

## IV. ENVIRONMENTAL IMPACT ANALYSIS



## **IV. ENVIRONMENTAL IMPACT ANALYSIS**

### **A. AESTHETICS AND VIEWS**

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#### **1. INTRODUCTION**

This section analyzes the potential impacts that could result from the proposed project with regard to visual quality, views, light and glare, and shade/shadow. Visual quality refers to the overall aesthetic qualities of an area or within a given field of view. Aesthetic features or visual resources often consist of unique or prominent natural or man-made attributes or several small features that, when viewed together, create a whole that is visually interesting or appealing. The degree of visual access to visual resources contributes to their value. The analysis of visual quality addresses the project's potential to degrade visual resources or the visual quality of an area.

The analysis of views focuses on the extent to which the project may interfere with views of aesthetically-valued resources (e.g., mountain ranges, coastlines, historic buildings). Existing views may be partially obstructed or entirely blocked by modifications to the environment. Conversely, modifications to the natural or man-made landscape of an area may create or enhance view opportunities. In general, view access is closely tied to topography and distance from an aesthetic resource.

Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Artificial light may be generated from point sources (e.g., a lit sign), as well as from indirect sources (e.g., reflected light). Uses such as residences, hospitals, and hotels are considered light-sensitive since they are typically occupied by persons who have expectations for privacy during evening hours and who are subject to disturbance by bright sources of light.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials from which the sun can reflect, particularly following sunrise and prior to sunset. Glare generation is typically related to sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare can also be produced during evening and nighttime hours by artificial light sources, such as illuminated signage and vehicle headlights. Glare-sensitive uses generally include residences and transportation corridors (i.e., roadways).

Shading from buildings and structures has the potential to block sunlight. Although shading is a common and expected quality in urban areas and considered a beneficial feature of the environment when it provides cover from excess sunlight and heat, it can have an adverse impact if the blockage interferes with sun-related activities and desired sunlight at shade-sensitive uses.

## **2. ENVIRONMENTAL SETTING**

### **a. Regulatory Framework**

#### **(1) City of Long Beach General Plan**

The City of Long Beach General Plan includes a total of 11 elements including Open Space, Housing, Air Quality, Transportation, Land Use, Seismic Safety, Local Coastal Program, Noise, Public Safety, Scenic Routes, and Conservation. The Long Beach General Plan includes the Land Use Element that addresses issues related to urban design and the overall aesthetic quality of the City. Specifically, the Land Use Element includes an Urban Design Analysis that outlines several features and policy directions for the urban character of the City, including the importance of building heights and masses and also emphasizes visual compatibility, good design and landscaping. The Land Use Element focuses on preservation of certain features such as the sandy beach frontages and bluffs and also includes provisions for “positive design steps” to improve the appearances along many of the streets in Long Beach.

##### **(a) Scenic Highway Element**

The Scenic Routes Element (Scenic Highways) was adopted in 1975 in order to protect the valuable viewsheds throughout the City. The Scenic Highway Element identifies a portion of Ocean Boulevard, specifically from Alamitos Boulevard to Bixby Park, as a scenic route. However, this portion of Ocean Boulevard is located outside of the area immediately surrounding the project site. In addition, the Scenic Highway Element identifies 2<sup>nd</sup> Street and Marina Drive as potential Local Scenic Routes.

##### **(b) Long Beach Local Coastal Program Element**

The City of Long Beach General Plan includes the City’s Local Coastal Program (LCP) Element, which includes general information and policies regarding the coastal areas of the City. The coastal zone in the City of Long Beach encompasses over 3,100 acres and a population in excess of 42,000 residing in nearly 22,000 dwelling units. It is the most intensely developed part of the City. As such, the Long Beach LCP includes various community plans for certain districts throughout the City. The community plans describe the existing conditions and land uses within the districts, specify detailed policies for each of the districts, and provide specific development and use standards. The project site is located within the Downtown Shoreline Community Plan area.

Because the project site is located within the City of Long Beach, and within the coastal zone, the Long Beach General Plan is relevant to the proposed project.

#### **(2) Long Beach Municipal Code (LBMC)**

Title 21, *Zoning*, of the City of Long Beach Municipal Code (referred to as the “Zoning Code”) includes property development standards, as well as design guidelines, for development projects within the City. Among the aspects of development regulated by the Zoning Code are types of allowable land uses, setback and height requirements, landscaping, walls, fencing, signage, access, parking requirements, storage areas, and trash enclosures. The Zoning Code also provides performance standards for various land use types to measure development projects’ consistency with such regulations.

Since the project site is located within the City of Long Beach, the proposed project is subject to the requirements of the LBMC.

### **(3) Southeast Area Development and Improvement Plan (PD-1)**

The project site is located within Subarea 17 of Planned Development 1 (PD-1) of the *Southeast Area Development and Improvement Plan* (SEADIP). PD-1 is an area that may benefit from the formal recognition of unique or special land uses and the definition of special design policies and standards not otherwise possible under conventional zoning district regulations. The PD district allows a compatible mix of land uses, planned commercial areas and business parks, and encourages a variety of housing styles and densities.

Since the project site is located within the boundaries of PD-1, the proposed project is subject to the requirements of the SEADIP.

## **b. Existing Conditions**

### **(1) Regional Character**

The proposed project site is located in the City of Long Beach between the San Gabriel River and the Los Cerritos Channel. The site lies within the southwestern block of the Los Angeles Basin that is comprised of a low alluvial floodplain. The floodplain is punctuated by a line of elongated low hills, folds, and faults that delineate the northwest-trending Newport-Inglewood Structural Zone. Floodplain deposits from the Los Angeles River and the San Gabriel River have contributed to the formation of the coastal plain on which the site is located. Prior to local development, the general site area consisted of tidal marshes that received alternating deposits of marine sands, organic silts and clays, and fluvial deposits, similar to the near-surface sediments beneath the site. Based upon review of historical documents, fill materials were placed on-site, elevating it above the level of the former tidal marsh. The site is situated on generally flat topography at elevations between 5 and 10 feet above mean sea level.

### **(2) On-site and Surrounding Visual Elements**

#### **(a) Project Site Visual Resources**

The project site is relatively flat and is developed with the Seaport Marina Hotel, surface parking, and associated landscaping; a former service station was previously located on the northeast corner of the site. **Figure IV.A-1, Site Photo Location Map**, and **Figure IV.A-2, Existing View Photographs**, respectively, illustrate the existing conditions and aesthetic character of the project site and surrounding area. The Seaport Marina Hotel includes 240 rooms within the two-story, 164,736-square-foot hotel structure, which covers roughly 30 percent of the project site. Enterprise Car Rental, The Elks Club and a night club are located within the hotel, near the lobby. The remainder of the project site is characterized by an asphalt surface parking lot and associated landscaping.

The on-site buildings are two stories in height and have plain façades with little architectural detailing. Most of the buildings are constructed of wood frames and concrete slabs with exterior stucco, concrete walls, glass windows, metal railings, rolled roofing, and stone wall detailing. The main structure consists of offices as well as banquet, multi-purpose meeting, and dining rooms with patio areas. The other buildings consist primarily of hotel rooms with balconies. Mature tall palm trees line the site on all sides. In addition, the

northeastern section of the site that was previously occupied by a service station is in the process of being remediated and has monitoring well equipment on-site.

The existing Seaport Marina Hotel was constructed in the 1960s and over time has fallen into disrepair, with outdated architecture, design elements, and color scheme, and large expanses of asphalt surface parking lots with limited landscaping. As such, the current visual quality of the site is generally considered to be poor.

