

3.1 Aesthetics

3.1.1 Introduction

This section evaluates the potential for the proposed project to result in adverse impacts related to aesthetics. The analysis is based on review of available photos and visual simulations of the project area and vicinity, the relevant regulatory ordinances, and a discussion of the methodology and thresholds used to determine whether the proposed project would result in significant impacts. This section analyzes the potential for both project-level and cumulative environmental impacts.

Data used in this section includes photographs of existing and future with-project conditions from key viewpoints. The selected viewpoints represent a range of publicly accessible locations from which the visual changes that would result from the proposed project during construction and over time would be visible. All information sources used are included as citations within the text; sources are listed in Section 3.1.5, References.

3.1.1.1 Visual Concepts and Terminology

Visual or aesthetic resources are generally defined as both the natural and built features of the landscape that contribute to the public's experience and appreciation of the environment. Depending on the extent to which a project's presence would alter the perceived visual character and quality of the environment, a visual or aesthetic impact may occur.

Residents and recreational users are expected to be highly concerned with scenery and landscape character. Local motorists who commute daily through the same landscape may have a moderate concern for scenery, while people who work within highly urbanized areas may generally have a lower concern for scenic quality or changes to existing landscape character. The visual sensitivity of a landscape is affected by the viewing distances at which it is seen and by the travel speed at which a person is viewing the landscape (i.e., stationary at a viewpoint, low speeds on a hiking or biking trail, or high speeds in a vehicle on a highway).

The same feature of a project can be perceived differently by people depending on the distance between the observer and the viewed object. When a viewer is closer to a viewed object in the landscape, more detail can be seen, and there is greater potential influence of the object on visual quality because of its form or scale (relative size of the object in relation to the viewer). When the same viewed object is viewed at background distances, details may be imperceptible but overall forms of terrain and vegetation are evident, and the horizon and skyline are dominant. In the middle ground, some detail is evident in the foreground and landscape elements are seen in context with landforms and vegetation patterns in the background. The same levels of sensitivity apply in this case as with close-up and further away views—views from cars at high speeds would be less sensitive to changes than views at low speeds because more details can be drawn from the landscape at lower speeds.

The following terms and concepts are used in the discussion below to describe and assess the aesthetic setting and impacts from the project:

- **Viewshed**—The viewshed for a project is defined as the surrounding geographic area from which the project is likely to be seen, based on topography, atmospheric conditions, land use patterns, and roadway

orientations. “Project viewshed” is used to describe the area surrounding a project site where a person standing on the ground or driving a vehicle can view the project site. In an urban setting, viewsheds also include gateways, visual features, and destinations that reinforce the character of the project area.

- **Scenic views**—Are views that provide visual access to valued resources, such as striking or unusual natural terrain, or unique urban or historic features.
- **Scenic vista**—A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape feature (e.g., a mountain range, lake, or coastline) or a significant historic or architectural feature (e.g., views of a historic structure). Scenic vistas may be designated by a federal, State, or local agency. Scenic vistas can also include an area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing.
- **Scenic highway**—Any stretch of public roadway that is designated as a scenic corridor by a federal, state, or local agency. Scenic corridors consist of land that is visible from the highway right of way, and is comprised primarily of scenic and natural features. Topography, vegetation, viewing distance, and/or jurisdictional lines determine the corridor boundaries.
- **Viewing distance zones**—Views might be discussed in terms of foreground, middleground, and background views. Foreground views are those immediately presented to the viewer and include objects at close range that tend to dominate the view. Middleground views occupy the center of the viewshed and tend to include objects that are the center of attention if they are sufficiently large or visually different from adjacent visual features. Background views include distant objects and other objects that constitute the horizon. Objects in the background fade to obscurity with increasing distance as they approach the skyline. In a photograph, the foreground generally may be seen as the bottom third of the frame, the middleground as the middle third of the frame, and the background as the top third of the frame.
- **Visual character**—Broadly describes the unique combination of aesthetic elements that characterize a particular landscape, neighborhood, or city. In urban settings, the visual character is influenced primarily by the land use type and density, urban landscaping and design, topography, and background setting.

3.1.2 Environmental Setting

3.1.2.1 Regional and Local Visual Character

Scenic Vistas

As previously defined, scenic vistas are viewpoints that provide expansive views of a highly valued landscape feature (e.g., a mountain range, lake, or coastline) or a significant historic or architectural feature (e.g., views of a historic structure). Scenic vistas within the project site and vicinity include the Los Cerritos Channel, Steamshovel Slough, the Los Cerritos Wetlands complex, San Gabriel River, and distant views of the San Gabriel Mountains. Scenic vistas, which encompass portions of the project site, are available to: motorists, bicyclists, and pedestrians traveling along 2nd Street, Studebaker Road, and Pacific Coast Highway (PCH); bicyclists and pedestrians traveling along the San Gabriel River Bike Trail; and kayakers in the Los Cerritos Channel.

On-Site Views

The project site is located at the southern edge of Los Angeles County, within the southeastern portion of the City of Long Beach. The proposed project is located within the California Coastal Zone and within the Southeast Area Development and Improvement Plan (SEADIP) area (PD-1). The SEADIP area is comprised of approximately 1,481 acres and consists of the area south of 7th Street, east of Bellflower Boulevard, east of the Long Beach Marine Stadium and Alamitos Bay docks, south of Colorado Street, and north and west of

Long Beach's southern boundary. The Los Cerritos Channel and San Gabriel River run through the SEADIP area toward the Alamitos Bay and Pacific Ocean. Existing land uses in the SEADIP area are composed primarily of residential, commercial, industrial, and coastal habitat/wetlands/recreational uses.

The project site is comprised of four individual sites within the central and eastern portions of the SEADIP area, and generally spans southeast from the Los Cerritos Channel to the San Gabriel River. As described above, the project vicinity includes undeveloped open space and waterways, including the Steamshovel Slough and the Los Cerritos Wetlands complex, approximately 175 acres of wetlands in varying degrees of degradation. In general, undeveloped areas of the Los Cerritos Wetlands complex offer a natural visual character; however, the project site's appearance is marked by the presence of past and present industrial land uses, including the presence of power lines and oil extraction facilities (including oil extraction pumps, oil tank farms, and small buildings). The location and existing use of each of the four individual sites that comprise the project site is described below:

Synergy Oil Field Site. The Synergy Oil Field site consists of a 149.6-acre property located at 6433 East 2nd Street. The Synergy Oil Field site is bounded by PCH to the west, 2nd Street to the south, Studebaker Road to the east, and the Los Cerritos Channel to the north. The Synergy Oil Field site is composed of an active oil field in the central and southern portions of the site and open space and wetland habitat in the northern portion, and is entirely fenced. The northern portion of the Synergy Oil Field site is identified as a wetland area on the United States Fish and Wildlife Service's (USFWS) National Wetland Inventory (NWI). Virtually all the remaining open spaces within the site were once tidal salt marsh. Most of this has been converted to other habitat types by alterations to hydrology and topography; however, there are certain areas that have (1) retained high salt marsh functioning and (2) converted to non-salt marsh habitat types that are nevertheless providing ecological function and value. Overall, vegetation on site is generally sparse. Due to the project's location in the Los Alamitos Bay area and part of the larger historic Los Cerritos Wetlands complex, there are notable hydraulic features in the project area and on the project site. One such feature, the Steamshovel Slough is on the northern portion of the site, and is a fairly pristine remnant of the tidal marsh of the Los Alamitos Bay. The slough is approximately 650 meters long and is considered a historic or "ancient" marsh, as this remnant marsh has not been modified through dredging or filling. The Steamshovel Slough contains no oil operations and is separated from the oil operations areas by an earthen berm.

Much of the central portion of the Synergy Oil Field site contains oil facilities and is not subject to tidal influence. Portions of this area support salt marsh alliances and/or areas with non-native ruderal species. Oil production infrastructure is also located on the southern portion of the Synergy Oil Field site. In addition to 39 oil wells, the oil production facilities include aboveground oil pipelines, a wastewater disposal and vapor recovery area, two tank farm areas, two sheds, numerous transformers, primarily along the southern and southwest portion of the site. Fill material is also located in an area on the eastern portion of the site. In addition to oil operations and sparse vegetation, dirt roads traverse this area in various directions.

The southern portion of the site lacks tidal influence and supports vegetation alliances often consistent with the presence of wetlands, along with areas of non-native herbaceous plants, goldenbush scrub, and non-native herbs. Similar to the central portion of the site, dirt access roads traverse this area in various directions. Vehicular access to the site is provided by driveways along Westminster Avenue and PCH. The Bixby Ranch Field Office building is located on the southern portion of the site, with direct access from a driveway located on 2nd Street. As described further in Section 3.4, *Cultural Resources*, the Bixby Ranch Field Office building was built between 1924 and 1928 and is eligible for listing in the California Register under Criterion 3, as an example of property

type (oil field office), and Criterion 1, for its historical importance in association with the Synergy Oil Field site. The two tank farms are to the west and southwest of the Bixby Ranch Field Office building.

City Property Site. The City Property site is an approximately 33-acre site located at 2nd Street and Shopkeeper Road. The site is bounded by Shopkeeper Road to the west, 2nd Street to the north, undeveloped land to the east, and the San Gabriel River to the south. The City Property site contains mixed wetland habitat with areas disturbed by active oil production facilities. Currently, the site contains approximately 12 active and idle oil wells and associated infrastructure, such as pipelines and tanks that are currently operated by Synergy Oil and Gas Company. The oil wells are concentrated primarily in the southwestern portion of the site and along the northern perimeter of the site, with vacant land in the central portions of the site. Two oil storage drums are located in the southwestern portion of the site, with vehicular access to the site via an existing driveway along Shopkeeper Road. The site contains a perimeter of trees and landscaping along the western and northern boundaries. A former oil field (now vacant land) borders the City Property site to the east, which the Los Cerritos Wetlands Authority (LCWA) has an option to acquire, the San Gabriel River channel borders the site's southern boundary, the Pumpkin Patch site borders the site's southwestern boundary, and the Marketplace, which contains commercial retail, restaurant, and office uses, borders the site to the west.

