IV.A AESTHETICS

1. INTRODUCTION

This section of the Draft EIR provides a discussion of the visual character of the Project Site and surrounding area and applicable laws and regulations associated with aesthetics, as well as an analysis of the potential effects resulting from implementation of the proposed Project.

2. ENVIRONMENTAL SETTING

Existing Conditions

Visual Character of the Project Site Vicinity

The Project Site is located within the neighborhood of Wrigley Heights near the western edge of the City of Long Beach. The Project Site is bordered by Interstate 405 (I-405) to the north, Golden Avenue to the east, Wardlow Road to the south, and Los Angeles River to the west. The surrounding area is characterized by a mix of residential development, open space, the Los Angeles River, and freeways. Figure IV.A-1: Existing Land Use Within 500 feet shows the surrounding land uses within 500 feet of the Project Site.

The Los Angeles River Trail along the west side of the Project site is a recreational trail available to pedestrians, bicyclists, and horses. West of the Los Angeles River is Interstate 710 (I-710) and additional residential development.

Two parks—Baker Street Park and Wrigley Heights Dog Park—are adjacent on the east side of the Project Site. Baker Street Park lies to the north of the Project Site and includes amenities such as a playground, concrete picnic tables and benches, and a walking path. The landscaping around the park includes native and drought-tolerant plants. The Wrigley Heights Dog Park is located south of the Project Site and includes an entry/vestibule area for unleashing or holding dogs when entering and leaving the park, trash receptacles, benches, and a water fountain. Few existing trees provide shade within and around the park and the ground consists of only mulch and no native plant species. A masonry wall lines the east side of the dog park adjacent to Golden Avenue and chain link fencing is situated around the additional perimeter of the park adjacent to Wardlow Avenue to the south and the Project Site to the west.

Across Golden Avenue east of the Project Site are one-story and two-story homes. Sidewalks exist east of the Project Site, immediately adjacent to the two-story residential homes and follow Golden Avenue up to Countryside Lane to the south and up to Baker Street to the north. Additional pedestrian walkways line the roads within the residential area to the east. Baker Street, Golden Avenue, and the roadways within the existing neighborhood consist of two lane streets with one-lane going in each direction. Countryside Lane adjacent to Golden Avenue contains one-way streets.
An existing traffic light is situated within the intersection of West Wardlow Road and Magnolia Avenue. Golden Avenue is connected to Magnolia Avenue to the west. Lighting within the area is provided by streetlights along Golden Avenue and within the existing Wrigley Heights neighborhood along the pedestrian walkways.

**Visual Character of the Project Site**

The Project Site is currently vacant and fenced with a mix of chain link fences, wooden fences, and hedges. Access to the Project Site is secured by chain link fence gates adjacent to Wardlow Road and Golden Avenue. The Project Site is currently only accessible through a gated, partially paved road connected to Baker Street and intersecting Golden Avenue. Baker Street Park, located to the northeast of the Project Site, includes a chain link fencing around the portion of the park which overlaps with the Project Site. Immediately upon entering through the gated access point to the west is a large concrete slab where the water treatment facility was located. This foundation includes chain link fencing around the perimeter and a chain link gate at the entrance. Continuing down the partially paved road, powerlines exist along the north parcel of the Project Site to the east of the entrance road. There are no paved roads within the existing Project Site and a gravel pathway lies adjacent to the Los Angeles River on the western portion of the Project Site.

The visual character of the Project Site is characterized by its vacant state, with portions of the Site being occupied by remnants of the water treatment facility, limited vegetation, bare dirt, a scattering of nonnative mature trees, and elevations on the property ranging from 20 to 40 feet. Refer to **Section IV.C: Biological Resources** for more information on vegetation within the Project Site. The vacant site contains remnants of the water treatment facility which was removed in 2000 and 2001. Existing infrastructure from the previous facility includes building foundations, roads, and underground pipes. The Project Site also contains two water treatment basins which presents themselves as large flat areas.

