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APPENDICES

Appendix

4.1 **AESTHETICS**

This section discusses the existing aesthetics setting of the Project Site and assesses the Project's potential impacts related to aesthetics.

4.1.1 **SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION**

MND for the Pacific Place Project

The Visual Resources and Aesthetics analysis for the MND for the Prior Project, determined that implementation of the Prior Project would have less than significant impacts related to aesthetics.

Due to the limited height of the proposed structures and the setbacks from public viewpoints, the MND determined that the proposed self-storage building would not substantially detract from scenic vistas of the San Gabriel Mountains as seen from the I-405.

According to the MND, the Project Site was not located near a State scenic highway, nor did the Project Site include historic buildings or rock outcroppings. The nearest designated highway to the Site was State Route 91 (SR-91) approximately 21 miles to the east (Caltrans 2024). Due to this distance, it was determined that Prior Project development would not damage scenic resources in a State scenic highway.

According to the MND, the Prior Project would have replaced the dilapidated remains of the driving range, and undeveloped, partially vegetated land, with a self-storage facility, RV storage, and a warehouse building.¹ The Prior Project included landscaping throughout the Project Site and around a large portion of the Project Site's perimeter. As such, it was determined that the visual quality of the Prior Project would be an improvement compared to existing conditions.

Furthermore, the MND found that the Project Site was in an urbanized area with existing vehicle lights, streetlights, billboard lights, and exterior building lights. Thus, it was determined that the Prior Project's proposed lighting would not result in a substantial increase in lighting in the area and would not have adversely affected nighttime views.

MND Mitigation Measures

The MND concluded that the Prior Project would result in less than significant impacts related to aesthetics. As such, no mitigation measures were adopted as part of the MND.

4.1.2 **ENVIRONMENTAL SETTING**

A. Existing Conditions

The Project Site exists as a vacant site. The Project Site is located at the northern end of North Pacific Place immediately north of the I-405. The Project Site consists of 14.20 acres and is currently undeveloped. Prior to the Surcharge Activities, the Project Site contained disturbed vegetation consisting of mostly non-native grasses and shrubs, ornamental vegetation, and native southern tarplant. Following completion of the Surcharge Activities, the Surcharge Pile is approximately 18 feet tall and currently occupies approximately 60,000 square feet of the Project Site and covers the footprint of the proposed self-storage building. The elevation of the top of this soil is at approximately 74 feet amsl. As previously discussed in Section 3.4.1, in order to fully

¹ Development of the adjacent parcel, referred to in the MND as the McDonald Parcel, is no longer proposed for development at this time, with a warehouse or anything else, and this EIR only covers development of the self-storage and RV storage Project at 3701 North Pacific Place.

analyze Project impacts, some portions of the CEQA review for the Project, including this discussion on Aesthetics, will consider the condition of the Project Site prior to the Surcharge Activities.

B. Regulatory Framework

State

California Department of Transportation State Scenic Highway Program

The California Scenic Highway Program, created in 1963 by the California legislature, is managed by Caltrans. The goal of the program is to preserve and protect scenic highway corridors from changes that would negatively impact the aesthetic quality of lands that are adjacent to highways. Caltrans defines a scenic highway as any freeway, highway, roadway, or other public right-of-way that passes through an area of valuable scenic quality. Qualification for designation as a State Scenic Highway is based on vividness, intactness, and unity. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated.

The nearest officially designated State Scenic Highway is State Route (SR) 91 (Riverside Freeway), located approximately 21 miles to the east (Caltrans 2024).

Local

City of Long Beach General Plan

The City of Long Beach General Plan is a policy document that establishes the goals, policies, and directions the City will take to achieve the vision of the community and guide the future development of the City (City of Long Beach 2024). The City's General Plan is comprehensive, not only in terms of the geographic planning area that it considers, but also in the range of issues addressed. By law, the City's General Plan must address the following seven subject areas or elements: land use, circulation, housing, conservation, open space, noise, and safety. It may also address any other issues or include any other elements that relate to the physical development of the city or county. The City's General Plan Circulation element is referred to as the Mobility element, its Open Space element is coupled with recreational goals and policies in its Open Space and Recreation element, and its Safety element is divided into two elements: the Public Safety and Seismic Safety elements. The City has also elected to include Air Quality, Historic Preservation, Local Coastal Program, and Urban Design elements.