### **(b) Surrounding Off-Site Visual Resources**

As shown in Figure IV.A-2 and described below, the project site is located in an urbanized area surrounded by retail, restaurant, and other commercial uses that are located along the major roadways bordering the site. The following describes surrounding off-site visual resources in the project area:

- **North:** Uses along 2<sup>nd</sup> Street include a one-story grocery store and bank. The Marina Pacifica Mall, which includes larger retail, restaurant and entertainment uses, is located north of the grocery store and bank. These uses are setback along Pacific Coast Highway (PCH), and all have surface and some subterranean parking. The area to the northwest of the project site is Marina Pacifica, a private waterfront community consisting of attached residences. The residences are condominiums, ranging from three to five stories in height. The Marina Pacifica structures are generally oriented east-west, with the majority of windows facing north and south, providing views of the project site from the south side of the upper floors in the southernmost condominium buildings. Also to the northwest is the Long Beach Marina with a boat launch located south of the Marina Pacifica condominiums. The area northeast of the site consists of a fast food restaurant (northwest corner of 2<sup>nd</sup> Street and PCH), oil wells and the Los Cerritos wetlands.
- **South:** Adjacent to the project site along PCH is Marina Shores, a retail center with restaurants, a grocery store, services, and other retail. This center continues to the intersection of PCH and Studebaker Road. Beyond Studebaker Road, southeast of the project site, are more oil infrastructure facilities and a two-story office building, to the southwest, and the San Gabriel River.
- **East:** Land uses near the intersection of 2<sup>nd</sup> Street and PCH include a service station (southeast corner of Second and PCH). Across from the site on PCH, is The Marketplace, a one-story retail center that includes several restaurants, a grocery store, many small retail shops, and movie theaters. South of the retail center on the east side of PCH, are several one- and two-story office buildings and the Los Cerritos wetlands. In addition, a crude oil pipeline and easement is located along the eastern boundary of the site (see Figure IV.A-2).
- **West:** Directly west of the project site (across Marina Drive) is the publicly-owned Alamitos Bay Marina. The parking lot for the Marina occupies most of the area west of the project site (approximately 1,177 parking spaces). Along Marina Drive are restaurants and some boat-related retail.

### **(3) Existing Views**

Viewer sensitivity or concern is based, in part, on the visibility of resources in the landscape, the proximity of viewers to the visual resources, the relative elevation of viewers to the visual resources, the frequency and duration of views, the number of viewers, and the types and expectations of the individuals and viewer groups. Generally, visual sensitivity increases with an increase in total number of viewers, the frequency of viewing, and the duration of views. Visual sensitivity is generally higher for views seen by people who are



Site Photo Location Map

Second+PCH Development  
 Source: ESRI, 2010; PCR Services Corporation, 2011.

FIGURE  
 IV.A-1



Photograph 1: View of the project site westward from the Market Place shopping center across Pacific Coast Highway.



Photograph 2: View of the project site southward from the Market Place shopping center across Pacific Coast Highway.



Photograph 3: View of the project site to the northwest from the southeastern project site boundary.



Photograph 4: View of the project site to the northwest from the southern project site boundary.



Photograph 5: View of the project site eastward from the Alamitos Bay Marina parking lot across Marina Drive.



Photograph 6: View of the project site to the northeast from the Alamitos Bay Marina parking lot across Marina Drive.



Photograph 7: View of the project site northward from the Alamitos Bay Marina parking lot across Marina Drive.



Photograph 8: View of the project site to the southeast from the Marina Pacifica shopping center across Second Street.



Photograph 9: View of the project site to the southeast from the Marina Pacifica residential community entrance guard gate.



Photograph 10: View of the project site to the southeast from the Marina Pacifica residential community access road.



Photograph 11: View westward of the Marina Pacifica shopping center (right) and residential community (center) across Second Street from the northern project site boundary.



Photograph 12: View northward of the Market Place shopping center across Pacific Coast Highway from the northeastern project site boundary.



Photograph 13: View eastward of the Market Place shopping center across Pacific Coast Highway from the northeastern project site boundary.



Photograph 14: View of the Alamitos Bay Marina to the southwest across Marina Drive from the southern project site boundary.



Photograph 15: View of the Alamitos Bay Marina Shipyard to the southwest across Marina Drive from the northwestern project site boundary.



Photograph 16: View southward of the adjacent Whole Foods Market shopping center from the southeastern end of the project site.

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driving for pleasure, engaging in recreational activities, or who are homeowners. Sensitivity is generally lower for people commuting to and from work.

Sensitive viewers are generally associated with land uses such as residential, school, church, and passive open space/recreation uses. In the project vicinity, many of the surrounding land uses would not be considered sensitive viewers. However, residential uses to the northwest of the site within the Marina Pacifica development are considered sensitive viewers, although such exposure would be limited because of the substantial buffer provided by 2<sup>nd</sup> Street and intervening vegetation, topography, and existing development.

Existing views of the project site and surrounding area are provided above in Figure IV.A-2a through IV.A-2d, while view locations of site photos are provided in Figure IV.A-1. The following describes existing views in the project area, including views of and across the project site:

#### **(a) Views to the North**

Short-range views to the north from the adjacent commercial retail uses at the Marina Shores shopping center beyond the southern project site boundary are currently obstructed by the existing Marina Shores shopping center commercial structures and the on-site two-story structures associated with the existing Seaport Marina Hotel. Photographs 3, 4, and 7 in Figures IV.A-2a and IV.A-2b, above, provide northward views of the project site from locations to the south. Mid-range views of and across the project site from locations to the south consist of views of the Alamitos Bay Marina in the foreground from the marina waterfront and North Marina Drive, which obscures views of the project site and adjacent urban development (i.e., from sailboat masts, structures, and landscaping within the marina), while mid-range views from PCH are currently obscured by intervening urban development (Marina Shores shopping center) and associated landscaping. Long-range views of and across the site from the south, including areas in the City of Seal Beach include foreground views of coastal open space areas (i.e., wetlands) and intervening urban development and landscaping, with views of the project site and associated structures nearly completely obstructed. Additionally, distant views beyond the project site to the north don't include any scenic features. As such, due to the obstruction of existing views of and across the site to the north from the presence of intervening urban development, as well as the low visual quality of existing development on-site and lack of scenic features in this viewshed, views northward of and across the project site from locations south of the project site are determined to be of low visual quality are not considered scenic views.

#### **(b) Views to the East**

Short-range views eastward from Marina Drive and Alamitos Bay Marina (and parking lot) at the western project boundary are currently obstructed by the on-site two-story structures associated with the Seaport Marina Hotel, with the exception of a driveway near the north-south midpoint of the project site and at the southern end of the project site, where limited views eastward to the Market Place shopping center currently exist. Photographs 5, 6, and 8 in Figure IV.A-2b, above, provide eastward views of the project site from locations to the west. Mid-range views of and across the project site from the east side of Naples Island (from both the waterfront and 2<sup>nd</sup> Street) are currently obscured by boat masts, intervening development, and associated landscaping in the foreground, while views beyond the project site of the Haynes Generating Station power plant and associated towers and smoke stacks and limited distant views of the Santa Ana Mountains also currently exist (depending on air quality conditions). Long-range views of the project site from locations further west along 2<sup>nd</sup> Street, or from Belmont Shore or off-shore in the Pacific Ocean, are completely obstructed from view by intervening urban development, though limited distant mountain views

across the project site from these locations do exist. Given the obstruction of existing views of and across the site to the east due to the presence of on-site structures, the limited nature of distant mountain views, as well as the low visual quality of existing development on-site, views to the east are determined to be of low visual quality are not considered scenic views.