**Existing Views**

A viewshed is a geographic area composed of land, water, biotic, and/or cultural elements (i.e., visual resources) that may be seen from one or more viewpoints and has inherent scenic qualities and/or aesthetics value as determined by those who view it. The extent of a viewshed can be limited by a number of intervening elements, including trees and other vegetation, built structures, or topography such as hills and mountains. **Figure IV.A-2: Viewpoint Map Key** identifies the location of five existing viewpoints on and around the Project Site that were selected for analysis of the change in the visual character of surrounding area that would result from the Project. These viewpoints showcase the existing short-range views of the surrounding area, so that the visual character of the area can be addressed.
Legend:
- Project Site
- 500 ft Buffer
- Residential
- Open Space
- Multi-Family Residential
- Vacant Site

SOURCE: Google Earth - 2021

FIGURE IV.A-1

Existing Land Use Within 500 feet
Viewpoint 2 – Looking east along Baker Street

SOURCE: City of Long Beach - 2021
Viewpoint 3 – Looking west along extension of Baker Street

SOURCE: City of Long Beach - 2021

FIGURE IV.A-5
Viewpoint 4 – Looking north east from Wardlow Road

SOURCE: City of Long Beach - 2021
Viewpoint 5 – Looking north from pedestrian/bike path along the Los Angeles River

SOURCE: City of Long Beach - 2021
IV.A Aesthetics

View 1

Viewpoint 1, shown in Figure IV.A-3, depicts a southern view of the existing Golden Avenue roadway from about 173 feet south of the restricted entrance to the Project Site on Baker Street. This vantage point is representative of the existing view of motorists, bicyclists, or pedestrians traveling south down Golden Avenue. As shown in this figure, existing two-story residential development is located to the west of the roadway and the Project Site is on the east. There is parking located along both sides of Golden Avenue with an existing sidewalk to the east of the residences. There is no existing public infrastructure such as sidewalks or shade trees located to the west of the Project Site. Only a portion of a hedge can be seen shielding the Project Site from the roadway. Powerlines can be seen lining the sidewalk adjacent to the existing homes to the west of Golden Avenue.

View 2

Viewpoint 2, shown in Figure IV.A-4, depicts an easterly view of the existing Baker Street from the restricted entrance of the Project Site. This vantage point is representative of the existing view visible to a motorist, bicyclist, or pedestrian traveling east from the Project Site down Baker Street. As shown in this figure, Baker Street Park is located to the west of Baker Street and the existing two-story residential development is to the east. Baker Street Park provides a single handicapped parking space pictured in the figure adjacent to the park west of Baker Street. The park also includes a medium-sized grass area for recreational activities. Pedestrian access is provided by sidewalks to the west of the existing residences including shade trees. Continuing power lines exist to the east of the park and follow Baker Street north from this viewpoint.

View 3

Viewpoint 3, shown in Figure IV.A-5, depicts a westerly view of the existing partially paved road that is an extension of Baker Street within the restricted entrance of the Project Site. This vantage point is representative of the existing view of motorists, bicyclists, or pedestrians traveling west down Baker Street and past the gated entrance to the Project Site. As shown in this figure, some nonnative trees dot the Site and existing powerlines run along the existing roadway. There are chain link fences lining the perimeter of both sides of Baker Street. There is a staircase seen directly northeast from the Baker Street entrance where the Los Angeles River Trail entrance is located.
View 4

View 4, shown in Figure IV.A-6, depicts a northeastern view of the Project Site from the pedestrian accessway along Wardlow Road. This vantage point is representative of the existing view of pedestrians traveling west along the trail adjacent to Wardlow Road and motorists traveling along Wardlow Road going west. As shown in the figure, there is chain link fencing between the pathway on the west and the Project Site on the east. The trail leads to the perimeter of the Project Site on the east and the Los Angeles River to the west. The existing residential development can be seen further to the east past the Project Site. The Los Angeles River is located across the pathway to the west.

View 5

View 5, shown in Figure IV.A-7, depicts a northern view of the Los Angeles River, bicycle lanes and pedestrian pathway to the immediate east of the river and the Project Site to the far east. This vantage point is representative of the existing view of motorists traveling west along the Wardlow Road. As shown in the figure, there is an existing bicycle roadway and pedestrian pathway that travel along the eastern side of the Los Angeles River. In the distance to the north, the I-405 is situated above the Los Angeles River and the I-710 is located adjacent to the river to the west.

3. REGULATORY SETTING

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. 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.

Local

City of Long Beach General Plan

The City of Long Beach General Plan includes policies within multiple elements that focus on protecting views of the City’s natural resources and other important scenic features.
Conservation Element

Goal 2: To create and maintain a productive harmony between man and his environment through conservation of natural resources and protection of significant areas having environmental and aesthetic value. (pg. 8)

Open Space and Recreation Element

Policy 1-2: Protect and improve the community’s natural resources, amenities and scenic values including nature centers, beaches, bluff, wetlands, and water bodies. (pg. 17)

Urban Design Element

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

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

UD Policy 29-3: Integrate learning components at natural feature sites to connect people with natural environment and support a collective pride in stewardship of local natural areas.