Pumpkin Patch Site. The Pumpkin Patch site comprises an approximately 6.9-acre property located at 6701 PCH. A business park borders the project site to the north. The site is bounded by PCH to the west, the San Gabriel River to the south, and the City Property site to the east. The southwestern portion of the site, which borders PCH and is considered the upper level, has been used for decades as a pumpkin patch in October leading up to Halloween, and then as a Christmas tree lot through December. The remainder of this southwestern portion is used for parking during these months. The lower portion of the site, in the northeast, is not used for commercial activities. This area contains two oil wells (one active, one plugged) and surrounded by pickleweed mats and unvegetated flats.

LCWA Site. The LCWA site is an approximately 5-acre property located at the northeast corner of the Studebaker Road and 2nd Street intersection. The site is bounded by 2nd Street to the south and Studebaker Road to the west, and is adjacent to the Plains All American Pipeline property to the north and east. The LCWA site is mostly disturbed with ornamental vegetation around the site, consisting of non-native trees, with the Aleppo pine being the most common. The site is currently used for equipment storage and staging, such as piles of wooden pallets and other industrial-manufacturing items

There is one plugged oil well on this site. Access to the site is provided from a dirt access road and driveway from Studebaker Road. A dirt access road forms a circular track around the center of the site.

Lighting Environment

Existing sources of light are present throughout the project vicinity including, at the Marketplace, Marina Pacific Mall, Alamos Bay Marina Center, Belmont Shores Mobile Estates, and the industrial uses to the east, including the Plains All American Pipeline property and AES Power Plant site. These sources are related to the residential, commercial, office, marina, and industrial development that surrounds the project site on all sides and include fixed and mobile sources of light, such as exterior building-mounted and freestanding light fixtures, illuminated signage along storefronts, and streetlights along PCH, Studebaker Road, and 2nd Street. Other sources of light include cars passing through the site on PCH, Studebaker Road, and 2nd Street. The project site does not include lighting along access roads or areas where oil well facilities are located.

3.1.2.2 Existing Views

Because the project site is visible from surrounding off-site nearby land uses, the following visual simulations are provided to depict potential changes that would be visible to nearby observers. To demonstrate the changes in visual character that would result with implementation of the proposed project, visual simulations of the project site from eleven selected viewpoints were used to evaluate changes in both long-range views towards and across the project site and visual character based on height, bulk, massing, and type of development when compared to existing conditions. Certain visual simulations may also support the evaluation of the project's potential effects to visual quality, as well as scenic vistas and scenic resources, in this section.

Figure 3.1-1, Visual Simulations Key Viewpoint Map, identifies the viewpoints chosen by the City as the most representative locations where the project site is visible from public locations. **Figure 3.1-2 through Figure 3.1-16** (presenting Views 1 through 11) provide existing views of the project site from each viewpoint, as well as one or more visual simulations to depict the anticipated change in aesthetic conditions from these viewpoints that would occur with proposed project construction and implementation after a period of 2, 20, and 40 years.

View 1: View from Pacific Coast Highway Looking Northeast toward the Synergy Oil Field Site (Figure 3.1-2). This view represents views looking northeast/east from PCH toward the Synergy Oil Field site. In the foreground of this view is a large expanse of non-native vegetation, including small shrubs and plants in the foreground of the viewshed. The oil well pumps, rigs, and aboveground pipelines associated with existing oil extraction and production activities dominate the views in the middle ground. Utility poles and transmission lines are visible overhead throughout the site and several oil storage tanks associated with the oil production activities on site are visible in the middle ground of this view. Invasive, non-native palm trees are sporadically planted throughout the site and also obstruct views. In the background, smoke stacks and industrial structures associated with the AES Alamos Power Plant are visible along the horizon.

View 2a: View from 2nd Street Looking North toward the Synergy Oil Field Site (Figure 3.1-3). This viewpoint provides a view from 2nd Street looking north toward the site. In the foreground, there is a large strip of non-native vegetation and an aboveground pipeline associated with the oil extraction and production infrastructure. Several utility poles and overhead transmission lines are visible in the middle ground, which obstructs the view of the horizon. The south side of the Bixby Office building, oil well pumps, and a tank farm associated with the oil production facilities are also present in the middle ground. Industrial structures associated with AES Alamos Power Plant are visible in the background.

View 2b: View from 2nd Street Looking North toward the Synergy Oil Field Site (Figure 3.1-4 and Figure 3.1-5). This viewpoint provides a view from 2nd Street looking north toward the site. In the foreground, there is a barbed wire fence and a large strip of non-native vegetation. Several utility poles with overhead transmission lines are visible in the middle ground, which obstructs the view of the horizon. The south side of the Bixby Office building, oil well pumps, and a tank farm associated with the oil production facilities are also present in the middle ground. Views of the background are obstructed by the middle ground.

View 3: View from Studebaker Road Looking West toward the Synergy Oil Field Site (Figure 3.1-6). This view represents views looking west from Studebaker Road toward the site. A view of assorted non-native vegetation and shrubbery is visible in the foreground, closest to Studebaker Road. This viewshed also includes

views of the remnant historic Los Cerritos wetland area and a row of non-native, invasive palm trees in the middleground. The background shows distant views of power poles and shrubbery.

View 4: View from Loynes Drive Looking South toward the Synergy Oil Field Site (Figure 3.1-7). This viewpoint provides a view from the intersection of Loynes Drive and Vista Street looking south toward the Synergy Oil Field site. A view of the Los Cerritos Channel dominates the foreground of this view. The middleground and background of this view are characterized by assorted native and non-native vegetation associated with the existing wetland habitat.

View 5: View from Studebaker Road Looking East toward the LCWA Site (Figure 3.1-8). This viewpoint provides a view from the concrete center median on Studebaker Road, facing east toward the LCWA site. As shown, beyond the curb, the land slopes up toward the LCWA site. Existing vegetation borders the project site, along Studebaker Road. Just beyond the vegetation, temporary storage containers are visible in the middleground. In the background, infrastructure related to the AES Alamitos Power Plant and Haynes Generating Station are visible.

View 6: View from 2nd Street Looking North toward the LCWA Site (Figure 3.1-9). This view is from the south side of 2nd Street, east of Studebaker Road. The foreground shows the concrete center median on 2nd Street, two lanes headed west along 2nd Street, bikeway, and the raised curb. Beyond that in the middleground are assorted native and non-native vegetation and invasive palm trees. Utility poles and lines can be seen in the background.

View 7: View from 2nd Street Looking South toward the City Property Site (Figure 3.1-10). This view represents views looking south toward the City Property site, from 2nd Street, west of the San Gabriel River. The foreground is dominated by assorted native and non-native vegetation and shrubbery. Oil well pumps and associated infrastructure are visible in the background.

View 8: View from the San Gabriel River Bike Trail Looking Northwest toward the Pumpkin Patch Site (Figure 3.1-11 and Figure 3.1-12). This viewpoint represents views from the San Gabriel River Bike Trail looking northwest toward the Pumpkin Patch site. The San Gabriel River dominates the foreground of this viewpoint. Scattered non-native, invasive palm trees are visible in the background of this view, as well as the Marketplace development to the north of the Pumpkin Patch site.

View 9: View from Pacific Coast Highway Looking East toward the Pumpkin Patch Site (Figure 3.1-13 and Figure 3.1-14). This view represents views from PCH looking east toward the Pumpkin Patch site. Views of the streetscape and sidewalk dominate the foreground, with a covered chain-link fence bordering the project site. Vacant disturbed land comprises the middleground, and various industrial structures associated with the AES Alamitos Power Plant and Haynes Generating Station are visible in the background. The San Gabriel River is also visible in the background from this viewpoint.

View 10: View from Pacific Coast Highway Looking North toward the Pumpkin Patch Site (Figure 3.1-15 and Figure 3.1-16). This view represents views from PCH looking north toward the Pumpkin Patch site. The foreground of this viewpoint includes the bridge overpass above the San Gabriel River, and associated roadway infrastructure. The middleground includes vacant, disturbed land with sparse vegetation and a chain-link fence bordering the project site. The background includes views of the commercial retail plaza and associated surface parking adjacent to the Pumpkin Patch site. Scattered non-native, invasive palm trees are

visible in the background, as well as industrial infrastructure associated with the AES Alamitos Power Plant and Haynes Generating Station.

3.1.3 Regulatory Framework

3.1.3.1 State

State Scenic Highways

The California Scenic Highway Program is maintained by the California Department of Transportation (Caltrans) and identifies scenic highway corridors for preservation and protection of aesthetic value. Caltrans maintains a list of routes that are “adopted” and “eligible.” A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler’s enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated (Caltrans 2016). There are two adopted scenic highways in Los Angeles County, both of which are more than 40 miles northeast of the Ballona Reserve. Eligible routes are those that are proposed for further study and may be officially designated when a local jurisdiction adopts a scenic corridor protection program and applies to Caltrans for scenic highway approval. State Route (SR) 1, commonly known as PCH, is an “Eligible State Scenic Highway” but has not been designated as an Official State or County Scenic Highway (Caltrans 2016). The eligible segment of the highway within Long Beach spans from the intersection of PCH and Lakewood Boulevard to the northern border of Orange County. The remaining portions of this eligible scenic highway extend south to the city of Dana Point. In order for the highway to become officially designated as a scenic highway, the local governing body would need to apply to Caltrans for scenic highway approval and adopt a Corridor Protection Program.

California Coastal Act

The primary authority for implementing the federal Coastal Zone Management Act in the State of California is the California Coastal Commission pursuant to the California Coastal Act of 1976. Sections of the California Coastal Act that pertain to aesthetics and scenic resources are described below. The City of Long Beach has a Local Coastal Program (LCP) certified by the California Coastal Commission. For more information about this LCP, see Section 3.9, *Land Use and Planning*.