### **(c) Views to the South**

Short-range views southward from 2<sup>nd</sup> Street at the northern project boundary are currently obstructed by on-site two-story structures associated with the Seaport Marina Hotel, including the Shore Ultra Lounge and hotel lobby. Photographs 2, 5, and 8 in Figures IV.A-2a and IV.A-2b, above, provide southward views of the project site from locations to the north. Mid-range views of and across the project site from street level at the Marina Pacifica shopping center and Marina Pacifica residential development north of 2<sup>nd</sup> Street would generally be obstructed by intervening structures and landscaping, though limited unobstructed views of the project site exist in some locations; views beyond the project site, however, are completely obstructed. It should be noted that limited unobstructed views southward across the project site currently exist from several of the southernmost, south-facing upper floor condominium units in the Marina Pacifica community, providing distant views of the City of Seal Beach across the San Gabriel River, though these views do not contain notable scenic resources. Additional mid-range southward views of and across the project site from the Los Cerritos Wetlands to the north are generally obstructed due to intervening topography, urban development, and landscaping and vegetation. Long-range views of the project site from locations further north along PCH, from Loynes Drive, or other locations adjacent to the northern boundary of the Los Cerritos Wetlands are obstructed from view by intervening urban development. Due to the obstruction of existing views across the project site to the south from the presence of the main hotel lobby structure, the limited nature of direct views beyond the project site from the Marina Pacifica residential community, lack of scenic features in the viewshed, and the low visual quality of existing development, views to the south are determined to be of low visual quality are not considered scenic views.

### **(d) Views to the West**

Short-range views westward of the project site from the eastern project boundary along PCH are currently obstructed by on-site two-story structures associated with the Seaport Marina Hotel, with the exception of a driveway near the north-south midpoint of the project site and at the southern end of the project site, where limited views westward to the Alamitos Bay Marina currently exist. Photographs 1 and 2 in Figure IV.A-2a, above, provide westward views of the project site from locations to the east. Similarly, mid-range views of the project site from areas to the east (i.e., the Market Place shopping center commercial uses) are unobstructed with the Market Place parking lot and PCH in the foreground, though views across or beyond the project site to the Alamitos Bay Marina are limited to the narrow viewpoints noted above. Long-range views of and across the project site from the east, including locations within the City of Seal Beach, are completely obstructed by intervening topography, urban development, and vegetation and landscaping, with coastal open space/wetlands and existing development in the foreground and distant views of the Palos Verdes peninsula available from most locations. Given the obstruction of existing views to the west due to existing topography, development, vegetation, and landscaping, as well as the low visual quality of existing development, views to the west are determined to be of low visual quality are not considered scenic views.

## **(4) Light and Glare**

Nighttime lighting is present on the project site and surrounding area, and includes street lights, building façade lighting along PCH, 2<sup>nd</sup> Street and Marina Drive, and illumination from vehicle headlights. Existing lighting at the project site is characterized by limited architectural lighting for structures, as well as pole-

mounted, non-shielded parking lot lighting, the majority of which is concentrated in the existing hotel's main parking lot on the northeast side of the site along PCH. The parking lot light poles are approximately twelve feet in height and have circular lenses that emit light 360 degrees around the bulb, and are not shielded to direct light downward onto the project site, and therefore currently create lighting effects off-site. Additionally, existing pole-mounted street lighting is located along PCH in the project area, as well as along 2<sup>nd</sup> Street and Marina Drive, which also currently contribute to lighting effects along roadways surrounding the site. Furthermore, existing off-site commercial development to the north, east, and south of the project site include parking lot and architectural lighting that adds to the ambient nighttime light levels in the area.

For purposes of this aesthetic analysis, the primary light-sensitive uses in the vicinity of the proposed project include the residential neighborhood located northwest of the project site (Marina Pacifica) and the marina located west of the site.

Sensitive receptors relative to glare generation include motorists traveling on the surrounding roadways. There are no buildings, structures, or facilities on the project site that presently generate substantial glare since most of the buildings on the project site are constructed of non-reflective materials and have few windows.

### **(5) Shade and Shadow**

As indicated previously, the project site and surrounding area is characterized by commercial structures up to 35 feet in height in surrounding shopping centers, and residential structures up to five stories in height in the Marina Pacifica residential community. Given the location of the various uses in proximity to the project site and relatively limited associated structural heights, substantial shadows are not currently cast on adjacent land uses. Specifically, the Marina Pacifica residential community, one of only two potential shade-sensitive land uses in the project area, represents the tallest development in the project vicinity and is not currently notably affected by shading from surrounding development. As such, no shade- or shadow-related issues currently exist within the project area.

## **3. ENVIRONMENTAL IMPACTS**

### **a. Methodology**

#### **(1) Visual Quality**

The visual quality analysis considers the visual quality of the site and the area immediately surrounding the project site and the potential for the project to degrade the existing aesthetic environment. The analysis is based on the evaluation of simulated composite photographs showing existing and future conditions for representative locations within a range of distances and variety of directions from the project site.

The analysis of visual quality is guided by the following three-step process:

- Step 1: Describe the massing and general proportion of buildings and open space, and proposed treatments around the proposed project edges, which may be anticipated on the basis of the proposed project's design features.
- Step 2: Compare the expected appearance to the existing site appearance and character of adjacent uses and determine whether and/or to what extent a degrading of the visual character of the area could occur (considering factors such as changes in the appearance of natural features and open

space and the blending/contrasting of new and existing buildings given the proposed uses, density, height, bulk, setbacks, signage, etc.).

Step 3: Compare the anticipated appearance of the project to standards within existing plans and policies that are applicable to the proposed project site (regulatory analysis).

## **(2) Views**

The intent of the view obstruction analysis is to determine whether valued visual resources would be blocked or diminished as a result of project development. The analysis further considers whether the project would enhance viewing conditions through the creation of new resources and whether the proposed project includes design features that would offset or mitigate specific impacts. To determine whether a potential view impact would occur, a three-step process is used to weigh several considerations, as follows:

Step 1: Define the visual resources that could be affected by proposed development.

Step 2: Identify the potential obstruction of visual resources as a result of development of the project site.

Step 3: Evaluate whether a potential obstruction would substantially alter the view from short-, mid-, and long-range vantage points. The “substantiality” of an alteration in viewing is somewhat subjective and dependent on many factors. In this case, an obstruction in the view of a particular visual resource is considered substantial if it exhibits the following traits: (1) the area viewed contains a valued visual resource; (2) the obstruction of the resource covers more than an incidental/small portion of the resource; and (3) the obstruction would occur along a public view area.

## **(3) Light and Glare**

The assessment of potential illumination impacts is based on an evaluation of changes to on-site land uses. The analysis of light and glare identifies the location of light-sensitive land uses and describes the existing ambient conditions on the project site and in the project vicinity. The analysis describes the project’s proposed light and glare sources, and the extent to which project lighting, including illuminated signage, would spill off the project site onto adjacent light-sensitive areas. The analysis also describes the affected street frontages, the direction in which the light would be focused, and the extent to which the project would illuminate sensitive land uses. The analysis also considers the potential for sunlight to reflect off building surfaces (glare) and the extent to which such glare would interfere with the operation of motor vehicles or other activities.