Long Beach Municipal Code

The Long Beach Municipal Code (LBMC) Zoning Regulations (Title 21), in conformance with the General Plan land use designations, regulates land use development within the City, including permitted uses, building setbacks, heights, parking, design standards and other criteria. It is important to note that these Code requirements are implemented in accordance with other, often competing but yet important City and State policies and laws related to housing. Thus, as discussed in the Project Description and Land Use section of this EIR, the State Legislature has made it the policy of the State to mandate the relief from some of the policies below where, as here, the Project proposes to produce much needed affordable housing.

Section 21.40.220 Lower Height Limits—Building Height. Development shall not exceed the building height restrictions indicated on the zoning map.
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 21.42.020 Landscaping Required—General Requirements. All required yards and setback areas shall be attractively landscaped primarily with drought tolerant and native plant materials. Decorative nonliving materials such as brick, stone, art, fountains, and ponds may be used within the landscaped area provided such materials present an attractive setting consistent with the intent of these landscaping requirements. All landscape areas shall be completely planted or covered. "Landscape area" means all the planting areas, turf areas, and water features in a landscape design plan subject to the Maximum Applied Water Allowance calculation. The landscape area does not include footprints of buildings or structures, sidewalks, walkways, driveways, parking lots, decks, patios, and other non-irrigated areas designated for nondevelopment (e.g., open spaces and existing native vegetation).

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.

4. ENVIRONMENTAL IMPACTS

Thresholds of Significance

To assist in determining whether the Project would have a significant effect on the environment, the City finds the Project may be deemed to have a significant impact related to aesthetics if it would:

Threshold AES-1: In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

5. METHODOLOGY

The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Different viewers react to viewsheds and aesthetic conditions differently. The analysis identifies potential
temporary impacts from the proposed construction and operational effects of the Project on aesthetic resources, as seen from publicly accessible roads, bike trails, and other sensitive observer points. Based on photographic documentation, as well as the Project’s physical aspects in light of the proposed site plan, landscape plan, building elevations, and other Project design information, the analysis compares existing conditions to future conditions. The figures and photos are utilized in this impact analysis to characterize how the visual environment and aesthetic conditions would change with implementation of the Project.

6. PROJECT IMPACTS

Threshold AES-1: In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Construction

The Project Site is currently vacant and most of the Site is regularly tilled due to bioremediation activities. There is an existing concrete pad on the eastern portion of the Project Site associated with the former water treatment facility on-site. Additionally, remnants of the water treatment plant such as roads and underground pipes still exist and would need to be removed prior to grading. On-site construction would commence over a period of three to four years. The staging of construction equipment and materials is anticipated to occur primarily on-site which would temporarily alter the visual appearance of the Project Site. The transition from a disturbed vacant site to graded areas, construction of utilities, and construction of finished buildings with landscaped areas would occur in phases over the entire Project Site. As such, aesthetics of the Project Site would be altered during construction of the proposed Project.

Construction phases would include site clearing, bioremediation, removal of existing infrastructure and grading, constructing wet and dry utilities, and then finally construction of the buildings. Bioremediation would be conducted and completed prior to construction in accordance with a finalized Remedial Action Plan (RAP) approved by the LARWCB. Bioremediation activities are already occurring on site; therefore, continued bioremediation activities would not alter existing views of the Site. Equipment to be used during construction would include excavators, wheel loaders, skid-steer loaders, and a water truck for dust control. Best management practices during construction would be implemented including watering of the Project Site which would be used to reduce wind erosion and control dust during grading. Use of visual screening surrounding the perimeter of the Project Site would also be erected to reduce unfavorable views of the Site. Construction screening would be provided for the perimeter of the Project Site that is viewed from Wardlow Road (Viewpoint 4), the pedestrian/bicycle path along the L.A. River (Viewpoint 5), and the view from Golden Avenue (Viewpoint 1). Since construction staging is anticipated to take place on site,
views of the staging area would be similarly shielded by perimeter wind screens for the duration of the construction period.