Section 30116 Sensitive Coastal Resource Areas

The project site falls within the California Coastal Zone and would be considered a “Sensitive coastal resource area,” which are identifiable and geographically bounded land and water areas within the coastal zone of vital interest and sensitivity. “Sensitive coastal resource areas” include the following:

- a) Special marine and land habitat areas, wetlands, lagoons, and estuaries as mapped and designated in Part 4 of the coastal plan.
- b) Areas possessing significant recreational value.
- c) Highly scenic areas.
- d) Archaeological sites referenced in the California Coastline and Recreation Plan or as designated by the State Historic Preservation Officer.

The project site falls within: criteria “a” due to the presence of existing wetland habitat and criteria “c” as the open space is a unique scenic feature of the site relative to the urban and developed areas that surround it.

Section 30251 Scenic and Visual Qualities of Coastal Areas

Under Coastal Act Section 30251, the scenic and visual qualities of coastal areas must be considered and protected as a resource of public importance. Under this section, permitted development is required to be sited and designed to protect views to and along the ocean and scenic coastal areas (such as the Los Cerritos Wetlands), to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

3.1.3.2 Local

City of Long Beach Municipal Code

The City of Long Beach Municipal Code (LBMC) identifies land use categories, development standards, and other general provisions that ensure consistency between the General Plan and proposed development projects. The following provisions the Municipal Code help minimize visual and light and glare impacts associated with new development projects, including the proposed project:

Section 21.41.259 Parking Areas—Lighting. All parking lots and garages are required to be illuminated with lights directed and shielded to prevent light and glare from intruding onto adjacent sites. The light standards shall not exceed the height of the principal use structure or 1 foot for each 2 feet of distance between the light standard and the nearest property line, whichever is greater.

Section 21.44.855 Light and Glare Intrusion Prevention. All electronic message center signs shall be adequately shielded and properly oriented and aimed as to prevent the intrusion of light and glare upon residential land uses, including those in mixed-use districts.

Section 21.44.600 (E) (3) Prohibited Signs, Unlawful Illumination. Floodlights that are not hooded or shielded so that the light source is not visible from public right-of-way, adjacent property, or residential dwelling unit are prohibited.

City of Long Beach General Plan

The Southeast Area Development and Improvement Plan (SEADIP) is the existing, adopted Specific Plan for the project area, while the Draft Southeast Area Specific Plan (SEASP) is a draft Specific Plan update for the project area that has not been adopted by the City of Long Beach. For the purposes of the proposed project, the environmental analysis will be compliance with the adopted SEADIP.

Southeast Area Development and Improvement Plan

Provision A.11. Public access shall be provided to and along the boundaries of all public waterways as provided for in the wetlands restoration plan.

Provision A.12. Public views to water areas and public open spaces shall be maintained and enhanced to the maximum extent possible, consistent with the wetlands restoration plan.

Provision A.12. Adequate landscaping and required irrigation shall be provided to create a park-like setting for the entire area. A landscaped parkway area shall be provided along all developments fronting on PCH, Westminster Avenue, Studebaker Road, Seventh Street, and Loynes Drive.



-  Project Site Boundary
-  City Property Site Boundary
-  LCWA Site Boundary
-  Pumpkin Patch Site Boundary
-  Synergy Oil Field Site Boundary
-  Viewpoint Location

**CURRENT
CONDITION:**



VIEW FROM PUBLIC RIGHT-OF-WAY OF EXISTING OIL WELLS AND NON-NATIVE/INVASIVE PALMS.

IN 2 YEARS:



REMOVAL OF EXISTING PIPES AND NON-NATIVE/INVASIVE PALMS.

IN 20 YEARS:



REMOVAL OF OIL WELLS AND POWERLINES; RESTORING WETLAND HABITAT.

IN 40 YEARS:



CONTINUING GROWTH OF WETLAND HABITAT.



SOURCE: Urban Arena, 2016

Figure 3.1-2
View 1: View from Pacific Coast Highway
Looking Northeast toward the Synergy Oil Field Site

-  Project Site Boundary
-  City Property Site Boundary
-  LCWA Site Boundary
-  Pumpkin Patch Site Boundary
-  Synergy Oil Field Site Boundary
-  Viewpoint Location

CURRENT CONDITION:



VIEW FROM PUBLIC RIGHT-OF-WAY OF EXISTING OIL WELLS AND NON-NATIVE/INVASIVE PALMS.

IN 2 YEARS:



REMOVAL OF EXISTING PIPES AND NON-NATIVE/INVASIVE PALMS.

IN 20 YEARS:



REMOVAL OF OIL WELLS; RELOCATED VISITOR CENTER; NEW PICNIC AREA; GROWTH OF NEW TREES AND PLANTING; RESTORING WETLAND HABITAT.

IN 40 YEARS:



CONTINUING GROWTH OF WETLAND HABITAT.



SOURCE: Urban Arena, 2016

Long Beach Cerritos Wetland . 150712
Figure 3.1-3
 View 2a: View from 2nd Street
 Looking North toward the Synergy Oil Field Site

-  Project Site Boundary
-  City Property Site Boundary
-  LCWA Site Boundary
-  Pumpkin Patch Site Boundary
-  Synergy Oil Field Site Boundary
-  Viewpoint Location

BEFORE:



SOURCE: Urban Arena, 2016

Long Beach Cerritos Wetland . 150712

Figure 3.1-4
View 2b: View from 2nd Street
Looking North toward the Synergy Oil Field Site (Before)

-  Project Site Boundary
-  City Property Site Boundary
-  LCWA Site Boundary
-  Pumpkin Patch Site Boundary
-  Synergy Oil Field Site Boundary
-  Viewpoint Location

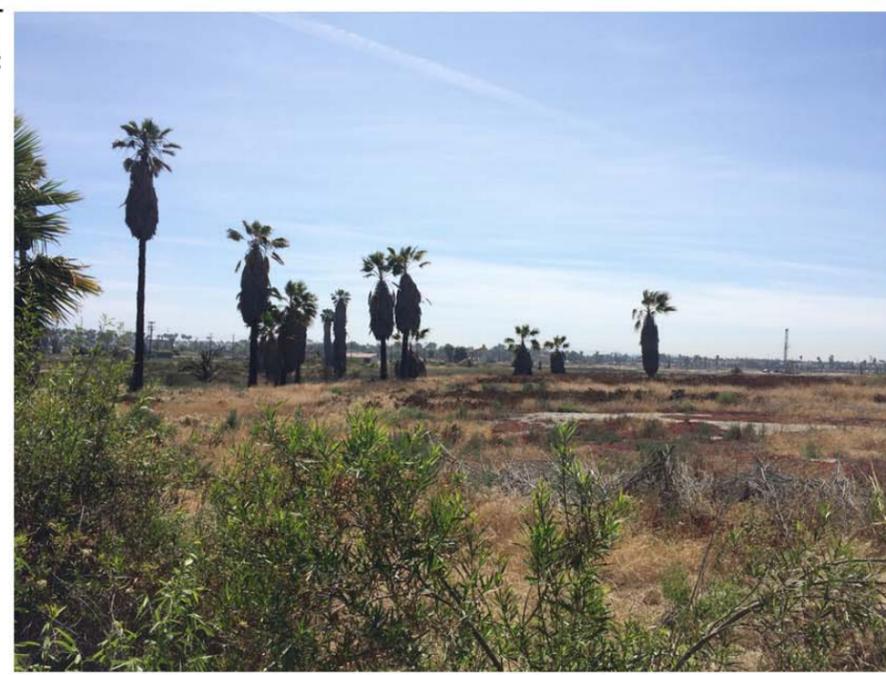
AFTER:



REMOVAL OF EXISTING OIL WELLS, TANKS, POWERLINES, & PIPES; RELOCATED BIXBY BUILDING/VISITOR CENTER; RESTORING WETLAND HABITAT.

-  Project Site Boundary
-  City Property Site Boundary
-  LCWA Site Boundary
-  Pumpkin Patch Site Boundary
-  Synergy Oil Field Site Boundary
-  Viewpoint Location

**CURRENT
CONDITION:**



VIEW FROM PUBLIC RIGHT-OF-WAY OF EXISTING NON-NATIVE/INVASIVE PALMS.

IN 2 YEARS:



REMOVAL OF NON-NATIVE/INVASIVE PALMS; RESTORING WETLAND HABITAT.

IN 20 YEARS:



CONTINUING GROWTH OF WETLAND HABITAT.

IN 40 YEARS:



CONTINUING GROWTH OF WETLAND HABITAT.

-  Project Site Boundary
-  City Property Site Boundary
-  LCWA Site Boundary
-  Pumpkin Patch Site Boundary
-  Synergy Oil Field Site Boundary
-  Viewpoint Location

**CURRENT
CONDITION:**



VIEW FROM PUBLIC RIGHT-OF-WAY OF EXISTING WETLANDS WITH NON-NATIVE PALMS.

IN 2 YEARS:



REMOVAL OF NON-NATIVE/INVASIVE PALMS; RESTORING WETLAND HABITAT.

IN 20 YEARS:



CONTINUING GROWTH OF WETLAND HABITAT.

IN 40 YEARS:



CONTINUING GROWTH OF WETLAND HABITAT.



-  Project Site Boundary
-  City Property Site Boundary
-  LCWA Site Boundary
-  Pumpkin Patch Site Boundary
-  Synergy Oil Field Site Boundary
-  Viewpoint Location

**CURRENT
CONDITION:**



VIEW FROM PUBLIC RIGHT-OF-WAY OF EXISTING LOS CERRITOS WETLANDS AUTHORITY (LCWA) SITE.

IN 2 YEARS:



ADDITION OF NEW BLOCK WALL AROUND SITE, STREETSCAPE PLANTING, AND PUBLIC SIDEWALK.

IN 20 YEARS:



CONTINUING GROWTH OF STREETSCAPE PLANTING.

IN 40 YEARS:



CONTINUING GROWTH OF STREETSCAPE PLANTING.

-  Project Site Boundary
-  City Property Site Boundary
-  LCWA Site Boundary
-  Pumpkin Patch Site Boundary
-  Synergy Oil Field Site Boundary
-  Viewpoint Location

**CURRENT
CONDITION:**



VIEW FROM PUBLIC RIGHT-OF-WAY OF EXISTING LOS CERRITOS WETLANDS AUTHORITY (LCWA) SITE.