## **(4) Shade and Shadow**

The consequences of shadows on land uses can be positive, including cooling effects during warm weather, or negative, such as loss of warmth during cooler weather and natural light. Shadow effects are dependent on several factors, including local topography, the height and bulk of a project’s structural elements, sensitivity of surrounding uses, season, and duration of shadow projection. Shadows have been calculated and plotted for representative hours during the winter and summer solstices, which represent the worst-case conditions (i.e., shadow lengths are the longest). Shade-sensitive uses include residential, cultural, educational, and hotel uses where outdoor recreation areas are routinely used, solar panels associated with

multiple-family residences or institutional uses, and areas where sunlight may be important to physical comfort or function. The significance criterion for shadow effects of three or more hour duration applies between 9:00 A.M. and 3:00 P.M. during the winter and between the hours of 9:00 A.M. and 5:00 P.M. during the summer.<sup>1,2</sup> Shading patterns are determined for the following periods:

Season	Date	Time of Day
Winter Solstice	December 21	9 A.M. PST
		10 A.M. PST
		11 A.M. PST
		12 P.M. PST
		1 P.M. PST
		2 P.M. PST
		3 P.M. PST
Summer Solstice	June 21	9 A.M. PDT
		10 A.M. PDT
		11 A.M. PDT
		1 P.M. PDT
		2 P.M. PDT
		3 P.M. PDT
		4 P.M. PDT
		5 P.M. PDT

The varying and seasonally adjusted daytime hours represent the period of the day in which the expectation of available sunlight exists. For the purpose of establishing the hours in which significant impacts occur winter is described as occurring between early November to early March and summer is described as occurring between early March and early November.

**b. Significance Thresholds**

A project may have a significant impact on aesthetics and views if it would exceed the significance thresholds included in Section I, Aesthetics, in Appendix G of the CEQA *Guidelines*. As such, the proposed project would result in a significant impact to aesthetics and views if it would:

1. Have a substantial adverse effect on a scenic vista.<sup>3</sup>
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
3. Substantially degrade the existing visual character or quality of the site and its surroundings.
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

In addition to the thresholds provided in Appendix G of the CEQA *Guidelines*, the following threshold is also provided in order to address potential adverse impacts associated with shade and shadow effects on surrounding land uses:

<sup>1</sup> *The City of Long Beach does not have any adopted standards or thresholds regarding shade and shadow effects of development projects. However, the City of Los Angeles has adopted thresholds for shade and shadow impacts that may be utilized to evaluate adverse effects on surrounding shade-sensitive land uses.*

<sup>2</sup> *City of Los Angeles. L.A. CEQA Thresholds Guide. 2006. Section A.3, Shading. Pages A.3-1 to A.3-10.*

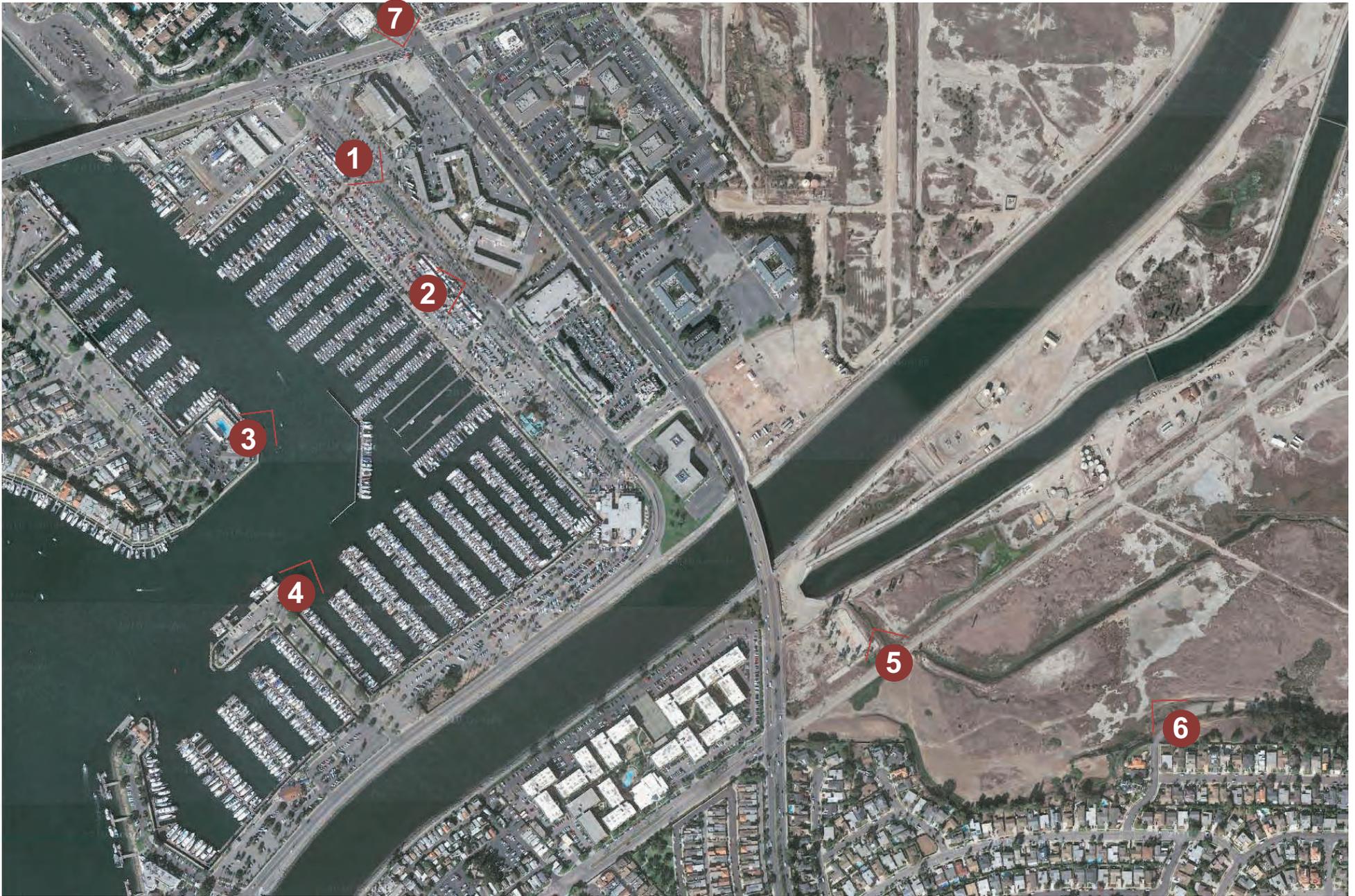
<sup>3</sup> *A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape or other scenic resource for the benefit of the general public.*

5. The project would cast new shadows on off-site shadow-sensitive uses more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Daylight Time (PDT), between early November and early March or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Savings Time (PST) between early March and early November.

### c. Project Design Features

As described in Chapter II. *Project Description*, the proposed project is a mixed-use development with retail, residential, hotel, restaurant, and entertainment uses. Specifically, the development would include up to 191,475 square feet of retail uses, 325 residential units, a 100-room hotel with 3,510 square feet of meeting space and 4,368 square feet of restaurant space, 21,092 square feet of non-hotel restaurant space, a 99-seat theater, a 4,175-square-foot marine/science learning center, and associated landscaping and open space. Buildings would generally range from two to six stories in height, with one residential tower reaching a maximum of 12 stories (approximately 150 feet with rooftop structural components and emergency helipad). Additionally, the project would develop Marina View Lane, a new roadway that would bisect the southern portion of the project site and provide an open view corridor across the site from PCH to the Alamitos Bay Marina, as well as the Great Space and Wetlands Plaza which would also provide a new view corridor across the northern portion of the site from PCH to the marina. On-site parking would be provided via structured parking including one subterranean parking level roughly covering the boundaries of the project site, as well as one at-grade level and one above-grade level, both of which would be limited to the southern end of the project site, for a total of 1,440 on-site parking spaces.