Lighting during the construction period would be placed within and on along the exterior of the Site and would be available during night-time for on-site security and pedestrian safety purposes. Any construction lighting on-site would be temporary in nature and removed post construction. In accordance with the LBMC, on-site lighting would be shielded to reduce light levels onto off-site uses as well as prevent light aimed upwards to remain in compliance with Dark Sky requirements.¹

Construction visual impacts are temporary in nature. Implementation of best management practices including erecting wind screens, a water truck, and providing lighting consistent with LBMC would reduce visual construction impacts to less than significant.

**Operation**

Once the Project is completed, the view of the Site would be altered from its existing condition. The Site is currently vacant except for the remnants of the former water treatment infrastructure, chain link fencing around the perimeter, and limited vegetation including nonnative tall trees. Current views from the two-story homes located to the east of Golden Avenue adjacent to the southern end of the Project Site include Wardlow Road, the Wrigley Heights Dog Park, and a portion of the Los Angeles River as well as the Los Angeles River Trail.

During operation, the Project Site would include three-story, attached, single-family units in the form of Carriage Townhomes, which would be located on the southern portion of the Project Site adjacent to Wardlow Road. These homes adjacent to Wardlow Road would be single-family condominiums with floor level garages and second and third story living quarters. A total of 53 condominium structures are proposed adjacent to Wardlow Road at the south end of the residential development area. These condominiums would be the only three-story buildings on the Site. The main entrance to the development would come from Wardlow Road on the south side of the Project Site. The road would loop north to travel adjacent to 25 detached single-family units are planned on the west side of the road abutting the Los Angeles River. These detached single-family units are two-stories tall and would surround the perimeter of the development, 7 units to the north along Baker Street and 28 units to the east along Golden Avenue. The remaining 21 detached single-family condominium units are located towards the center of the development area along with the 99 attached two-story townhouse units. A 54-foot long biofiltration basin and a privacy wall is proposed between the detached single-family units and Golden Avenue.

¹ Long Beach Municipal Code, Section 21.41.259, Parking Areas and Lighting.
The residential development would also include a one-story clubhouse and pool towards the southern portion of the development, north of the condominium units along Wardlow Road. The proposed Project would set aside approximately 4 acres for streets and parking areas within the complex and approximately 5 acres for public Open Space. See Section II: Project Description, Figure 2.6 for a visual representation of the Project Site layout.

According to the City’s General Plan Land Use Element, structures at the Project Site are limited to a height of 2-stories. The proposed Project qualifies for a housing density bonus through the addition of low-income housing that would be included in the Project development. As stated in the LBMC Section 21.63.080 and the California Density Bonus Law, State of California Government Code Section 65915, one (1) standard shall be waived if the Applicant can demonstrate that the increased density cannot physically be accommodated on the Site. The proposed density for the Project is approximately 14.6 dwelling units (DU)/acre. As shown by Figure IV.A-8: Land Use Density by Place Type, the Residential Density for the FCN Place Type, which includes the Project Site and surrounding residential developments, is 7-18 du/acre. The Project is within the density range consistent with the Place Type and surrounding development requirements.

The completed Project would include a total of 226 homes, 53 of which would be three-stories in height and the remaining would be two-stories. While this would constitute a visual change from the existing conditions, the character would be consistent with the surrounding area and the three-story homes would be concentrated near the southern portion of the Project Site adjacent to Wardlow Road. This would create less influence on the existing views looking west from the existing Wrigley Heights neighborhood since the location of these three-story structures would be offset from the view on Golden Avenue and from the viewpoint of residential homes east of the Project Site.

As the ground level within the Project site is lower the neighborhood to the east, the proposed building heights would be consistent with the existing one- and two-story single-family homes in the surrounding area. In addition, access to views along the Los Angeles River from the Project Site as well as the park space located to the north of the Project, are within the design of the Project. An extension would be created from Baker Street leading to a pedestrian pathway that connects to the Los Angeles River, allowing for public access to the bike/pedestrian path that follows the river. Access to the LA River trails would also be provided through the park space pathway connections.

