



## 4.0 ENVIRONMENTAL ANALYSIS

The following is a discussion of potential project impacts as identified in the Initial Study. Explanations are provided for each item.

### 4.1 AESTHETICS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?			✓	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
c. Substantially degrade the existing visual character or quality of the site and its surroundings?		✓		
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?		✓		

**a) Have a substantial adverse effect on a scenic vista?**

**Less Than Significant Impact.** The Scenic Routes Element of the *General Plan* identifies freeways, regional corridors, boulevards, major avenues, minor avenues, neighborhood connectors, local streets, port-related streets, scenic routes including bicycle trails and railroad right-of-way (linkages), and scenic assets. The ocean, port facilities, oil islands, Signal Hill, and the flood control channels are identified as vistas in the City of Long Beach. The project proposes to construct a MUST facility and 11 conveyance facilities along the Los Angeles (LA) River, north of State Route 91 (SR-91) to Golden Shore RV Resort located at 101 Golden Shore. The nearest designated scenic routes to the project site include Ocean Boulevard, Long Beach River Bicycle Path (also known as the Westside Linkage), Pacific Electric Railroad (also known as the Crosstown Linkage), and Union Pacific Railroad (also known as the Central Linkage). The primary scenic resources for vehicles traveling along Ocean Boulevard and bicyclists and pedestrians traveling along the Long Beach River Bicycle Path within the project vicinity generally include the LA River to the north and south, City views to the east, and industrial views to the west. The primary scenic resources for passengers traveling on the Pacific Electric Railroad within the project vicinity include the LA River to the north and south. The primary scenic resources for passengers traveling on the Union Pacific Railroad within the project vicinity include the LA River to the north and south and the Virginia Country Club to the south.

**Long-Term Impacts**

The Long Beach River Bicycle Path generally travels in a north to south direction. Bicyclists and pedestrians traveling south along the bicycle path within the project vicinity generally have a view of the LA River, City skyline, and industrial views. Bicyclists and pedestrians traveling north along the bicycle path within the project vicinity generally have a view of the LA River as well as the proposed MUST facility. Refer to Table 4.1-1, Segments within the Vicinity of a Scenic Route, for a description of project segments, in addition to the MUST facility, that would be present within the vicinity of existing scenic views/vistas.



**Table 4.1-1**  
**Segments within the Vicinity of a Scenic Route**

Segment	Scenic Route
3	Long Beach River Bicycle Path
4	Long Beach River Bicycle Path
5	Long Beach River Bicycle Path, Pacific Electric Railroad, Union Pacific Railroad
6	Long Beach River Bicycle Path
9	Long Beach River Bicycle Path
10	Long Beach River Bicycle Path
11	Long Beach River Bicycle Path, Ocean Boulevard (also identified as an eligible state scenic highway)

The MUST facility would be constructed on the east bank of the LA River, east of the existing bicycle path, near the existing Shoemaker Bridge. The treatment facility would be constructed on vacant, disturbed land. The primary components of the proposed MUST facility would include pretreatment wetlands, the treatment facility, and a storage/polishing pond. Both the pretreatment wetlands and storage pond would serve as a park/water feature amenity, resulting in an improvement in recreational opportunities and aesthetics in the project area. The treatment facility would be enclosed within a multi-level, 30-foot high, 10,000 square-foot building. The proposed building and associated facilities would include contemporary architectural features, and would include both landscape and hardscape improvements. The MUST facility would also include public viewing/gathering areas, seating, and shade structures for visitors to the project site; refer to [Exhibit 2-6](#).

Although visible from the Long Beach River Bicycle Path, the new 30-foot high MUST facility structure would not obstruct existing views to scenic resources, as the treatment facility would be constructed near the Shoemaker Bridge (which would be higher in elevation than the proposed structure). Further, the 11 conveyance segments would not impact any of the scenic views/vistas in the area, as the new facilities would be constructed underground or via open channel within existing public right-of-way or easements. As such, significant impacts to scenic views/vistas during operation of the project would not result.

### Short-Term Impacts

Construction activities would temporarily impact scenic views and vistas within the project vicinity. Construction of the proposed MUST facility would involve site grading and construction. Further, construction of the conveyance segments would involve open trenching and excavation within the vicinity of existing scenic views or vistas; refer to [Table 4.1-1](#). However, based on the location of the proposed MUST facility and its proximity to the Shoemaker Bridge, as well as the nature of proposed conveyance construction equipment (subsurface or low-lying/at-grade facilities), these construction activities would not result in the obstruction of scenic resources, as viewed from nearby scenic views/vistas. These short-term impacts would result in less than significant impacts to scenic views/vistas.

**Mitigation Measures:** No mitigation is required.

**b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

**Less Than Significant Impact.** There are no officially-designated State scenic highways within proximity to the project site.<sup>1</sup> The nearest Eligible State Scenic Highway (not officially designated) is Pacific Coast Highway (Ocean

<sup>1</sup> California Department of Transportation website, [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm), accessed April 17, 2017.



Boulevard), which traverses Segment 11. As described in Response 4.1(a), the proposed project would not affect scenic resources along this eligible highway. Further, as the project proposes conveyance facilities, view blockage of ocean views would not result. Therefore, project implementation would not damage any scenic resource (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway or block scenic views to beach areas or open ocean views. Impacts in this regard would be less than significant.