- The conceptual landscaping plan for the proposed project includes the provision of open space for over 46 percent of the site that includes various plantings on the ground level and podium level to enhance proposed uses and provide visual relief from off-site areas. The ground level landscaping elements include screen trees at the southern project boundary; new and existing palm trees, marina gardens, and residential gardens along the western project boundary on Marina Drive; existing palm trees within the median islands on Marina Drive; palm trees along the proposed Marina View Lane; gateway landscaping composed of screen trees and palms along both sides of 2<sup>nd</sup> Street at the northern end of the project site; native wetland plantings in the Wetlands Plaza; screen trees, bioswale zones, and residential gardens along PCH at the project site's eastern boundary; and shade trees and shrub planters within plazas and walkways in the project's interior. Podium-level landscaping elements include shade trees, palm trees, and shrub planters within the various residential courts and gardens, the theater garden, residential pool terraces, the hotel/condo pool terrace, and the dining terraces.
- The proposed project would be developed in building clusters, or "blocks," which would be characterized by varying surfaces and materials, yielding a diverse mix of building styles and geometries. Architectural materials would consist of building surfaces such as cement panel, painted stucco, wood composite panel, pre-cast stone panel, concrete formliner, and wood composite planks; glass surfaces would consist of colored and channel glass; and other design accents would include wood decking, picket and glass handrails, and steel trellises. This mix of styles materials and geometries, in combination with site landscaping, would create visual interest and serve to reduce the visual mass of the development. Visual simulations of the proposed project's design that demonstrate the development's size and scale as viewed from various locations surrounding the project site are provided in **Figures IV.A-4 through IV.A-10**, with the visual simulation photo locations depicted in **Figure IV.A-3** on the following pages. Additionally, architectural elevations of the proposed development from surrounding locations are provided in **Figures IV.A-11 through IV.A-15** below.



## Visual Simulation Photo Locations

Second+PCH Development

Source: Rios Clementi Hale Studios, October 2010.

FIGURE

IV.A-3



Existing



Proposed



**Simulation 1 - View Southeast Down Marina Drive**

Second+PCH Development  
Source: Rios Clementi Hale Studios, October 2010.



Existing



Proposed



## Simulation 2 - View East from Alamitos Bay Marina Parking Lot

Second+PCH Development

Source: Rios Clementi Hale Studios, October 2010.

FIGURE  
**IV.A-5**



Existing



Proposed



**Simulation 3 - View Northeast from Long Beach Yacht Club**

Second+PCH Development  
Source: Rios Clementi Hale Studios, October 2010.



Existing



Proposed



## Simulation 4 - View Northeast from Southern Alamitos Bay Marina

Second+PCH Development  
Source: Rios Clementi Hale Studios, October 2010.

FIGURE  
**IV.A-7**



Existing



Proposed



**Simulation 5 - View Northwest Across San Gabriel River from Los Cerritos Wetlands (Seal Beach)**

Second+PCH Development  
Source: Rios Clementi Hale Studios, October 2010.

FIGURE  
**IV.A-8**



Existing



Proposed



**Simulation 6 - View Northwest from Gum Grove Park (Seal Beach)**

Second+PCH Development  
Source: Rios Clementi Hale Studios, October 2010.



Existing



Proposed



### Simulation 7 - View South from Pacific Coast Highway

Second+PCH Development  
Source: Rios Clementi Hale Studios, October 2010.

FIGURE  
**IV.A-10**



① PACIFIC COAST HIGHWAY ELEVATION



② PACIFIC COAST HIGHWAY ELEVATION





① MARINA DRIVE ELEVATION



② MARINA DRIVE ELEVATION





① PACIFIC COAST HIGHWAY ELEVATION

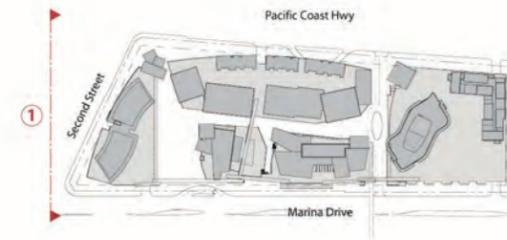


② MARINA DRIVE ELEVATION





① SECOND STREET ELEVATION





① SOUTH ELEVATION



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- Exterior lighting would be low-level, energy efficient, shielded and directed onto the project site, and in compliance with Title 24 energy efficiency standards and City of Long Beach lighting requirements.
- Building materials would include non-glare glass and other materials would not be highly reflective.

#### **d. Analysis of Project Impacts**

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

Although the project site is not located in proximity to a scenic vista, it is located adjacent to Alamitos Bay and the Pacific Ocean along two major coastal thoroughfares: PCH and 2<sup>nd</sup> Street. Although the majority of views in the immediate project vicinity are of urban development, nonetheless, the analysis presented below evaluates the potential for the proposed project to have an impact on views of and across the project site.

##### ***(i) Views Southward***

As previously described, views of the project site to the south from 2<sup>nd</sup> Street are currently of the two-story Seaport Marina Hotel, and specifically the Shore Ultra Lounge portion of the structure, which effectively obstructs views further southward. Views along the project site southward down PCH and Marina Drive with and without the proposed development are depicted in Figures IV.A-4 and IV.A-10, respectively. Development of the proposed project would develop the project site with the four building clusters throughout the site with heights ranging from two to twelve stories. These buildings, generally up to 82 feet high with maximum height of 150 feet for the mid-rise residential tower, would continue to obstruct short- and mid-range street-level views further southward beyond the project site. However, views beyond the project site that currently exist from a limited number of south-facing, upper level residential units within the southernmost area of the Marina Pacifica community would become obstructed or partially obstructed by the proposed development, as intervening building heights would reach at least six stories (82 feet) within the affected portion of the viewshed, well beyond the height of the residential structures. However, while these views would be obstructed by the proposed development, no scenic resources exist beyond the project site to the south, and furthermore, views from the individual residences are private views (i.e., not publicly available views). Long-range views from areas further north would be minimally affected by the proposed development. Although the proposed structures, particularly the 150-foot residential tower, would be visible from long-range viewpoints to the north, the percentage of the viewshed affected by the development from long-range viewpoints, as well as the lack of scenic resources beyond the project site, would not represent a substantial view obstruction.

As illustrated in Figure IV.A-4, views southward down Marina Drive would be modified by the proposed development's increase building height and bulk, and would introduce the proposed pedestrian bridge across Marina Drive to existing views from this location, but the project would maintain and incorporate the existing rows of palm trees into the project design. Similarly, as shown in Figure IV.A-10, on-site landscaping and site improvements along the project's PCH frontage would not notably detract from views southward down PCH. Instead, the project would maintain existing views down these corridors along the project's east and west boundaries, and enhance these visual corridors with improved landscaping and architectural design.

Overall, with a lack of notable scenic resources to the south beyond the project site, and limited nature of available private views across the site, impacts to views southward would be less than significant.

***(ii) Views Westward***

Short-range views westward from PCH and the Market Place shopping center would not be dramatically different from current views of the existing Seaport Marina Hotel, which largely obstructs views further to the west. However, the proposed project would open a new view corridor through the site. See Figure IV.A-11 for the proposed project design elevation as viewed from PCH. As shown in Figure IV.A-11, enhanced unobstructed views through the site westward to the Alamitos Bay Marina would be provided from PCH via the proposed Marina View Lane in the southern portion of the site and via the Great Space and Wetlands Plaza in the northern portion of the site, whereas only limited views through the site exist under current conditions. Mid-range views of and across the project site would be modified by the introduction of new buildings and landscaping on-site, but such views would not be adversely affected, as existing views are currently obstructed and the proposed development would create new east-west view corridors through the site that do not currently exist. Long-range views of and beyond the project site would be affected, since the existing structures are not visible from long distances while the proposed structures would rise above surrounding structures and landscaping. However, given the distance of the project site from long-range viewpoints, the project's architectural and design elements, and intervening development, long-range views would not be substantially affected.

Overall, short- and mid-range views westward would be enhanced relative to existing conditions, long-range views would not be notably degraded, and therefore impacts on scenic vistas would be less than significant.