3 LBMC, Ch. 21, Section 21.63.080, Waiver of Development Standards.
4 Government Code, Title 7 Planning and Land Use, Ch 4.3 Density Bonuses and other Incentives, Section 65915.
<table>
<thead>
<tr>
<th>PlaceType</th>
<th>Uses</th>
<th>Mix of Uses</th>
<th>Residential Density</th>
<th>Nonresidential Intensity (FAR)</th>
<th>Maximum Height</th>
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</thead>
<tbody>
<tr>
<td>Open Space</td>
<td>Parks, beaches, golf courses, marinas, flood control channels and basins, rivers, utility rights-of-way, oil islands, inland bodies of water, nature preserves, marine habitats, estuaries, wetlands, lagoons; Limited commercial recreation uses that supplement recreation services and complement existing programming and facilities</td>
<td>No</td>
<td>N/A</td>
<td>See Open Space and Recreation Element</td>
<td>2 stories</td>
</tr>
<tr>
<td>Founding and Contemporary Neighborhood</td>
<td>Single-family and low-density housing; Neighborhood-serving low-intensity commercial uses</td>
<td>Yes</td>
<td>7-18 du/ac</td>
<td>0.25 to 0.50</td>
<td>2 stories; varies by area</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>Duplex, triplex and garden apartment housing; Neighborhood-serving, low-intensity commercial uses</td>
<td>Yes</td>
<td>Up to 29 du/ac based on lot size</td>
<td>0.25 to 0.50</td>
<td>4 stories</td>
</tr>
<tr>
<td>Moderate</td>
<td>Moderate-density apartment and condominium buildings on larger parcels of land; Neighborhood-serving, low-intensity commercial uses</td>
<td>Yes</td>
<td>Up to 62 du/ac based on lot size</td>
<td>0.50 to 0.75</td>
<td>6 stories</td>
</tr>
<tr>
<td>Low</td>
<td>Neighborhood-serving, low-intensity commercial uses; Low-density apartment and condominium buildings</td>
<td>Yes</td>
<td>Up to 44 du/ac based on lot size</td>
<td>0.50 to 1.00</td>
<td>4 stories</td>
</tr>
<tr>
<td>Neighborhood-Serving Centers and Corridors</td>
<td>Neighborhood-serving, moderate-intensity commercial uses; Moderate-density apartment and condominium buildings on larger parcels of land</td>
<td>Yes</td>
<td>Up to 54 du/ac based on lot size</td>
<td>1.00 to 1.50</td>
<td>7 stories</td>
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<tr>
<td>Low</td>
<td>Low urban density apartment and condominium buildings; Low-intensity commercial uses</td>
<td>Yes</td>
<td>N/A</td>
<td>1.50 to 3.00</td>
<td>5 stories</td>
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<td>Transit-Oriented Development</td>
<td>Moderate urban density apartment and condominium buildings; Moderate-intensity commercial uses</td>
<td>Yes</td>
<td>N/A</td>
<td>2.00 to 4.00</td>
<td>10 stories</td>
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<td>Community Commercial</td>
<td>Commercial and office uses that serve community-based needs for goods and services</td>
<td>No</td>
<td>N/A</td>
<td>2.00 to 4.00</td>
<td>7 stories</td>
</tr>
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<td>Employment</td>
<td>Research and development activities, storage, industrial and manufacturing endeavors, tank farms, oil drilling and the like; Limited commercial uses accessory to the industrial business</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td>65 ft.</td>
</tr>
<tr>
<td>Industrial</td>
<td>Light industrial, clean manufacturing and offices; Commercial uses accessory to creative business endeavor(s); Repurposed buildings with live/work artist studios</td>
<td>Yes</td>
<td>Up to 36 du/ac based on lot size</td>
<td>0.50 to 1.00</td>
<td>65 ft.</td>
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<td>Neo-Industrial</td>
<td>Medical centers, higher education campuses, Port of Long Beach, Long Beach Airport and surrounding areas, public utility facilities (e.g., water, energy), destination retail centers and similar uses</td>
<td>Yes</td>
<td>See Map LU-8 (PlaceType Height Limits)</td>
<td>See Map LU-8 (PlaceType Height Limits)</td>
<td>See Map LU-8 (PlaceType Height Limits)</td>
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<td>Downtown</td>
<td>See Downtown Plan</td>
<td>Yes</td>
<td>See Downtown Plan</td>
<td>See Downtown Plan</td>
<td>See Downtown Plan</td>
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<td>Waterfront</td>
<td>Varies by area; see descriptions</td>
<td>Yes</td>
<td>Varies by area; see descriptions</td>
<td>Varies by area; see descriptions</td>
<td>Varies by area; see descriptions</td>
</tr>
</tbody>
</table>

**SOURCE:** City of Long Beach General Plan Land Use Element - 2019
The Project would include similar low-density residential housing as seen by the existing neighborhood and would reference existing development to create compatible architectural design of the proposed homes. Refer to Section 2: Project Description, Figures 2.7-2.16 for the proposed Architectural Style Plan of the residential development. The proposed Project include Spanish Colonial, Italianate, and Santa Barbara architectural styles which complement the character of the Project vicinity. Overall, with the proposed architectural design and building elements, the Project would be consistent with the existing character of the community.