**Mitigation Measures:** No mitigation is required.

**c) *Substantially degrade the existing visual character or quality of the site and its surroundings?***

**Less Than Significant Impact With Mitigation Incorporated.**

### **Long-Term Impacts**

A project is generally considered to have a significant visual/aesthetic impact if it substantially changes the character of the project site such that it becomes visually incompatible or visually unexpected when viewed in the context of its surroundings, resulting in degradation of the existing visual character or quality of the site and its surroundings. Implementation of the proposed project would result in construction of the MUST facility and 11 conveyance facilities. Currently, the majority of the MUST site is vacant land/open space with sparse ornamental/non-native vegetation, utility poles, and an advertising/billboard sign. Additionally, City Pump Station No. SD-01 is located within the central portion of the MUST site. The MUST facility would include pretreatment wetlands, the treatment facility, and a storage/polishing pond. The majority of conveyance segments would be constructed underground. However, numerous segments may be constructed as open channel facilities with pocket wetlands/ponds, providing several benefits including recreational/aesthetic enhancements in the site vicinity.

Upon construction of the project, the new buildings associated with the MUST facility would be visible from public right-of-way. However, the treatment facility would be similar in character to the surrounding industrial and recreational uses. All new structures would be constructed north of the Shoemaker Bridge. Thus, the proposed building height (30 feet) would also be consistent with the character of the surrounding developed area. Further, the proposed MUST treatment facility would be subject to City's site plan review process, which would ensure consistency with City standards for site design, architectural treatments, and landscaping. Both the pretreatment wetlands and storage pond would serve as a park/water feature amenity, consistent with the recreational uses located south/southeast of the MUST facility. The conveyance segments constructed underground would not change the visual character/quality of the site. The potential open channel conveyance facilities would be consistent with surrounding uses, and would result in a beneficial aesthetic impact by providing areas of vegetated open space. With adherence to existing City standards for design and site plan review requirements, impacts in this regard would be less than significant.

### **Short-Term Impacts**

Construction activities would be completed over the course of approximately four years (from 2018 through 2021). During this time, project construction activities would temporarily disrupt views within the project area. The project would include demolition and grading/trenching activities. Although these activities would be temporary in nature and would cease upon completion of construction, these activities and associated equipment would be exposed to surrounding motorists, pedestrians, and bicyclists. Mitigation Measure AES-1 would require that construction staging areas be sited as far away from nearby sensitive viewers (e.g., resident, pedestrians/bicyclists, and motorists) as feasible, and that opaque screening material be used to shield public views toward the site throughout the construction process. With implementation of the recommended Mitigation Measure AES-1, the visual character/quality of the site and surroundings would not be substantially degraded during short-term project construction and impacts in this regard would be reduced to less than significant levels.



**Mitigation Measures:**

AES-1 Construction equipment staging areas shall be located, to the greatest extent feasible, away from nearby existing sensitive viewers (e.g., resident, pedestrians/bicyclists, and motorists), and shall utilize appropriate screening (i.e., temporary fencing with opaque material) to shield public views of construction equipment and material. Prior to issuance of a grading permit, the City of Long Beach City Engineer shall verify that staging locations are identified on final grading/development plans and that appropriate perimeter screening is included as a construction specification.

d) ***Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

**Less Than Significant Impact With Mitigation Incorporated.** There are two primary sources of light: light emanating from building interiors that pass through windows and light from exterior sources (i.e., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting). Depending upon the location of the light source and its proximity to adjacent light sensitive uses, light introduction can be a nuisance, affecting adjacent areas and diminishing the view of the clear night sky.

The proposed project is located within a developed area of the City of Long Beach. Areas surrounding the project site are urbanized and contain various sources of light and glare. Specifically, light and glare in the area is generated from the light emanating from building interiors and light from exterior sources (i.e., building illumination, parking lot lighting, and security lighting) associated with adjacent industrial uses. Within the vicinity of the proposed MUST treatment facility, light and glare caused by car headlights and street lighting associated with the Shoemaker Bridge, Fairbanks Avenue, Shoreline Drive, and 6<sup>th</sup> Street further influence lighting in the project area.

Pursuant to the *LBMC*, all construction activities may only occur between the hours of 7:00 AM and 7:00 PM, Monday through Friday, and between the hours of 9:00 AM and 6:00 PM on Saturday. Construction activities are prohibited on Sundays. Thus, as required by the *LBMC*, no nighttime construction activities would occur. The conveyance facilities would not require nighttime lighting. During operation of the MUST facility, similar nighttime security lighting would result compared to the surrounding uses. Compliance with Mitigation Measure AES-2 would minimize the project's lighting impacts through the use of lighting design, shielding, direction, and siting techniques to minimize spillover onto adjacent properties. All lighting would be required to utilize directional lighting techniques (without compromising site safety or security) that direct light downwards and minimize light spillover onto adjacent light sensitive receptors. Implementation of Mitigation Measure AES-2 would ensure that long-term (operational) light and glare impacts as a result of the project would be reduced to less than significant levels.

**Mitigation Measures:**

AES-2 The City of Long Beach shall ensure that any exterior lighting does not spill over onto adjacent uses. Prior to issuance of any building permit, an Outdoor Lighting Plan shall be prepared and submitted to the City of Long Beach Development Services Department, for review and approval, that includes a footcandle map illustrating the amount of light from the proposed project at adjacent light sensitive receptors. All exterior light fixtures shall be shielded or directed away from adjoining uses.