***(iii) Views Northward***

Short-range views northward from areas south of the project site would not be notably affected by implementation of the proposed project, as current views are limited to the existing commercial structures in the Marina Shores shopping center and on-site structures associated with the Seaport Marina Hotel. Figure IV.A-15 shows the proposed project design elevation as viewed from immediately south of the project site, while Figures IV.A-7 through IV.A-9 provide visual simulations of mid- and long-range views with and without the proposed project from off-site locations to the south of the project site, including two locations in the City of Seal Beach (i.e., Hellman Wetlands and Gum Grove Park). While the proposed project would substantially increase on-site structural heights, no significant short-range views currently exist northward from the project's southeastern project boundary, and furthermore, commercial structures up to 35 feet in height in the adjacent Marina Shores shopping center currently obstruct views to the north from off-site locations as well. As shown in Figures IV.A-7 through IV.A-9, mid- and long-range views of the project site from more distant locations, such as those from the southern portion of Alamitos Bay and from Seal Beach, would be incrementally obstructed by the introduction of the proposed structures; however, the overall impact to views from areas to the south would not be substantial given the distance of these locations from the project site and lack of significant visual resources in the area that could be obstructed by the development. Therefore, despite increased overall building height and development intensity, given the lack of significant views under existing conditions, lack of scenic resources on or beyond the site to the north, and the improved aesthetic character and unified design of the proposed development, impacts to scenic vistas northward under the proposed project would be less than significant.

***(iv) Views Eastward***

Short-range views of and across the project site from areas located west of the project site would be modified relative to existing conditions with implementation of the proposed improvements, but would not be substantially reduced. Figure IV.A-12 shows the proposed project design elevation as viewed from

immediately west of the project site, while Figures IV.A-5 through IV.A-7 provide visual simulations of views with and without the proposed project from off-site locations to the west of the project site. Enhanced short-range views eastward through the site would be provided from Marina Drive via the proposed Marina View Lane in the southern portion of the site and via the Great Space and Wetlands Plaza in the northern portion of the site, whereas only limited views through the site exist under current conditions. With regard to mid-range views from Naples Island and the southern portion of the Alamitos Bay Marina, as illustrated in Figures IV.A-6 and IV.A-7, the proposed development would be clearly visible from these locations, as building heights would generally appear to be at or below the height of the existing row of palm trees along Marina Drive, with the exception of the 12-story residential tower. Long-range views would be minimally affected by the proposed project, as existing views are generally obstructed by intervening urban development, though the proposed structures may be partially visible from some locations. While the proposed project would increase land use intensity on-site, it would not adversely impact short-range views to the east, as no significant view corridors currently exist. Furthermore, although the proposed project would partially obstruct mid- and long-range views across the site, given the relatively limited nature of the obstruction and lack of scenic resources beyond the project site, views would not be substantially affected. As such, impacts related to views eastward would be less than significant.

Overall, based on the analysis presented above, the proposed project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant, and no mitigation measures are required.

**(2) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

The project site does not contain scenic resources, such as significant trees, rock outcroppings, or historic buildings, and is not located in proximity to a State scenic highway. While the project site is currently developed with the Seaport Marina Hotel, it is not considered eligible for listing as a historic resource (refer to Section IV.D.2, Historic Resources, for a discussion of the existing Seaport Marina Hotel and associated evaluation of historic resources impacts). Since the project site is not located within or near a State scenic highway, and furthermore does not contain scenic resources, including trees, rock outcroppings, and historic buildings, the proposed project would not substantially damage scenic resources and therefore impacts would be less than significant, and no mitigation measures are required.

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

**(a) Short-Term Construction Visual Quality**

Construction of the project would include three phases beginning in early 2013 with completion anticipated in 2015. During construction, the project site's visual appearance would be altered due to the removal of the existing structures, site preparation and grading, and the construction of buildings and landscaping. Construction activities would include the storage of equipment and materials on the site.

In addition, the project would include the use of cranes during the construction of the upper levels of the 12-story residential tower. Construction activities would be visible to adjacent land uses as well as pedestrians and motorists on PCH, 2<sup>nd</sup> Street, and Marina Drive. Despite the high visibility of the project site and the duration of construction activities, the project site would be fenced and screened from view from surrounding locations throughout construction activities. Furthermore, the existing visual quality of the site

is considered to be low. As such, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings, and therefore temporary aesthetic impacts regarding on-site construction activities would be less than significant.

Visible construction activities would also include truck traffic to and from the site for concrete and material deliveries and haul trips for excavated earth materials. However, the impact of construction trucking is temporary in nature and would not significantly impact the visual quality of the area, since major roadways are intended to accommodate a range of vehicle types, including trucks incidental to construction and deliveries. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings, and therefore construction traffic-related visual impacts are considered less than significant, and no mitigation measures are required.

### **(b) Operational Visual Quality**

Following completion of construction activities, the proposed project would represent a permanent change in the visual character and quality of the project site. As illustrated in the visual simulations presented above in Figures IV.A-4 through IV.A-10, implementation of the proposed project would replace the existing buildings and associated parking lots with development of four mixed-use buildings oriented for street-level pedestrian and vehicular access and structured parking. The project would convert the project site's current appearance from that of a mixture of hotel and supporting commercial uses with an outdated architectural style and aging structures and site improvements, to a mixed-use site with residential, retail, restaurant, and hotel uses integrated by a series of landscaped pedestrian walkways along gardens and open-air plazas. The proposed landscaping, particularly along the PCH, 2<sup>nd</sup> Street, and Marina Drive frontages, would enhance the appearance of the site and would help to promote pedestrian activity in the area. Additionally, as shown in Figure IV.A-4, the existing rows of palm trees along Marina Drive would be preserved and integrated into the project's landscape design. Thus, the project would not degrade the visual character of the area. Rather, the project would result in aesthetic benefits through redevelopment of the site with high quality architecture and landscaping.

As previously discussed, proposed parking on-site would be designed to maximize efficiency and minimize visual impacts, as opposed to that currently presented by the large expanses of surface parking lots on-site today. Through the creation of new view corridors within and across the project site, particularly as viewed through Marina View Lane from PCH and Marina Drive, the Great Space and Wetlands Plaza, and within the project site interior along the central walkway plaza, the project is intended to maintain a sense of openness consistent with the marina area's pedestrian-friendly environment.

The proposed project would result in greater density and scale of development (bulk) at the project site relative to existing conditions. Specifically, the existing Seaport Marina Hotel consists of several structures with a total floor area of 149,400 square feet and maximum building heights of up to 35 feet. The proposed project would develop the site with structures totaling 822,500 square feet with building heights generally ranging from two to six stories, or up to 77 feet (up to 82 feet with rooftop architectural elements), with one residential tower reaching 12 stories in height, or up to 136 feet (up to 150 feet with rooftop structural components and emergency helipad). As previously described, the site would be transformed from an underutilized hotel property with outdated design and architecture to a cohesive, aesthetically enhanced, and extensively landscaped mixed-use development. Furthermore, as illustrated in Figures IV.A-3 through IV.A-15, above, the use of different styles of glass combined with metal trellises and other accents would

provide a more modern development, while wood, concrete, stone, and stucco accents would be utilized to soften the geometrical architectural design. Additionally, the project's contemporary urban style and form and the modulated design of the building heights, as well as the high quality architectural materials and mix of colors to be used, would create visual vitality.