According to Long Beach Municipal Code 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 lighting 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. The proposed Project would include lighting throughout the residential development and to the exterior of the development area for security, wayfinding, and entryway lighting along development access points.

Additionally, decorative and architectural lighting may be added to enhance the appearance of the Site, but all on-site lighting would be shielded to reduce light levels onto off-site uses as well as to prevent light aimed upwards to remain in compliance with Dark Sky requirements. Lighting would be provided throughout the Open Space area for security, wayfinding, and pedestrian paths safety as well.

Signage would be provided throughout the residential development area, Open Space area, and along the exterior of the Project Site as necessary, including raised and/or illuminated signs. All signs found throughout the development and Open Space area would adhere to Section 21.44.855 Light and Glare Intrusion Prevention which states that all electronic message center signs shall be adequately shielded and oriented to prevent intrusion of light and glare to off-site uses.

The proposed Project would also be consistent with Section 21.44.600 (E) (3) Prohibited Signs, Unlawful Illumination of the LBMC. All signage material, sizes, and illumination would comply with LBMC requirements. Compliance with the existing municipal code would reduce the visual impacts of the proposed Project on the surrounding area through light and glare.

Although the visual character of the Project Site would be altered from its current condition during construction, the impacts associated with construction would be less than significant due to the progressive and temporary nature of grading and other construction activities and the implementation of BMPs. During operation, the proposed Project would be located adjacent to a developed residential

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5 LBMC, Ch. 21, Section 21.41.259, Parking Areas—Lighting.
6 LBMC, Ch. 21, Section 21.44.855, Light and Glare Intrusion Prevention.
7 LBMC, Ch. 21, Section 21.44.600 (E), Prohibited Signs—Unlawful Illumination.
neighborhood. There would be development of multiple three-story structures within the Project Site which would be situated on the south end of the Project Site adjacent to Wardlow Road. However, the three-story buildings are consistent with the waiver requested by the proposed Project by including affordable housing units. Furthermore, with the three-story structures concentrated towards the southern portion of the Site, where views are further removed from the existing residential neighborhood east of Golden Avenue, the view of these three-story buildings would be negligible from the viewpoints available from existing residents. The rest of the proposed Project structures are consistent in height with the rest of the existing neighborhood and operational views would not differ significantly from the existing view within the Wrigley Heights’ neighborhood. Overall, changes to the Project Site at buildout would depict a cohesive development and contribute to the community’s overall character. Impacts associated with conflicts with existing zoning and regulations regarding visual characteristics would be less than significant.

7. **CUMULATIVE IMPACTS**

A cumulative analysis for aesthetic resources evaluates whether impacts of the proposed Project and related projects, when taken as a whole, would have a significant environmental impact on aesthetic resources. The geographic area for cumulative analysis of aesthetic resources is the City of Long Beach. The City resides in an urban setting which is mostly built out with new developments occurring primarily as in-fill development, such as the proposed Project. As previously stated, the existing view on site is relatively flat vacant land with primarily nonnative vegetation. Existing view to the Site is also obstructed by existing wooden and chain linked fences along Golden Avenue.

As previously mentioned, operational views of the Project Site would be consistent with the view of the adjacent neighborhood which is primarily low-rise residential. The Project Site would include primarily low-rise residential structures similar in character to the existing neighborhood. Since no significant visual resources are identified near or on the Project Site, the proposed Project would not contribute to the obstruction or elimination of significant viewshed or aesthetic resources nearby or within the viewpoint of those positioned near the Project Site in an additive sense. The proposed Project would also be consistent in terms of density and height with existing regulations and zoning and would not contribute to inconsistency of building types and density with existing regulations and zoning in an additive sense. For these reasons, the proposed Project would not contribute to cumulative impacts to aesthetic resources.

8. **MITIGATION MEASURES**

The proposed Project would have a less than significant impact on aesthetic resources. Therefore, no mitigation measures would be required.

9. **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

The proposed Project would have a less than significant impact on aesthetic resources. Therefore, no mitigation measures would be required.