The City's Conservation, Open Space and Recreation, and Urban Design elements identify the City of Long Beach's natural resources, including aesthetics and visual resources and policies for their preservation, development, and wise use. The Open Space and Recreation Element identifies views of nature centers, beaches, bluffs, coastline, wetlands and water bodies as scenic areas within the City (City of Long Beach 2002). Additionally, the General Plan's Urban Design Element identifies the Pacific Ocean, beaches, bluffs, San Gabriel and Los Angeles Rivers, ranchos and adjacent land, Dominguez Gap, the Los Cerritos Wetlands, and waters in Alamitos Bay as significant natural features within the City. The Urban Design Element also identifies the following important vistas within the City: views along Alamitos Avenue, south to Villa Riviera; El Dorado Park; 3rd Street to the Port of Long Beach cranes; Ocean Boulevard; Bluff Park to the Pacific Ocean and Belmont Pier; Queensway Bay and Shoreline Park to the Queen Mary and cruise ships; the Downtown; the marinas; and Los Coyotes Diagonal to the distant San Gabriel Mountains; from the City of Signal Hill out and over Long Beach. Applicable goals and recommendations from the Conservation, Open Space and Recreation, and Urban Design

elements that are related to aesthetics and applicable to the Project are provided in Table 4.10-1 in Section 4.10, Land Use and Planning, with a Project consistency analysis.

4.1.3 PROJECT IMPACTS

A. Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project would result in a significant aesthetics impact if it would:

Threshold 4.1a *Would the project have a substantial adverse effect on a scenic vista.*

Threshold 4.1b *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.*

Threshold 4.1c *In non-urbanized areas, would the project 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, conflict with applicable zoning and other regulations governing scenic quality.*

Threshold 4.1d *Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.*

B. Methodology

The aesthetics analysis in this section is based on a variety of data sources including field reconnaissance, site photographs, and evaluation of the Project in the context of surrounding existing land uses. Additionally, the Project's potential effects were evaluated using the Project's site plan, renderings, elevations, and other plans, as applicable.

The locations of designated state scenic highways were determined based on a review of a list maintained by Caltrans. Given the urbanized nature of the Project Site and its surroundings, the Project was evaluated for potential conflicts with applicable Zoning provisions and other regulations governing aesthetics.

C. Standard Requirements

No standard requirements would apply to this Project related to aesthetics.

D. Impact Analysis

Threshold 4.1a *Would the Project have a substantial adverse effect on a scenic vista?*

A scenic vista is generally defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. A substantial adverse effect to a scenic vista is one that degrades the view from a designated viewing location.

According to the Open Space Element of the City of Long Beach General Plan, views of nature centers, beaches, bluff, wetlands, and water bodies within the City would be considered scenic vistas. Additionally, as discussed previously, the General Plan's Urban Design Element identifies the Pacific Ocean, beaches, bluffs, San Gabriel and Los Angeles Rivers, ranchos and adjacent land, Dominguez Gap, the Los Cerritos Wetlands, and waters in Alamitos Bay as

significant natural features within the City. Views of these resources would therefore be considered scenic vistas. Additionally, the Urban Design Element identifies the following important vistas within the City: views along Alamitos Avenue, south to Villa Riviera; El Dorado Park; 3rd Street to the Port of Long Beach cranes; Ocean Boulevard; Bluff Park to the Pacific Ocean and Belmont Pier; Queensway Bay and Shoreline Park to the Queen Mary and cruise ships; the Downtown; the marinas; and Los Coyotes Diagonal to the distant San Gabriel Mountains; from the City of Signal Hill out and over Long Beach (City of Long Beach 2002). As such, these viewsheds would also be considered scenic vistas.

Views from the Project Site include views of the San Gabriel Mountains to the north, the Santa Ana Mountains to the east, and the Palos Verdes Hills to the west. Additionally, the Los Angeles River channel is visible to the west. The Project Site is private, vacant land; thus, Project development would not eliminate any publicly available viewsheds within the Project Site.