The project's landscaping plan would also contribute to an aesthetically pleasing, pedestrian-oriented development (refer to Figure II-16 in Chapter II, *Project Description*, of this EIR for an illustration of the proposed project's conceptual landscaping plan). The landscaping plan would enhance the site with new accent trees, flowering shrubs, under-story plants, turf, and paving elements. The appearance of bulk and mass would also be softened as a result of the integrated landscaped pedestrian walkways along gardens, open-air plazas, and a newly greened streetscape along PCH, 2<sup>nd</sup> Street, and Marina Drive. Through the creation of such open spaces and landscaping, the proposed project is intended to maintain a feeling of openness as community-oriented central gathering place as well as transform the project site's streetscape.

As previously indicated, development in the project area is generally limited to one- and two-story commercial structures up to 35 feet in height, with residential uses within the Marina Pacifica community up to five stories in height. Proposed uses would generally range from two to six stories in height, or up to 77 feet (up to 82 feet with rooftop architectural elements), with one residential tower reaching 12 stories in height, or up to 136 feet (up to 150 feet with rooftop structural components and emergency helipad). Refer to Figures II-13 and II-14 in Chapter II, *Project Description*, of this EIR for cross-sections of the proposed development illustrating proposed building heights). While building heights in the project area are lower than those proposed as part of the project, the intent of the proposed project is to provide a landmark development at the City's southeast gateway. In this respect, the 12-story residential tower serves as the proposed project's iconic structure that would be visible when approaching the City's southeast gateway and from surrounding areas (refer to Figures IV.A-4 through IV.A-10 for visual simulations of the proposed project as viewed from off-site locations to the south and east). Furthermore, the unified modern design of the proposed project, along with extensive landscaping and public spaces would serve to improve the overall visual quality of the project site, despite the increase in on-site land use intensity.

Overall, development of the proposed project would represent a substantial aesthetic improvement relative to the existing appearance of the site. The proposed project would not remove or demolish valued features or elements that contribute positively to the visual character of the vicinity. Additionally, the proposed project would not degrade or detract from the existing visual quality of the site and its surroundings. As such, the design of proposed project would improve and enhance the visual character of the site and generally improve the identity of the area. The proposed project would also provide a large landscaped plaza at and around the corner of PCH and 2<sup>nd</sup> Street, along with other landscaped pedestrian walkways along gardens and open-air plazas that are intended to provide a pedestrian-friendly environment as well as create a development acknowledged for its landmark design. Additionally, the proposed design would provide grade-level unobstructed views from PCH through the project site to the Alamitos Bay Marina via the proposed Great Space and Marina View Lane, where only limited obstructed views currently exist (see Figure IV.A-11, and discussion of views/scenic vista impacts above). Accordingly, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings, and therefore visual quality impacts due to the proposed project would be less than significant, and no mitigation measures are required.

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

Sensitive uses with respect to artificial or nighttime light and glare in the project area include the Marina Pacifica residential community located northwest of the project site, and to a lesser extent, the Alamitos Bay Marina located to the southwest of the project site.

**(a) Light**

**(i) Construction**

Lighting needed during project construction could generate light spillover to adjacent uses in the project vicinity, including the Alamitos Bay Marina located to the southwest. However, construction lighting is not anticipated to impact the nearby Marina Pacifica residential community or the Los Cerritos Wetlands located north of the project, due to intervening development and distance from the project site (refer to Section IV.C, Biological Resources, of this EIR for a discussion of indirect light/glare impacts on biological resources). In addition, construction activities would occur primarily during daylight hours and any construction-related illumination would be used for safety and security purposes only, in compliance with LBMC light intensity requirements, and would only occur for the duration needed in the temporary construction process. Thus, with adherence to existing LBMC regulations, light resulting from construction activities would not significantly impact sensitive uses, substantially alter the character of offsite areas surrounding the construction area, or interfere with the performance of an off-site activity. Therefore, construction of the proposed project would not create a new source of substantial light which would adversely affect day or nighttime views in the area, and light impacts associated with construction would be less than significant.

**(ii) Operation**

As previously described, light-sensitive uses include the Marina Pacifica residential community to the northwest, the Alamitos Bay Marina located southwest of the project site, and the Los Cerritos Wetlands located north of the project site. As noted above, refer to Section IV.C, *Biological Resources*, of this EIR for a discussion of indirect light/glare impacts on biological resources and the Los Cerritos Wetlands.

Development of the proposed project would generate more light on-site than under existing conditions. New light sources associated with the project, all of which would comply with Title 24 energy efficiency standards and City of Long Beach lighting requirements, would include light from retail display windows along PCH and Marina Drive, illuminated building identification and retail business signs, architectural and landscape lighting, security and wayfinding lighting provided at vehicle entry points and areas of circulation, exterior lighting at building entrance areas, and pedestrian and other security lighting along PCH, 2<sup>nd</sup> Street, and Marina Drive. Other light sources include interior lighting from on-site residences, architectural lighting, illuminated signage, and interior lighting from the proposed project's upper stories. Although the proposed project would increase the overall intensity of on-site land uses and associated lighting, the increase in lighting would not translate to substantial increases in light intensity at off-site locations. This is because light intensity diminishes rapidly as an observer moves away from the light source. For example, the intensity of light at a distance of one hundred meters from its source is only 0.01-percent of the intensity of light at one meter from the source (refer to Section IV.C, Biological Resources, for a detailed discussion of light intensity relative to distance from the source). As such, the intensity of project-related lighting would be concentrated on-site with little potential to create perceptible changes in ambient lighting intensity at off-site light-sensitive locations. Therefore, while lighting would be visible from the Marina Pacifica residences

to the northwest, Alamitos Bay Marina to the southwest, and the Los Cerritos Wetlands to the north, the fact that exterior lighting for the project would be shielded and focused on the site and the distance to nearby residences (including those living aboard docked boats in the marina) and the wetlands would preclude the potential for lighting of high intensity to reach or meaningfully effect these uses.

Lighting from signage would not exceed LBMC illuminated sign regulations (Section 21.44). The pattern of interior lighting from upper stories would be similar to other off-site uses, and interior lighting generally ceases when guest and residents retire for the night. Therefore, the increase in ambient lighting would not interfere with activities in nearby neighborhoods.

Based on the above, with incorporation of project design features and adherence to applicable LBMC regulations, lighting associated with the proposed project would be consistent with the character of the off-site areas surrounding the project and would not interfere with existing residential uses. As such, operation of the proposed project would not create a new source of substantial light which would adversely affect day or nighttime views in the area, and therefore impacts attributable to project-induced artificial lighting would be less than significant, and no mitigation measures are required.

## **(b) Glare**

### ***(i) Construction***

Construction activities are not anticipated to result in substantial areas of flat, shiny surfaces that would reflect sunlight or cause other natural glare. Therefore, construction of the proposed project would not create a new source of substantial glare which would adversely affect day or nighttime views in the area, and project-related reflection associated with sunlight and natural glare would be less than significant.

### ***(ii) Operation***

Daytime glare can result from natural sunlight reflecting from a shiny surface that would interfere with the performance of an off-site activity, such as the operation of a motor vehicle. Reflective surfaces can be associated with window glass and polished surfaces, such as metallic or glass curtain walls and trim. In general, sun reflection that has the greatest potential to interfere with driving occurs from the lower stories of a structure.

Sun reflection from the proposed structures would occur during periods in which the sun is low on the horizon and when the point of reflection from the building is in front of the driver, in the direction of travel. During certain times of the year the potential exists for the sun to be low in the sky and directly behind east- and west-bound drivers on PCH, 2<sup>nd</sup> Street, and Marina Drive. During these periods, reflected light from the building's glass and other shiny surfaces could potentially create glare with respect to approaching streets. Since PCH and 2<sup>nd</sup> Street have high levels of traffic, if the project were to result in glare from reflected sunlight, it could interfere with the operation of a motor vehicle or other activity. The project could also be a source of glare to the Marina Pacifica residential community to the northwest, Alamitos Bay Marina to the southwest, and Los Cerritos Wetlands to the north. However, in compliance with Section 21.54.250 of the LBMC, direct glare from signage/billboards is prohibited to shine onto adjacent properties or public areas. In addition, as illuminated signs would be similar to signage on existing commercial buildings, the project would not create a singular, disruptive glare source. Further, to reduce glare from building materials, building materials would include non-glare glass and other materials would not be highly reflective.