IN 2 YEARS:



ADDITION OF NEW BLOCK WALL AROUND SITE, STREETSCAPE PLANTING, AND PUBLIC SIDEWALK.

IN 20 YEARS:



CONTINUING GROWTH OF STREETSCAPE PLANTING.

IN 40 YEARS:



CONTINUING GROWTH OF STREETSCAPE PLANTING.

-  Project Site Boundary
-  City Property Site Boundary
-  LCWA Site Boundary
-  Pumpkin Patch Site Boundary
-  Synergy Oil Field Site Boundary
-  Viewpoint Location

**CURRENT
CONDITION:**



VIEW FROM PUBLIC RIGHT-OF-WAY OF EXISTING OIL WELLS AND NON-NATIVE/INVASIVE PALMS.

IN 2 YEARS:



REMOVAL OF EXISTING PIPES AND NON-NATIVE/INVASIVE PALMS.

IN 20 YEARS:



REMOVAL OF SOME EXISTING OIL WELLS; REVEGETATING OF PREVIOUSLY DISTURBED WETLAND HABITAT.

IN 40 YEARS:



REMOVAL OF REMAINING EXISTING OIL WELLS AND POWERLINES; CONTINUING GROWTH OF WETLAND HABITAT.

-  Project Site Boundary
-  City Property Site Boundary
-  LCWA Site Boundary
-  Pumpkin Patch Site Boundary
-  Synergy Oil Field Site Boundary
-  Viewpoint Location

BEFORE :



Figure 3.1-11
View 8: View from the San Gabriel River Bike Trail
Looking Northwest toward the Pumpkin Patch Site (Before)

-  Project Site Boundary
-  City Property Site Boundary
-  LCWA Site Boundary
-  Pumpkin Patch Site Boundary
-  Synergy Oil Field Site Boundary
-  Viewpoint Location

AFTER:



DEVELOPMENT OF PUMPKIN PATCH SITE; REMOVAL OF EXISTING NON-NATIVE/INVASIVE PALMS AND OIL WELLS FROM CITY SITE

-  Project Site Boundary
-  City Property Site Boundary
-  LCWA Site Boundary
-  Pumpkin Patch Site Boundary
-  Synergy Oil Field Site Boundary
-  Viewpoint Location

BEFORE:



Figure 3.1-13
View 9: View from Pacific Coast Highway
Looking East toward the Pumpkin Patch Site (Before)

- Project Site Boundary
- City Property Site Boundary
- LCWA Site Boundary
- Pumpkin Patch Site Boundary
- Synergy Oil Field Site Boundary
- Viewpoint Location

AFTER:



-  Project Site Boundary
-  City Property Site Boundary
-  LCWA Site Boundary
-  Pumpkin Patch Site Boundary
-  Synergy Oil Field Site Boundary
-  Viewpoint Location

BEFORE:



SOURCE: Urban Arena, 2016

Long Beach Cerritos Wetland . 150712

Figure 3.1-15
View 10: View from Pacific Coast Highway
Looking North toward the Pumpkin Patch Site (Before)

-  Project Site Boundary
-  City Property Site Boundary
-  LCWA Site Boundary
-  Pumpkin Patch Site Boundary
-  Synergy Oil Field Site Boundary
-  Viewpoint Location

AFTER:



Figure 3.1-16
View 10: View from Pacific Coast Highway
Looking North toward the Pumpkin Patch Site (After)

Draft Southeast Area Specific Plan

Priority 3. View preservation. Preserve views of the hills and mountains and maintain the scenic environment through control of building placement and/or height.

Priority 5. Use signage, landscaping, or the design of new development to clearly delineate the entrances to Long Beach and the SEASP area from Orange County and/or SR-22.

Priority 6. Public Access to Open Space. Improve public access to the marina, waterways, wetlands, and parks.

Scenic Routes Element

Adopted by the City of Long Beach in 1975, the Scenic Routes Element is a component of the City's General Plan that addresses the subject of aesthetics and design (City of Long Beach 1975). The element emphasizes criteria, standards, and proposed alignment of urban routes for local designation in a further refinement of the State's Guidelines on Scenic Highways. Four suggested scenic automobile routes and one scenic bicycle route are presented in the element. In the project vicinity, this includes PCH, which is also eligible as a State and County Scenic Highway.

City of Long Beach Local Coastal Program

In order to mitigate and upgrade adverse conditions of existing oil sites and new drilling sites located in the coastal zone and impacting residential cities, the Local Coastal Program proposes the following policies and measures that the protect visual quality in the surrounding area.

- A. Upon application for a permit, a detailed landscaping, irrigation and fencing plan shall be submitted and must meet with the approval of the Department of Planning and Building and the Bureau of Parks.
- B. Specific requirements for landscaping, etc., shall be:
 1. Fencing shall be of masonry and gates shall be of solid wood.
 2. Landscaping shall include trees, not less than 15 gallons in size; shrubs not less than 5 gallons in size; suitable ground cover; all maintained in a neat and healthy condition so as to screen and conceal equipment.
 3. Landscaped areas shall be watered with a fully automatic irrigation system.
 4. Applicant shall be required to implement the approved plan at the time of site preparation prior to drilling in areas where they are required, curbs, sidewalks, and landscaped parkways shall be installed.
 5. All gathering and injection lines outside any walled areas must be buried.
 6. All production shall be transported from any new site by buried pipeline. On existing sites measures must be instituted wherever possible to convert to pipeline transportation.
 7. The number of tanks shall be kept to a minimum and new tanks shall be installed so that height of the tank does not exceed 10 feet above grade level.
 8. The use of above ground storage tanks in residential areas in service on August 1, 1979, may be continued provided sites are enclosed by a 6-foot-high masonry all and trees of adequate size to screen them from public view and do not adversely affect the aesthetic value of surrounding property, implement as soon as possible.
 9. Tanks must be maintained and painted on a regular basis.

10. Existing production sites within residential areas shall comply with landscaping, wall, sidewalk, and setback requirements within the minimum legally possible amortization period.
11. Permittees who are also owners of a fee simple interest: in the land on which abandoned wells are located shall not be exempt from land restoration and clean-up when wells are abandoned in residential areas.

3.1.4 Analysis of Impacts

This section describes the impact analysis relating to aesthetics for the proposed project. It describes the methods and applicable thresholds used to determine the impacts of the proposed project.

3.1.4.1 Significance Criteria

CEQA Guidelines Appendix G provides that a project would have a significant aesthetic impact if it would:

- 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; or
- Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area.

3.1.4.2 Methodology

The analysis identifies potential temporary impacts from the proposed construction and restoration activities and permanent post-restoration effects of the proposed project on aesthetic resources, as seen from publicly accessible roads, bike trails, and other sensitive observer points, as identified in Figure 3.1-1 through Figure 3.1-16. Project elements are evaluated on the basis of visual simulations,²¹ technical expertise, and familiarity with the project area to determine the potential of the project to result in impacts to aesthetic resources using the significance criteria provided above. Projects can result not only in direct impacts on readily identifiable scenic resources, amenities, or features, but also in indirect effects on the visual quality or character of an area. The approach to evaluating the effect of this project under each criterion is described below:

1. ***Have a substantial adverse effect on a scenic vista:*** This criterion applies only to projects that would be located on or disrupt access to a scenic vista or result in visual changes within its viewshed. Scenic vistas may be officially recognized or designated (e.g., within local planning documents) or they may be informal in nature (e.g., mountain peaks or coastal bluffs). A project's effect would be considered substantial if it would appreciably damage or remove the visual qualities that make the view unique, unobstructed, and/or exemplary.
2. ***Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway:*** Damage to a scenic resource is substantial when it is reasonably perceptible to affected viewers and when it appreciably degrades one or more of the aesthetic qualities that contributes to a scenic setting. The presence of and potential damage to scenic resources in this analysis is considered along with project-related effects on the existing visual character and quality of a site or surroundings within the Caltrans scenic highway program.

²¹ The grading and planting plans in the visual simulations are conceptual and modifications may be made as they are finalized, such as changes to the specific type of native plants to be installed.

3. ***Substantially degrade the existing visual character or quality of the site and its surroundings:*** This criterion applies to all locations where a project would result in either temporary or permanent visual change. A project is considered to “substantially degrade” the visual character or quality of a site if it would have a strongly negative influence on the public’s experience and appreciation of the visual environment. As such, visual changes always are considered in the context of a site or local’s visual sensitivity. Visual changes caused by a project are evaluated in terms of the impact on visual contrast with the area’s predominant landscape elements and features, the dominance in views relative to other existing features through implementation, and the degree to which the project elements could block or obscure views of aesthetically pleasing landscape elements. Visual changes also are evaluated in terms of potential damage to or removal of features of the natural or built environment that contribute to a scenic public setting. The magnitude of visual change that would result in a significant impact (i.e., substantial degradation) is influenced by its degree or permanence, and is inversely related to the visual sensitivity of a site.
4. ***Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area:*** This criterion applies to projects that require nighttime lighting, or that involve structures or finishes that could create substantial glare.

As stated in Chapter 1, *Introduction*, on April 28, 2016, the City sent an NOP/IS to responsible, trustee, and federal agencies, as well as to organizations and individuals potentially interested in the project to identify the relevant environmental issues that should be addressed in the EIR. One comment was received by the California Coastal Commission regarding the views of the site. This comment regarding viewpoints and visual simulations is addressed below. No other issues related to aesthetics were identified in the received comments.

3.1.4.3 Impact Evaluation

Impact AES-1: The project would not have a substantial adverse effect on a scenic vista. (Less than Significant)

Scenic vistas in the area include views of the Los Cerritos Wetlands complex, Los Cerritos Channel, Steamshovel Slough, and San Gabriel River in the fore- and middle-ground with the San Gabriel Mountains rising in the background.