Publicly available vistas near the Project Site include views of the San Gabriel Mountains to the north and the Santa Ana Mountains to the east from the I-405 and I-710 freeways and from the Los Angeles River bike path. Project development would alter public viewsheds from I-405 to the south and the Metro A Line to the east. The proposed self-storage building would be approximately 44 feet high and set back approximately 129 feet from the transition lane from the northbound I-405 to the northbound I-710; the I-405 travel lanes are approximately 195 feet from the proposed building. Because of the significant distance between the Project Site and the surrounding freeways, and because the freeway views are at a higher elevation than the Project Site, the proposed self-storage building would not substantially detract from scenic vistas of the San Gabriel Mountains as seen from the I-405. Elevated freeway structures west of the Project Site already block vistas of the Palos Verdes Hills to the southwest from the Metro A Line tracks east of the Project Site, and therefore the Project would not impact these vistas. Views of the San Gabriel Mountains from nearby residential neighborhoods, Los Cerritos Elementary School, and Los Cerritos Park to the west of the Project Site would likewise not be impacted by the self-storage building as the aforementioned locations are at a higher elevation than the Project Site.

Under existing conditions, views of the LA River are limited to views from the existing public bike path along the LA River, which would not be impacted by Project implementation. Views of the River are limited from public viewpoints in the residential neighborhoods, Los Cerritos Elementary School, and Los Cerritos Park to the west of the Project Site due to their distance (approximately 1000ft to 1500ft) from the River and intervening features including the Metro A Line tracks.

Thus, development of the proposed self-storage building and RV storage would not block views of the Palos Verdes Hills or San Gabriel Mountains. As such, Project development would not detract from scenic vistas, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Scenic Vistas: A less than significant impact would occur and therefore no mitigation is required.

Impact Comparison Summary: The Project would result in a less than significant impact. The Project would result in similar impacts when compared with the impact analysis in the MND, which identified no impact related to scenic vistas.

Threshold 4.1b ***Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

Based on a review of the Caltrans Scenic Highway Mapping System, the Project Site is not near a designated or eligible State scenic highway (Caltrans 2024). The nearest designated State scenic highway is SR-91 (Riverside Freeway), located approximately 21 miles to the east. Due to intervening topography and development in the area, the Project Site is not visible from SR-91. Furthermore, the Project would not remove any rock outcroppings or historic buildings. Existing trees and other vegetation within the Project Site would be removed; however, these trees are not within or visible from a state scenic highway. Therefore, the Project would have no impact related to scenic resources within a State scenic highway, no significant impacts would occur.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Scenic Resources: A less than significant impact would occur and therefore no mitigation is required.

Impact Comparison Summary: The Project would result in a less than significant impact. This impact would be the same when compared with the impact analyses in the MND.

Threshold 4.1c ***In non-urbanized areas, would the Project 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?***

As the Project Site is located in the City of Long Beach, an incorporated City with a population greater than 100,000 persons, the Project Site is located in an urbanized area pursuant to Section 21071 of the CEQA Guidelines, and is surrounded by residential, school, and park land uses as well as transportation facilities. Given that the Project Site is located in an urbanized area, the analysis for this threshold focuses on whether the Project would conflict with applicable zoning and other regulations governing scenic quality; however, an analysis of the anticipated visual changes is also provided for context and information purposes.

The Project Site has a General Plan land use designation (PlaceType) of Neo-Industrial (NI) and a zoning designation of Light Industrial (IL). The Project is proposing a General Plan Amendment that would change the Project Site's PlaceType from Neo-Industrial to Community Commercial Centers and Corridors and the allowable building height from 40' to up to five stories at the Project Site. The Community Commercial Centers and Corridors PlaceType land use designation allows for commercial and office uses that serve the community-based needs for goods and services based on a floor area (FAR) ratio between 2.00 to 4.00 (City of Long Beach 2019). The Project's proposed four-story self-storage building would be consistent with the PlaceType designation with a General Plan Amendment from Neo-Industrial to Community Commercial Centers and Corridors.

The Community Commercial PlaceType is appropriate for sites that will "serve [the City's] auto-oriented need for goods and services, promotes commerce and provide local jobs...Customers

of businesses located in the Community Commercial PlaceType will generally arrive by car and expect to find convenient parking.” (City of Long Beach 2019) Further, properties in the Community Commercial PlaceType must have visual and noise buffers, and act as a transition in scale between auto-oriented corridors and adjacent residential neighborhoods. (General Plan Land Use Element, p. 89.) The Project is consistent with these criteria for the Community Commercial PlaceType as it is an auto-oriented use that will provide self-storage and RV storage for residents in the vicinity needing those services. Further, the Property is naturally buffered from residential and public facilities uses to the east by the 405 Freeway to the south and the Metro right-of-way and Del Mar Avenue to the west, and the proposed 5 story limit will help buffer the Los Cerritos neighborhood from the Industrial PlaceType properties to the west, some of which permit up to 60 feet in height.

