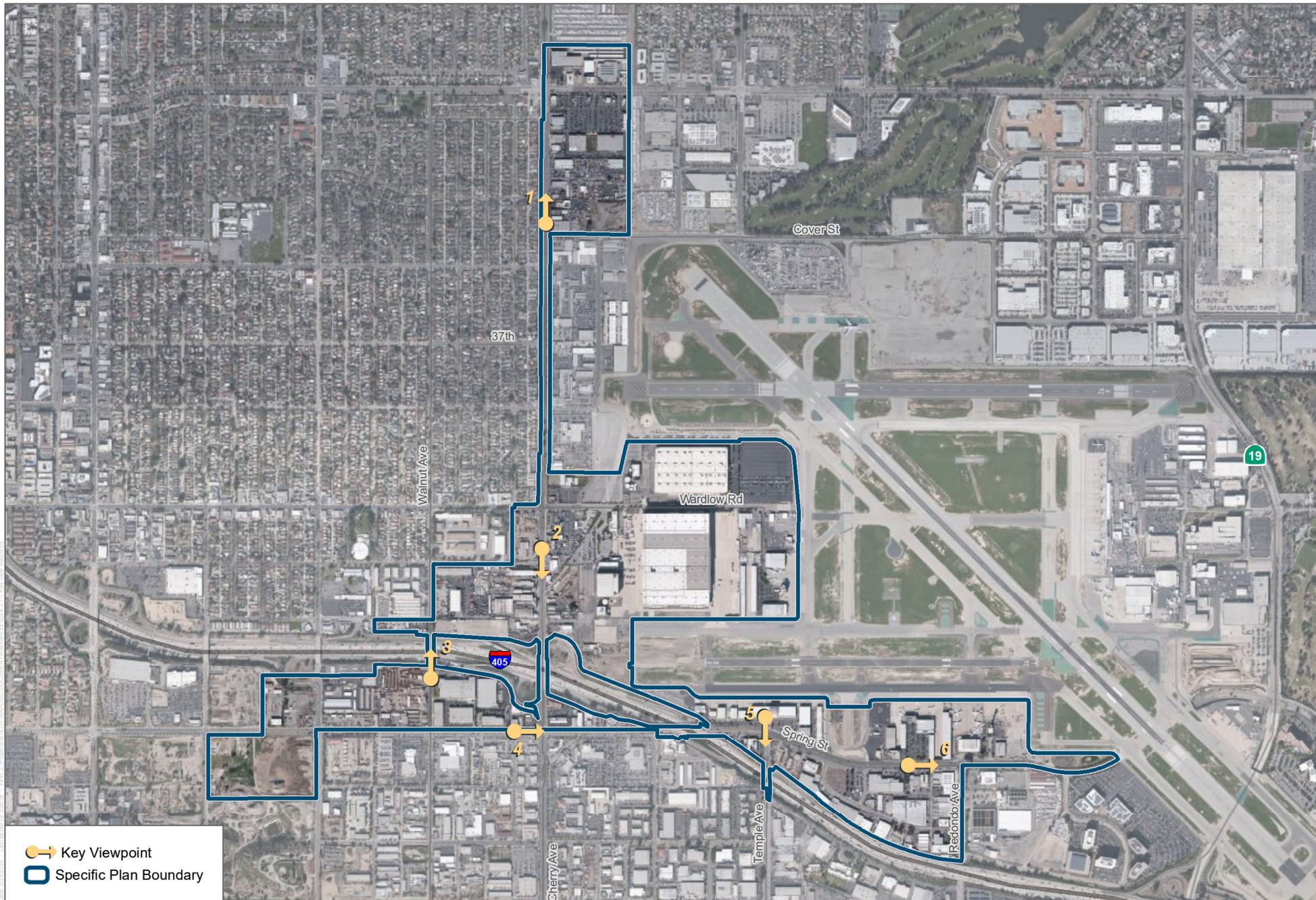
**MM-AES-2 Light Fixture Shielding.** Prior to the issuance of building permits for development projects within the Globemaster Corridor Specific Plan area, applicants shall demonstrate to the City of Long Beach’s Development Services Department that all nighttime lighting installed on private property within the Globemaster Corridor Specific Plan area shall be shielded, directed away from residential and other light-sensitive uses, and confined to the Plan Area. Rooftop lighting, security lighting, or aviation warning lights, shall be 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.

### 3.1.7 Significance After Mitigation

Implementation of mitigation measures **MM-AES-1** and **MM-AES-2** would ensure impacts are **less than significant**.

### 3.1.8 References

- California Department of Transportation (Caltrans). 2011a. Caltrans Officially Designated Scenic Highways. Accessed December 1, 2018: [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/)
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- City of Long Beach. 1975. *Scenic Routes Element (Scenic Highways)*. May 9, 1975.
- City of Long Beach. 1973. General Plan. Conservation Element. 1973.
- City of Long Beach. 2019a. General Plan. Land Use Element. December 2019. <http://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/advance/lueude/land-use-element-final-adopted-december-2019>.
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- Federal Highway Administration (FHWA). 2015. Guidelines for the Visual Assessment of Highway Projects. Washington D.C., 1968.
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- Litton, R. Burton, Jr. 1968. Forest Landscape Description and Inventories – A Basis for Land Planning and Design. (U.S. Department of Agriculture Forest Service Research Paper PSW-49) Pacific Southwest Forest and Range Experiment Station. Berkeley, California. 1968.



SOURCE: Bing 2018



**FIGURE 3.1-1**  
Key View Map

Globemaster Corridor Specific Plan Draft PEIR/PEIS

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FIGURE 3.1-2a

Key View 1: View Northeast from Cover Street and Cherry

Globemaster Corridor Specific Plan Draft PEIR/PEIS

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FIGURE 3.1-2b

Key View 2: View South from Wardlow Road and Cherry Avenue  
Globemaster Corridor Specific Plan Draft PEIR/PEIS

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FIGURE 3.1-2c

Key View 3: View North from Walnut Temple Avenue Overpass  
Globemaster Corridor Specific Plan Draft PEIR/PEIS

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FIGURE 3.1-2d

Key View 4: View East from East Spring Street and Cherry Avenue

Globemaster Corridor Specific Plan Draft PEIR/PEIS

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FIGURE 3.1-2e

Key View 5: View South from East Spring Street and Temple Avenue  
Globemaster Corridor Specific Plan Draft PEIR/PEIS

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FIGURE 3.1-2f

Key View 6: View East from East Spring Street and Redondo Avenue

Globemaster Corridor Specific Plan Draft PEIR/PEIS

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