Therefore, sunlight reflected from these surfaces would not generate substantial glare. Overall, the project would not cause glare that would substantially interfere with the performance of an off-site activity or sensitive uses, such as motorists along PCH and Marina Drive or nearby residents. Therefore, operation of the proposed project would not create a new source of substantial glare which would adversely affect day or nighttime views in the area, and the proposed project would result in less than significant glare impacts, and no mitigation measures are required.<sup>4</sup>

**(5) Would the project cast new shadows on off-site shadow-sensitive uses more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Daylight Time (PDT), between early November and early March or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Savings Time (PST) between early March and early November?**

The potential shading impacts of the project are determined in accordance with the shade-sensitive uses including outdoor areas associated with residential, cultural, educational, and hotel uses. As such, shade-sensitive uses in proximity to the project site would include the Marina Pacifica residential community to the northwest, Alamitos Bay Marina to the southwest, and Los Cerritos Wetlands to the north.

Development of the project would generate new shadows with varied lengths and angles depending on the time of day and season. As described above, a significant shade/shadow impact would occur if a project would cast new shadows on off-site shadow-sensitive uses for more than three hours between 9:00 A.M. and 3:00 P.M. PDT (between early November and early March) or for more than four hours between 9:00 A.M. and 5:00 P.M. PST (between early March and early November). It should be noted that the shade/shadow analysis has only been prepared for the early morning conditions in each season, as this scenario provides the greatest shadow length and longest duration of shading in the area, and therefore represents a worst-case scenario, as indicated in **Figure IV.A-16, Worst-Case Project-Related Shading Effects**. Furthermore, no shade-sensitive uses are located east of the project site such that adverse shade effects during afternoon hours could occur.

As shown in Figure IV.A-16, under worst-case conditions at 8 A.M. during each season, the project-generated shadows do not intersect shade-sensitive uses for a notable period of time, if at all, due to the distance of sensitive uses from the proposed structures and location relative to the rising sun. Due to the lack of project-related shading of nearby shade-sensitive uses, the proposed project would not cast new shadows on off-site shadow-sensitive uses more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Daylight Time (PDT), between early November and early March or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Savings Time (PST) between early March and early November. Therefore, impacts related to shade and shadow effects would be less than significant, and no mitigation measures are required.

#### **4. MITIGATION MEASURES**

Project-related impacts related to aesthetics, views, visual character, light and glare, and shade and shadow are considered less than significant with implementation of project design features, including landscaping,

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<sup>4</sup> *It should be noted that glare from windshields of vehicles driving along Pacific Coast Highway, 2nd Street, and Marina Drive currently does not interfere with activities on the project site and is not anticipated to impact the project. As such, impacts are concluded to be less than significant and no mitigation measures are required.*



 Sensitive Uses



0 300 Feet

### Worst-Case Project-Related Shading Effects

Second+PCH Development

Source: Google Earth Professional; PCR Services Corporation, 2010.

FIGURE

IV.A-16

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architecture, signage, and lighting, and compliance with applicable regulations. As such, no mitigation measures are required.

## 5. CUMULATIVE IMPACTS

Chapter III of this Draft EIR identifies five related projects that are anticipated to be developed within the vicinity of the project site. As indicated in **Table IV.A-1, Related Projects and Distance Relative to the Project Site**, none of the related projects are located within one-half mile of the project site, thereby precluding the potential for cumulative visual effects in the immediate project vicinity. The proposed project in combination with the related projects would introduce new aesthetic elements as part of new development in the project area. As part of an existing urban environment, it has been anticipated that the project and future development in the project vicinity would add to the emerging mixed-use character and growth in the community. In keeping with the surrounding urban conditions, the five related projects and the proposed project would not be out of scale or character with the existing visual environment. Thus, when considering that the proposed project would not result in significant impacts, cumulative impacts with regard to visual character would be less than significant, and the project’s contribution to such impacts would not be cumulatively considerable.

**Table IV.A-1**

**Related Projects and Distance Relative to the Project Site<sup>b</sup>**

<b>Map No. <sup>a</sup></b>	<b>Location</b>	<b>Land Use</b>	<b>Distance from Project Site (miles)</b>
1	5638 East 2 <sup>nd</sup> Street	700 SF Tutoring Center	0.6 mile
2	4401 Pacific Coast Highway	13,000 SF CVS with drive-thru, 7,400 SF retail and 2,911 SF Fast Food with drive-thru	2.8 miles
3	4201 East Willow Street	9,500 SF retail and 8,000 SF automated car wash	3.7 miles
4	1720 North Bellflower Boulevard	8,500 SF YMCA expansion	2.1 miles
5	1 <sup>st</sup> Street and Marina Drive	55 single family homes and 75 hotel rooms	0.6 mile

<sup>a</sup> Corresponds with map numbers on Figure III-1 in Chapter III of this Draft EIR.

<sup>b</sup> As measured from the project site boundary at the closest point to the related project location.

Source: PCR Services Corporation, 2011.

In regards to views and scenic vistas, as previously described, the proposed project would not result in significant impacts to views in the project area. As noted above, all of the related projects are located over one-half mile from the project site, and therefore are not expected to contribute to cumulative view impacts in conjunction with the proposed project given their distance from the project site. Therefore, since development of the proposed project in combination with the related projects would not obstruct any view

corridors and visual resources that are currently visible, cumulative impacts to views would be less than significant, and the project's contribution to such impacts would not be cumulatively considerable.

The project would increase ambient light levels in the project area. Development of the project as well as the other related projects would introduce new or expanded sources of artificial light. Because the project and related projects represent in-fill development that would replace existing uses, the cumulative lighting impact would not increase the ambient light levels in the area. In addition, even though cumulative development may result in an increase in density of development in the area, the increase in ambient lighting would not be out of character with the urban setting and built environment within the project area and immediate locale. In addition, new light sources would be utilized in a manner that would minimize or eliminate such nighttime illumination impacts to sensitive receptors such as residences or motorists. Additionally, the regulations set forth in the LBMC restrict the use and wattage of certain light sources that would be incompatible with existing community standards. Therefore, the lighting associated with the proposed project and related projects would not exceed the established thresholds of significance. As a result, cumulative artificial light impacts would be less than significant, and the project's contribution to such impacts would not be cumulatively considerable.

With regard to glare, it is anticipated that related projects within the general vicinity of the project site have been reviewed and approved to ensure that building materials to be utilized would not create significant glare impacts. As such, cumulative glare impacts associated with the proposed project are concluded to be less than significant, and the project's contribution to such impacts would not be cumulatively considerable.

Development of the proposed project would not cast new shadows on off-site shadow-sensitive uses. The related projects do not include any mid- or high-rise structures, and therefore would not cast notable shadows in the surrounding area. Additionally, none of the related projects would be located close enough to the project site to cumulatively contribute to shade impacts on nearby sensitive receptors. Finally, it is also due to the distance and low-rise nature of the developments that the related projects would not shade areas of the project site. Therefore, shade impacts would not be cumulatively significant, and the project's contribution to such impacts would not be considerable.

## **6. LEVEL OF SIGNIFICANCE AFTER MITIGATION**

As discussed above, all project-related impacts relative to aesthetics, visual character, views, light and glare, and shade and shadow would be less than significant.