Construction

Synergy Oil Field Site

Construction on the Synergy Oil Field site would include (1) the removal of all existing pipeline and tanks; (2) plugging and abandonment of oil wells; (3) remediation and restoration around removed and/or abandoned pipelines, tanks, and wells; (4) construction of a berm on the south side of Steamshovel Slough; (5) restoration of wetlands on the northern portion of the Synergy Oil Field site; and (6) relocation of visitors center and construction of parking lot, picnic facilities, and trail. Scenic vistas in and around the project site include the Los Cerritos Wetland complex, Steamshovel Slough, and Los Cerritos Channel.

The proposed restoration activities on the northern portion of the Synergy Oil Field site, within the Los Cerritos Wetland complex and adjacent to the Steamshovel Slough and Los Cerritos Channel, would temporarily alter scenic vistas as seen from areas surrounding the project site. Similarly, views of the southern portion of the site would temporarily be altered during construction activities, including removal of oil wells and restoration of areas around oil wells. Potential visible restoration and construction activities could include earth moving and construction equipment and materials, stockpiled soil fill, visible dust plumes, and debris piles, which could partially obscure scenic vistas when viewed in close proximity to the site. In addition, views

of scenic vistas from public roads surrounding the site, including PCH, 2nd Street, and Studebaker Road, could be affected by the restoration and construction activities; however, views from these roadways are from the same elevation as the project site and, thus, any restoration and construction work viewed from these roads would be seen in the foreground views and restoration and construction activities would not block or obscure broader views of background scenic vistas, such as those of the San Gabriel Mountains. Furthermore, all restoration and construction activities on the Synergy Oil Field site would be temporary in nature and, thus, would not permanently alter a scenic vista. Therefore, impacts on scenic vistas, including the Los Cerritos Wetlands complex, Los Cerritos Channel, and Steamshovel Slough, on the Synergy Oil Field site during construction would be less than significant.

City Property Site

Construction on the City Property site would include (1) the removal of all existing pipeline and tanks; (2) plugging and abandonment of oil wells; (3) remediation and restoration around removed and/or abandoned pipelines, tanks, and wells; and (4) construction of new aboveground oil and utility pipelines, which would connect to the Pumpkin Patch and LCWA sites. While the City Property site is within the Los Cerritos Wetlands complex, it is currently developed with oil wells and infrastructure and contains non-native species which degrade the quality of the scenic vista in this portion of the wetlands.

The proposed construction and remediation activities proposed on this site would temporarily alter the conditions on the site as viewed from areas surrounding the project site, including the bike path on the San Gabriel River and 2nd Street. Potential visible construction and remediation activities could include earth moving and construction equipment and materials, stockpiled soil fill, visible dust plumes, and debris piles, which could partially obscure scenic vistas when viewed in close proximity to the site. While views of this work could potentially be seen in the foreground from the San Gabriel River and 2nd Street, construction and remediation activities would not block or obscure broader views of background scenic vistas, such as those of the San Gabriel Mountains. Furthermore, all construction and remediation activities on the City Property site would be temporary in nature and, thus, would not permanently alter a scenic vista. Therefore, impacts on scenic vistas, including the Los Cerritos complex, on the City Property site during construction would be less than significant.

Pumpkin Patch Site

Construction on the Pumpkin Patch site would include (1) site clearing and grading, including grading of approximately 5 acres; (2) construction of the office building, warehouse, 48-space parking lot, and 18-foot-high perimeter wall along PCH, Studebaker Road, and the San Gabriel River; (3) construction of three oil well cellars on the center portion of the site and drilling of 50 wells with a 160-foot-high drilling rig; (4) installation of approximately 2,500 feet of pipeline to connect to the LCWA site; and (5) construction of oil facility infrastructure including two tanks, gas compression systems, utility systems, off-spec systems, and water treatment systems. While the Pumpkin Patch site is not within the Los Cerritos Wetlands complex, it is adjacent to the San Gabriel River and, thus, is within the viewshed of a scenic vista.

The proposed construction and remediation activities proposed on this site would temporarily alter the conditions on the site as viewed from areas surrounding the project site, including the bike path on the San Gabriel River and PCH (State and County eligible scenic highway). Potential visible construction activities could include earth moving and construction equipment and materials, stockpiled soil fill, visible dust plumes, debris piles, and the well drilling rig, which could partially obscure scenic vistas when viewed in close

proximity to the site. In terms of construction scheduling, construction of the perimeter wall would be one of the first structures built on the site in year two and once the walls are completed, views of a majority of the construction activities would no longer be visible. The remaining views of the site would be obstructed in Year 3 when the office building and warehouse are constructed. The views looking toward the Pumpkin Patch site from the San Gabriel River Bike Trail would include views of the San Gabriel River in the foreground and the site and construction activities in the middleground. Views of the San Gabriel River, which is considered the scenic vista, would not be obstructed. Furthermore, given that construction would occur in the middleground, background views of the San Gabriel Mountains would remain unobstructed. Thus, views from the San Gabriel River Bike Trail of a scenic vista would not be adversely affected.

Views from PCH looking east and southeast towards the Pumpkin Patch site is currently obstructed by a chain-link fence with matting to block views of the site, as shown in Figure 3.1-13. In addition, the street is slightly raised over the project site and, thus, there is no view of the San Gabriel River beyond the site. Furthermore, the elevation of the San Gabriel River is below that of the Pumpkin Patch site and, as such, even if the fence were removed views of the scenic vista would be obstructed from this location. Given the already obstructed views of San Gabriel River, construction activities would not have an adverse effect on a scenic vista. Therefore, impacts on scenic vistas, including the San Gabriel River, from the Pumpkin Patch site during construction would be less than significant.

LCWA Site

Construction on the LCWA site would include (1) site clearing and grading, (2) construction of the process area, (3) construction of three oil well cellars, (4) construction of three gas turbines for power generation and drilling of new wells (up to a maximum of 70) with a 160-foot-high drilling rig, (5) construction of two tanks, and (6) construction of an 18-foot-high perimeter wall. The LCWA site is not within the Los Cerritos Wetlands complex or located within the viewsheds of the Los Cerritos Channel or the San Gabriel River and is, therefore, not considered a scenic vista; however, distant views of the San Gabriel Mountains can be viewed from the roadways surrounding the project site, including Westminster Avenue (2nd Street) and Studebaker Road.

Potential visible restoration and construction activities could include earth moving and construction equipment and materials, stockpiled soil fill, visible dust plumes, debris piles, and the wells drilling rig, which could partially obscure scenic vistas when viewed in close proximity to the site. In terms of construction scheduling, construction of the perimeter wall would be one of the first structures built on the site; therefore, once the walls are completed, views of a majority of the construction activities would no longer be visible. While views of this work could potentially be seen in the foreground from the Studebaker Road and Westminster Avenue, construction and remediation activities would not block or obscure broader views of background scenic vistas, such as those of the San Gabriel Mountains. Therefore, construction on this site would not have an adverse effect on a scenic vista, and impacts would be less than significant.

Operation

Synergy Oil Field Site

During operation, the northern portion of the Synergy Oil Field site would be permanently restored to its natural wetland state and invasive species, such as palm trees, would be removed. There would be a permanent berm on the south side of Steamshovel Slough, which would protect the southern half of the site from sea level rise. The visitors center would be permanently relocated approximately 427 feet southwest of its current

location and would be raised to address potential impacts from sea-level rise. In addition, a parking lot, overlook terrace with picnic facilities, and a trail would be connected to the visitors center. Overall, once restoration and removal and/or abandonment of the oil production facilities are complete, the site would return to a more natural state as viewed from the surrounding areas. Existing oil production facilities and invasive species would be removed and native vegetation and wetland areas would be restored. Thus, these activities would enhance the scenic vista of the Los Cerritos Wetlands. As described above, the Bixby Ranch Field Office structure, which would become the visitors center, is eligible for listing in the California Register under Criterion 3 and Criterion 1 and, thus, is considered a historic resource for the purposes of CEQA. As shown in Figure 3.1-5, a view of this structure would be visible from 2nd Street. While the visitors center would be moved to a more prominent location closer to 2nd Street and raised by approximately 5 feet, as a CEQA historic resource it is considered a valued landscape feature and, thus, would enhance the existing Los Cerritos Wetlands complex scenic vista. Given the enhanced features that would improve the Synergy Oil Field site, the proposed project's impact on the scenic vista of the Los Cerritos Wetlands would be beneficial.

City Property Site

After construction is complete, there would be an aboveground pipeline corridor with an 18-inch-high protective berm traversing the site between the Pumpkin Patch and LCWA sites. Upon completion of well removal and/or abandonment, areas in which wells were located would be remediated. No further operational activities would take place on the site besides pipeline maintenance and inspection. Given that the pipeline would be within an 18-inch-high berm, views from the San Gabriel River Bike Trail to the south and 2nd Street to the north would remain relatively unchanged from existing conditions. In addition, scenic vista views, including background views of the San Gabriel Mountains and foreground views of the San Gabriel River would not be altered. Therefore, impacts on scenic vistas on the City Property site during operation would be less than significant.

Pumpkin Patch Site

During operation, the Pumpkin Patch site would have a fully operational oil production facility. An 18-foot-high screen wall would surround the site Studebaker Road, PCH, and the San Gabriel River. In addition, a 10-foot-high wall would be installed along the eastern boundary of the site along the 100-foot buffer separating the oil operations area from the wetland habitat area. Landscaping would buffer the screen wall from the street and an entry monument would be installed at the corner of the site at PCH to enhance the entry into Long Beach. The screen wall would abut the new office building and warehouse. As described above, views looking toward the Pumpkin Patch site from the San Gabriel River Bike Trail would include views of the San Gabriel River in the foreground and the site in the middleground. Views of the San Gabriel River, which is considered a scenic vista, would not be obstructed from the San Gabriel River Bike Trail, as shown in Figure 3.1-12. Views from PCH looking east and southeast towards the Pumpkin Patch site are currently obstructed by a chain-link fence with matting to block views of the site, as shown in Figure 3.1-11. Thus, there is no view of the San Gabriel River beyond the site. As viewed from PCH, the proposed project would have views of the landscaping in the foreground, the office building in the middleground, and the 18-foot-high screen wall in the background. A 160-foot-high drilling rig would be on site for the first approximately 10 years while the wells are being drilled; however, the drilling rig would move from well location to well location and would not be a permanent fixture. A 120-foot-high workover rig would be brought on site on a temporary basis in the future when workover of the oil wells is required; however, as described above, the elevation of the San Gabriel River is below that of the Pumpkin Patch site and, as such, views of the scenic vista are permanently

obstructed from this location under existing conditions. Given the already obstructed views of San Gabriel River, operational activities would not have an adverse effect on a scenic vista. Therefore, impacts on scenic vistas on the Pumpkin Patch site during operation would be less than significant.

LCWA Site

During operation, the LCWA site would have a fully operational oil production facility. A 160-foot-high drilling rig would be on site for the first approximately 10 years while the wells are being drilled; however, the drilling rig would move from well location to well location and would not be a permanent fixture. A 120-foot-high workover rig would be brought on site on a temporary basis in the future when workover of the oil wells is required. A 10-foot-high screen wall would surround the site and landscaping would buffer the screen wall from the street. As described above, the LCWA site is not within the Los Cerritos Wetlands complex or located within the viewsheds of the Los Cerritos Channel or the San Gabriel River and is, therefore, not considered a scenic vista; however, distant views of the San Gabriel Mountains can be viewed from the roadways surrounding the project site, including Westminster Avenue (2nd Street) and Studebaker Road. As viewed from the surrounding roadways, the facilities on the LCWA site would be in the foreground and middleground and, thus, would not block background views of the San Gabriel Mountains. Therefore, operational activities on this site would not have an adverse effect on a scenic vista, and impacts would be less than significant.

Mitigation Measures: None required.

Significance Determination: Less than Significant.

Impact AES-2: The project would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. (Less than Significant)

As described above, PCH has been identified by Caltrans as an “Eligible State Scenic Highway,” but has not been designated as an Official State or County Scenic Highway (Caltrans 2016). Both the Synergy Oil Field and Pumpkin Patch sites are visible from PCH; however, given the disturbed and undeveloped nature of the Pumpkin Patch site, there are no scenic resources on the site. Scenic resources on the Synergy Oil Field site include the Bixby Ranch Field Office (visitors center), Steamshovel Slough, and the remaining wetland areas north of the slough. As shown in Figure 3.1-2, none of these scenic resources on the site is visible from PCH, nor would any of these scenic resources be damaged as a result of the proposed project. Furthermore, construction and operation of the proposed project would remove non-native invasive plant species and oil production facilities, which would enhance the scenic value of the project site. Given that no scenic resources would be damaged within a state scenic highway, impacts would be less than significant.

Mitigation Measures: None required.

Significance Determination: Less than Significant.

Impact AES-3: The project would not result in substantial degradation of the visual character or quality of the site. (Less than Significant with Mitigation)

Construction

Synergy Oil Field Site

As described above, construction on the Synergy Oil Field site would include the removal and remediation of oil production facilities, the restoration of wetlands, and the relocation of visitors center and construction of associated facilities. Changes in the visual character and quality of the Synergy Oil Field site during construction could include various construction vehicles, materials storage areas, waste and pipe disposal bins, and staging areas for grading excavation. While the construction activities would alter the general character and quality of the Synergy Oil Field site, Mitigation Measure AES-1, below, would serve to relieve the visual distractions typically associated with construction activities and commonly encountered in developed areas, particularly during excavation and foundation construction. This mitigation would also serve to reduce the potential for construction equipment traveling along local roadways and inadvertently depositing dirt and debris on the streets by requiring the staging of all construction equipment on the project site and reducing the amount of mud and debris that leaves the site. With implementation of this mitigation measure, construction activities would not result in degradation of the visual character or quality of the Synergy Oil Field site and impacts would be less than significant.

City Property Site

As described above, construction on the City Property site would include the removal and remediation of oil production facilities and construction of new aboveground oil and utility pipelines, which would connect to the Pumpkin Patch and LCWA sites. While the construction activities would alter the general character and quality of the City Property site, these visual conditions would be temporary in nature. Furthermore, the only public views of the City Property site are from the San Gabriel River Bike Trail and 2nd Street and, given the broad size of the City Property site, much of the construction activities would be shielded from view. Nevertheless, Mitigation Measure AES-1 would be implemented on the City Property site to relieve the visual distractions typically associated with construction activities and commonly encountered in developed areas. With implementation of this mitigation measure, visual character impacts associated with construction of the City Property site would be reduced to a less-than-significant level.

Pumpkin Patch Site

As described above, construction on the Pumpkin Patch site would include the construction of oil production facilities, including an office and warehouse, and associated infrastructure. In addition, a 160-foot-high drill rig would be located on site for well drilling. In order to minimize noise and visual impacts during drilling, the drilling rig would be enclosed in a camouflaged sound-abatement shell; an example is provided in Figure 2-25, Example of Encased Drill Rig. While construction activities would temporarily alter the visual character of the site, Mitigation Measure AES-1 would be implemented on the Pumpkin Patch site to relieve the visual distractions typically associated with construction activities and commonly encountered in developed areas. With implementation of this mitigation measure, visual character impacts associated with construction of the Pumpkin Patch site would be reduced to a less-than-significant level.

LCWA Site

As described above, construction on the LCWA site would include the construction of oil production facilities and associated infrastructure and the construction of a micro-grid energy system. Similar to the Pumpkin Patch site, a 160-foot drill rig would be located on site for well drilling. After the drilling is completed, the drill rig would be removed from the site. In order to minimize noise and visual impacts during drilling, the drilling rig would be enclosed in a camouflaged sound-abatement shell; an example is provided in Figure 2-25. While construction activities would temporarily alter the visual character of the site, Mitigation Measure AES-1 would be implemented on the LCWA site to relieve the visual distractions typically associated with construction activities and commonly encountered in developed areas. With implementation of this mitigation measure, visual character impacts associated with construction of the LCWA site would be reduced to a less-than-significant level.

Operation

The following analysis discusses the visual character and quality of the project site based on visual simulations that depict existing and future views of the proposed project. As shown in Figure 3.1-1, Visual Simulations Key Viewpoint Map, 11 viewpoints representing public views of the project site have been chosen. As shown in Figure 3.1-3 through Figure 3.1-16, on pages 3.1-10 through 3.1-24, each viewpoint contains a photo of an existing view and future views of conditions under the proposed project.

Synergy Oil Field Site

View 1: View from Pacific Coast Highway Looking Northeast toward the Synergy Oil Field Site

As shown on Figure 3.1-2, the existing long-range view from PCH looking east towards the Synergy Oil Field site would include non-native habitat in the foreground, non-native invasive palms and oil wells in the middleground, and structures associated with the AES Alamitos Power Plant in the background. Within 2 years of project implementation, all non-native invasive palms in the middleground would be removed from the project site and non-native plant species would begin to be removed and approximately 95 percent of aboveground pipelines and all tanks would be removed from the Synergy Oil Field site.

Within 20 years of the New Occupancy Date, 50 percent of the wells from the Synergy Oil Field and City Property sites would be removed and/or abandoned per the DOGGR regulations. The exact number of wells that would be removed from each site is wholly dependent upon their production capabilities. As shown in Figure 3.1-2, the removal of the oil wells and associated pump equipment from the Synergy Oil Field site would allow for a broader panoramic view of the surrounding area. In the middle ground, views of the restored wetlands and associated vegetation would replace existing views of non-native palm trees and oil wells and pumps located on the Synergy Oil Field site.

Within 40 years, all oil production equipment would be completely plugged and abandoned or removed from the project site, and the native salt marsh species and vegetation would continue to grow and would be visible from PCH. Therefore, the proposed project would restore views of the Synergy Oil Field site portion of the Los Cerritos Wetland complex and would improve views of the surrounding areas. The proposed project would not alter or degrade the scenic quality of the view; instead it would enhance the quality and character of the project site as seen from PCH looking east. Given these improvements, impacts to the visual character of the Synergy Oil Field site as seen from View 1 would be less than significant.

View 2a: View from 2nd Street Looking North toward the Synergy Oil Field Site

As shown in Figure 3.1-3, the existing long-range view from 2nd Street looking north towards the Synergy Oil Field site would include views of non-native habitat and a pipeline in the foreground, power poles and wells in the middleground, and the Bixby Ranch Field Office building and associated oil production structures in the background. Behind these structures are limited views of the AES Alamitos Power Plant. Within 2 years of project implementation, the aboveground pipelines in the foreground would be removed from the project site and non-native invasive palms would be removed from the middleground. The Bixby Ranch Field Office building and associated oil production facilities would remain on site in the background, but the office building would be relocated in its entirety approximately 427 feet southwest of its current location following Year 2. The pad on which the Bixby Ranch Field Office building would be relocated would be raised approximately 5.5 feet to provide protection from the potential of future sea level rise. In addition, a surface parking lot, an overlook terrace with picnic facilities, and a trail would be constructed adjacent to the relocated visitors center. Within 20 years, native tree plantings, other native vegetation and habitat, and the picnic facilities would be visible from PCH and plugging and abandonment or removal of all oil field production equipment would be complete. At project buildout, after 40 years, the proposed project would include the removal of all power lines that traverse the project site, which would enhance the view of the Synergy Oil Field portion of the Los Cerritos Wetland complex. In addition, native trees would be fully grown. The changes proposed as a part of the project would serve to enhance the scenic value and views of the Los Cerritos Wetland complex and would improve the visual character and quality of the project site. Given these improvements, impacts to the visual character of the Synergy Oil Field site as seen from View 2a would be less than significant.

View 2b: View from 2nd Street Looking North toward the Synergy Oil Field Site

As shown in Figure 3.1-4, the existing long-range view from 2nd Street looking north towards the Synergy Oil Field site would include views of a barbed wire fence and non-native habitat in the foreground, power poles in the middleground, and the Bixby Ranch Field Office building and associated oil production structures, including tanks and wells, in the background. As shown in Figure 3.1-5, the Bixby Ranch Field Office structure would be relocated as the visitors center and raised 5 feet to the middleground of the viewpoint. There would be a parking lot and roadway to the left of the visitors center that is partially shielded by vegetation. Overall, both the parking lot and roadway would blend in with the natural landscaping of the site. Thus, the changes proposed as a part of the project would serve to enhance the scenic value and views of the Los Cerritos Wetland complex and would improve the visual character and quality of the project site. Given these improvements, impacts to the visual character of the Synergy Oil Field site as seen from View 2b would be less than significant.

View 3: View from Studebaker Road Looking West toward the Synergy Oil Field Site

As shown in Figure 3.1-6, the existing long-range view from Studebaker Road looking west towards the Synergy Oil Field site would include views of bushes in the foreground, non-native invasive palms and habitat in the middleground, and distant views of power poles and oil production facilities in the background. Within 2 years of project implementation, existing non-native, invasive palm trees and habitat that are scattered throughout the Synergy Oil Field site would be removed and native species planting would occur. This would increase the quality of the scenic vista as seen from Studebaker Road, as it would provide enhanced views of the native vegetation and wetlands restoration on the northern 76.52-acre portion of the site. Within 20 years and at project buildout within 40 years, the native vegetation and wetland habitat would continue to grow,

which would restore and enhance the visual character and quality of the Los Cerritos Wetland complex. Given these improvements, impacts to the visual character of the Synergy Oil Field site as seen from View 3 would be less than significant.

View 4: View from Loynes Drive Looking South toward the Synergy Oil Field Site

As shown in Figure 3.1-7, the existing long-range view from Loynes Drive looking south towards the Synergy Oil Field site would include views of the Los Cerritos Channel in the foreground, the northern portion of the Synergy Oil Field site in the middleground, and distant views of development in the background. The proposed project would remove all non-native, invasive palm trees from the Synergy Oil Field site within 2 years of project implementation. In addition, restoration of the northern portion of the Synergy Oil Field site would commence. Within 20 years of project implementation, the existing chain-link fence that borders the northern boundary of the site would be removed, which would further enhance views of the project site from across Loynes Drive. Within 40 years, the restoration of vegetation and growth of wetland habitat would serve to enhance the existing scenic views of this portion of the Los Cerritos Wetland complex. Given these improvements, impacts to the visual character of the Synergy Oil Field site as seen from View 4 would be less than significant.

LCWA Site

View 5: View from Studebaker Road Looking East toward the LCWA Site

As shown in Figure 3.1-8, the existing view from Studebaker Road facing east towards the LCWA site would include views of the road in the foreground, earthen berm with trees in the middleground, and non-native invasive palms in the background. Within 2 years of project implementation, the proposed project would introduce streetscape and landscape features, including the introduction of a pedestrian sidewalk around the site, streetscape planting, and a new block wall around the perimeter of the LCWA site. The streetscape planting would consist of a variety of trees and shrubs that would be planted between the public sidewalk and new block wall. Within 20 and 40 years of project implementation, this viewshed would experience continued growth of the streetscape plantings, which would provide a natural buffer and obscure views of the block wall. As illustrated in this view, the proposed streetscape improvements would be the prominent focal point and would be visible to travelers on Studebaker Road. The motorists' exposure to a viewshed is limited in duration. Since these motorists are transient, the sensitivity to change in the viewshed is considered low to moderate. Currently, motorists see assorted ornamental vegetation and an earthen berm on the LCWA site. Compared to existing conditions, project implementation would enhance the visual quality of the LCWA site from viewers traveling along Studebaker Road. Occasionally, a 120-foot workover rig may be utilized on site as required for well maintenance. The collapsible workover rig would be stored on site and would only be visible to the public when in use. When visible, the view of the workover rig would not substantially degrade the overall aesthetic character or quality of this viewshed. Given the overall project improvements, and the intermittent visibility of on-site maintenance equipment, impacts to the visual character of the LCWA site as seen from View 5 would be less than significant.

View 6: View from Westminster Avenue (2nd Street) Looking North toward the LCWA Site

As shown in Figure 3.1-9, the existing view from Westminster Avenue (2nd Street) facing east towards the LCWA site would include views of the road in the foreground, earthen berm with trees and power poles in the middleground, and non-native invasive palms in the background. Within 2 years the proposed project would introduce streetscape and landscape features, including the introduction of a pedestrian sidewalk around the

site, streetscape planting, and a new block wall around the perimeter of the LCWA site. As described above in View 5, the streetscape plants would be comprised of a variety of street trees and smaller shrubs that would enhance the pedestrian experience, as well as provide a natural buffer to the new block wall. As illustrated in this view, the proposed streetscape improvements would be the prominent focal point and would be visible to both east and westbound travelers on Westminster Avenue. As described above, the motorists' exposure to a viewshed is limited in duration. Since motorists are transient, the sensitivity to change in the viewshed is considered low to moderate. Compared to existing conditions, project implementation would enhance the visual quality of the LCWA site from viewers traveling along Westminster Avenue. Occasionally, a 120-foot-high workover rig may be utilized on site as required for well maintenance. The collapsible workover rig would be stored on site and would only be visible to the public when in use. Given the improvements, impacts to the visual character of the LCWA site as seen from View 6 would be less than significant.

City Property Site

View 7: View from 2nd Street Looking South toward the City Property Site

As shown in Figure 3.1-10, the existing long-range view from 2nd Street looking south toward the City Property site provides a view of disturbed vegetation and pipeline infrastructure in the foreground, a dirt road, non-native invasive palms, and oil production wells and infrastructure in the middleground, and non-native invasive palms in the background. Within 2 years of project implementation, the pipeline infrastructure in the foreground and non-native invasive palm trees throughout the site would be removed. Within 20 years of project implementation, approximately 50 percent of existing oil wells and related infrastructure would be plugged and abandoned and/or removed and the areas surrounding these facilities would be remediated and/or revegetated. By Year 40, the abandonment of the remaining oil wells and removal of the pumps would be complete and the areas surrounding these facilities would be remediated and/or revegetated. Overall, the City Property site would appear less developed the visual character and quality of the site would improve. Given the improvements, impacts to the visual character of the City Property site as seen from View 7 would be less than significant.

Pumpkin Patch Site

View 8: View from the San Gabriel River Bike Trail Looking Northwest toward the Pumpkin Patch Site

As shown in Figure 3.1-11, the existing long-range view from the San Gabriel River Bike Trail looking northwest toward the Pumpkin Patch site provides a view of the San Gabriel River in the foreground, non-native habitat and structures in the middleground, and obstructed views of the background. As shown in Figure 3.1-12, views of the San Gabriel River in the foreground would not change with implementation of the proposed project. Additionally, a wall and landscape buffer would replace views of non-native habitat and existing structures in the middleground. Overall, development on the Pumpkin Patch site would generally be consistent with the existing character of the site and its surrounding. Thus, impacts to the visual character in the local vicinity as seen from View 8 would be less than significant.

View 9: View from Pacific Coast Highway Looking East toward the Pumpkin Patch Site

As shown in Figure 3.1-13, the existing long-range view from PCH looking east toward the Pumpkin Patch site provides a view of PCH in the foreground, a chain-link fence with matting and undeveloped land in the middle ground, and vegetation and development in the background. As shown in Figure 3.1-14, upon operation, views from this vantage would include a view of a two-story office building and a warehouse in the

distance, associated surface parking lot, and streetscape planting along the eastern side of PCH. In addition, there would be an 18-foot-high screening wall, which is hidden from view by the landscaping simulated on either side of the office building. The screen wall on the PCH frontage would connect to the back side of the office building and warehouse and would be buffered from the street by an approximately 30 feet wide vegetation buffer of trees and shrubs. The construction of the two-story office and adjacent 9,750-square-foot warehouse would replace existing views of vacant and disturbed land and chain-link fence. The two-story office building and adjacent warehouse would front PCH and would consist of modern architecture, utilizing contemporary architectural materials. Streetscape planting would include various shade trees and small shrubs that would serve as a natural buffer towards the project site. While implementation of the proposed project would obscure potential views from this vantage point, there are no significant scenic vistas in the background that would be substantially impacted by the two-story office, warehouse, and 18-foot-high perimeter screen wall. Furthermore, this type of development would be consistent with the commercial development that abuts the site to the north. Similar to the LCWA site, a 120-foot-high workover rig may be utilized as required for well maintenance. The collapsible workover rig would be stored on site and would only be visible to the public when in use. Given the overall visual character consistency with the nearby uses, and intermittent visibility of on-site maintenance equipment, impacts to the visual character on the Pumpkin Patch site as seen from View 9 would be less than significant.

View 10: View from Pacific Coast Highway Looking North toward the Pumpkin Patch Site

As shown in Figure 3.1-15, the existing long-range view from PCH looking north toward the Pumpkin Patch site provides a view of PCH in the foreground, undeveloped land in the middle ground, and commercial development in the background. As shown in Figure 3.1-16, upon operation, views from this vantage would include a view of a two-story office building and warehouse in the distance, streetscape planting along the eastern side of PCH, and an entry monument welcoming visitors to the City. In addition, there would be an 18-foot screening wall, which is hidden from view by the landscaping. The construction of two new structures and associated landscaping would replace existing views of vacant and disturbed land and chain-link fence. Background views of the commercial development would still be seen in the distance. The two-story office building and adjacent warehouse would front PCH and would consist of modern architecture, utilizing contemporary architectural materials. Streetscape planting would include various shade trees and small shrubs that would serve as a natural buffer towards the project site. Implementation of the proposed project would result in the obstruction of existing views of commercial uses and associated surface parking. The two-story office building and adjacent warehouse would be constructed out of contemporary architectural materials. While the construction of the office building would represent a substantial change to the existing low-scale pattern of the existing project site, it would complement the other low-rise commercial/retail buildings adjacent to the Pumpkin Patch site to the northwest. Similar to the LCWA site, a 120-foot workover rig may be utilized as required for well maintenance. The collapsible workover rig would be stored on site and would only be visible to the public when in use. Given the overall visual character consistency with the nearby uses, impacts to the visual character on the Pumpkin Patch site as seen from View 10 would be less than significant.

Summary

As shown in Figure 3.1-2 through Figure 3.1-16, and as supported by the accompanying discussions above, development of the proposed project would change views from public viewpoints; however, a majority of the viewpoints would be enhanced by the proposed project, and the overall visual character and quality of the site would increase with the restoration of native vegetation and wetland habitat and consolidation of oil

production facilities. With implementation of Mitigation Measure AES-1, to address potential visual quality impacts during construction on each of the four individual sites that comprise the project site, the construction period effects would be reduced to a less-than-significant level. Given the overall post-construction improvement in visual character across the four individual sites that comprise the project site, the proposed project would not degrade the existing visual character or quality of the project site or its surrounding, and impacts would be less than significant.

Mitigation Measure

Mitigation Measure AES-1: Construction contractors shall be required to strictly control the staging and cleanliness of construction equipment stored on the project site. Staging areas shall be screened from view at street level with solid wood fencing or green fence. Prior to the issuance of a building permit, the Applicant shall submit a Construction Staging, Access, and Parking Plan to the City of Long Beach Planning and Development Services Department for review and approval. Construction workers would be required to park on the Synergy Oil Field site and would be bussed to their respective construction site. Construction worker vehicles and work vehicles shall be kept clean and free of mud and dust before leaving the project site. Project contractors shall be required to sweep surrounding streets used for construction access on a daily basis to keep them free of construction-related dirt and debris.

Significance Determination: Less than Significant with Mitigation.

Impact AES-4: The project would not create a new source of substantial light or glare that would adversely affect day or night views in the area or that would substantially impact other people or properties. (Less than Significant with Mitigation)

Construction

Construction and restoration activities associated with the proposed project would create new sources of light or glare, as lighting would be used during early morning and evening work activities. Construction activities on the project site would occur during daylight hours, generally between 7:00 a.m. and 7:00 p.m., in compliance with LBMC Section 8.8.202, Construction Noise Regulations. Pursuant to LBMC Section 8.8.202, no construction related activity shall be conducted outside of the hours of 7:00 a.m. and 7:00 p.m. on weekdays and federal holidays, and outside of the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. No construction activities shall be permitted on Sundays. Thus, construction lighting would be limited to a few hours a day, with most lighting use occurring during hours when the project site is partially lighted by natural dusk conditions. A minimal amount of glare could result from reflection of sunlight off windows of trucks, but this would be negligible and would not affect daytime views in the area given that there are no light-sensitive uses near the project site. Construction lighting would be aimed toward the activity and would be mostly contained within the area where work would be occurring; however, construction lighting still could result in substantial light and glare during the evening on areas with direct views of the site if lighting is not controlled and directed appropriately.

Security lighting would be provided after hours on all construction sites, but this lighting would be minimal, restricted to the project site, and would not exceed the level of existing night lighting levels in urban areas. Mitigation Measures AES-2 would also ensure that security lighting does not pose undue light and/or glare. With implementation of Mitigation Measure AES-2, the proposed project's construction activities would not create a new source of substantial light or glare that would adversely affect day or night views in the area and impacts would be less than significant.

Operation

The proposed project would introduce new light sources associated with security, safety, and wayfinding. New sources of light would include the visitors center and associated parking lot at the Synergy Oil Field site; security and wayfinding lighting on the developed portions of the Pumpkin Patch site; and security and wayfinding lighting on the LCWA site. While the proposed project would introduce new sources of light, it should be noted that the four individual sites that comprise the project site are located in an urban environment. Thus, lighting is not unusual in the project vicinity. Nevertheless, in compliance with the standards set forth in the SEADIP (PD-1), all lighting would be directed downward and exterior lighting would be designed and located in such a way that it does not project off site or onto adjacent uses. Automatic timers would be programmed to maximize personal safety at night while conserving energy and would be reset seasonally to match the flux of dusk and dawn. In addition, the proposed project would be required to comply with LBMC Section 21.41.259, which requires that all parking area lighting be directed and shielded to prevent light spillover to adjacent properties. Compliance with these standards would be implemented through the City's development review and building plan check process and would ensure that impacts from light and glare are reduced to a less-than-significant level.

Mitigation Measure

Mitigation Measure AES-2: Lighting Plan. Prior to issuance of a grading permit for each site, a Lighting Plan for the site shall be developed and implemented that requires all exterior lighting to be directed downward and focused away from adjacent sensitive uses and habitats to encourage wayfinding and provide security and safety for individuals walking to and from parking areas.

Significance Determination: Less than Significant with Mitigation.

3.1.4.4 Cumulative Impacts

Given the flat topography of the project site, the geographic scope for the cumulative aesthetic impacts for the proposed project includes areas that would be located within publicly accessible viewshed of the project, those that are directly adjacent to one of the four individual sites that comprise the project site that could be seen together with the proposed project, assuming construction activities were to be concurrent. These projects would include infrastructure projects (highway, sewer, and harbor) and energy facility projects.

Construction

Scenic Vistas

As described above, scenic vistas considered in this analysis include the Los Cerritos Wetlands complex, Steamshovel Slough, Los Cerritos Channel, San Gabriel River, and the San Gabriel Mountains. Construction of the proposed project would not have an adverse effect on any of the scenic vistas. No projects have been identified adjacent to the project site that would cumulatively combine to have a substantial adverse effect on a scenic vista during construction activities. Thus, cumulative impacts on the identified scenic vistas would be less than significant.

Scenic Resources

As described above, PCH has been identified by Caltrans as an "Eligible State Scenic Highway," but has not been designated as an Official State or County Scenic Highway (Caltrans 2016). Both the Synergy Oil Field

and Pumpkin Patch sites are visible from PCH; however, given the disturbed and undeveloped nature of the Pumpkin Patch site, there are no scenic resources on the site and the scenic resources identified on the Synergy Oil Field site (Bixby Ranch Field Office, Steamshovel Slough, and the remaining wetland areas north of the slough) are not visible from PCH. Thus, the proposed project would not result in construction impacts on scenic resources within a scenic highway. No projects have been identified adjacent to either the Synergy Oil Field or Pumpkin Patch site that would cumulatively combine to have a substantial adverse effect on a scenic resource within a scenic highway during construction activities. Thus, cumulative impacts on scenic resources within a designated scenic highway during construction would be less than significant.

Visual Character and Quality

While construction activities would alter the general character and quality of the project site, Mitigation Measure AES-1 would serve to relieve the visual distractions typically associated with construction activities and would reduce the potential for construction related dirt and debris on nearby roadways. With implementation of this mitigation measure, the proposed project's visual character impacts would be reduced to a less-than-significant level. No projects have been identified adjacent to the project site that would cumulatively combine to substantially degrade the visual character and quality of the project site during construction activities. Thus, cumulative impacts on visual character and quality of the project site during operation would be less than significant.

Light and Glare

While the proposed project would create new sources of light and glare during construction activities, it would be required to comply with LBMC Section 8.8.202, Construction Noise Regulations, which would limit the hours of construction to primarily daytime hours. Thus, light and glare impacts from the proposed project during construction would be less than significant. No projects have been identified adjacent to the project site that would cumulatively combine to result in lighting impacts during construction activities. Thus, light and glare cumulative impacts during construction would be less than significant.

Operation

Scenic Vistas

During operation of the proposed project, existing oil production facilities and invasive species would be removed and native vegetation and wetland areas would be restored on the Synergy Oil Field and City Property sites and oil production facilities would be consolidated onto the Pumpkin Patch and LCWA sites. Overall these activities would not obstruct any of the scenic vistas and would likely enhance the scenic vista of the Los Cerritos Wetlands complex. Thus, impacts on scenic vistas on the project site during operation would be less than significant. No projects have been identified adjacent to the project site that would cumulatively combine to have a substantial adverse effect on a scenic vista during operational activities. Thus, cumulative impacts on the identified scenic vistas would be less than significant.

Scenic Resources

As described above, PCH has been identified as a state- and county-eligible scenic highway and both the Synergy Oil Field and Pumpkin Patch sites are visible from PCH. Given that no scenic resources have been identified that would be visible from PCH, the proposed project would not result in operational impacts on scenic resources within a scenic highway. No projects have been identified adjacent either the Synergy Oil

Field or Pumpkin Patch site that would cumulatively combine to have a substantial adverse effect on a scenic resource within a scenic highway during operation. Thus, cumulative impacts on scenic resources within a designated scenic highway during operation would be less than significant.

Visual Character and Quality

Development of the proposed project would change views from public viewpoints; however, a majority of the viewpoints would be enhanced by the proposed project, and the overall visual character and quality of the project site would increase with the restoration of native vegetation and wetland habitat and consolidation of oil production facilities and, thus, the proposed project would not degrade the existing visual character or quality of the project site or its surrounding, and impacts would be less than significant. No projects have been identified adjacent to the project site that would cumulatively combine to substantially degrade the visual character and quality of the project site during operation. Thus, cumulative impacts on visual character and quality of the project site during operation would be less than significant.

Light and Glare

While the proposed project would introduce new sources of light associated with security, safety, and wayfinding, it should be noted that the four individual sites that comprise the project site are located in an urban environment. Thus, lighting is not unusual in the project vicinity. In addition, the proposed project would be required to comply with SEADIP (PD-1), which requires all lighting to be directed downward and designed not to project off site or onto adjacent uses, and LBMC Section 21.41.259, which requires that all parking area lighting be directed and shielded to prevent light spillover to adjacent properties. Compliance with these standards would ensure that impacts from light and glare are reduced to a less-than-significant level. No projects have been identified adjacent to the project site that would cumulatively combine to result in lighting impacts during operation. Thus, the proposed project would not cumulatively combine to result in light and glare impacts and would be less than significant.

3.1.5 References

California Department of Transportation (Caltrans). 2016. State Scenic Highway System. Available at <http://www.dot.ca.gov/hq/tsip/gis/datalibrary/Metadata/ScenicHwys.html>, July 7.

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

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