The Project Site has a Zoning designation of IL. As detailed in Chapter 21.33.060 of the City’s Municipal Code, IL zoned development standards impose a minimum lot size of 15,000 square feet (sf); a maximum lot coverage of 55%; a maximum building height of 4 stories or 60 ft, whichever is more restrictive; and a maximum non-building structure height of 45 ft. Under current zoning, the proposed 44 ft building would be allowed; however, the proposed Project is requesting a zone change to Commercial Storage (CS). CS allows for a maximum height of 28 ft.

The Project’s proposed entitlements include a General Plan amendment allowing up to 5 stories at the Project Site, a Zone change to add a Height Overlay of 50’, and a Zone text amendment allowing height overlays in the proposed CS zoning for the Project Site. The Project’s proposed 44’-tall self-storage building would be consistent with these height allowances. The Project would thus be consistent with the proposed General Plan and zoning designations for the Project Site.

During the City’s design review process, the Project has been reviewed to ensure compliance with other applicable regulations related to scenic quality, including maximum building heights. More information related to Project consistency with plans, policies, and regulations is provided in Section 4.10, Land Use and Planning. Given that the Project would not conflict with applicable zoning and other regulations governing scenic quality, the Project would result in less than significant impacts related to this threshold, and no mitigation measures are either required or recommended.

The following analysis of views from the Project Site has been prepared for informational purposes:

Views from the Project Site

Exhibit 4.1-1a, Photo Locations, shows the approximate locations and directions in which the photos discussed below, and provided in Exhibit 4.1-1b through d, Existing Views from the Project Site, were taken.

Exhibit 4.1-1b, Photos 1 and 2, are views of the Project Site prior to the Surcharge Activities. Photo 1 is from the southern portion of the Project Site looking west, which shows some vertical supports remaining from the driving range; trees in the former driving range parking lot are shown in the left part of the photo. At Project completion the vantage point of Photo 1 would be near the southwest corner of the proposed self-storage building; looking west toward the southwest part of the proposed RV storage spaces. Photo 2 is from the southern portion of the Project Site looking north, which shows vegetated and bare land with remains of driving range netting in the background. At Project completion, the view in Photo 2 would consist of the west part of the proposed self-storage building on the right; the balance of the view would be of the RV storage spaces (surface in foreground and covered in background).

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Photo Locations

Pacific Place Project

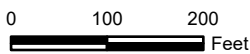


Exhibit 4.1-1a





Photo 1 - Taken from the southern portion of the Project site looking west.



Photo 2 - Taken from the southern portion of the Project site looking north.

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Existing Views from the Project Site

Pacific Place Project

Exhibit 4.1-1b



Exhibit 4.1-1c, Photos 3 and 4, are views of the Project Site prior to the Surcharge Activities. Photo 3 is from the western portion of the Project Site looking northeast, which shows vegetated and bare land with remains of driving range netting in the background. Photo 4 is from the western portion of the Project Site looking southeast, which shows trees along the east boundaries of the Project Site; netting remaining from the former driving range is visible in front of the trees. At Project completion, the view in Photo 3 would be of covered RV storage spaces on the left and center, with surface RV storage spaces on the right. At Project completion much of the view in Photo 4 would be of RV storage spaces (surface spaces in the foreground and covered spaces behind).

Exhibit 4.1-1d, Photos 5 and 6, are views of the Project Site prior to the Surcharge Activities. Photo 5, from the northeast part of the Project Site looking southeast, shows vegetation on the right and the Metro A Line tracks next to the east site boundary to the left. Photo 6, from the northeast part of the Project Site looking west, shows vegetation onsite in the foreground and the Los Angeles River channel beyond the west site boundary in the background. At Project completion the view in Photo 5 would consist of covered RV storage spaces in the left and center, and surface RV storage spaces on the right. At completion the view in Photo 6 would consist of surface RV storage spaces in the foreground and covered RV storage spaces in the background. RVs in the covered storage spaces, at capacity, would block views of the Los Angeles River channel to the west.

Views from Del Mar Avenue

Exhibit 4.1-2a, Photo Location, shows the approximate location and direction in which the photos discussed below, and provided in Exhibit 4.1-2b, Existing and Future Views of the Project Site, were taken.

Exhibit 4.1-2b, Photo 1, represents views from Del Mar Avenue in the vicinity of Los Cerritos Elementary School looking southwest onto the Project Site. Photo 1 shows Project baseline conditions as detailed in Section 2.0, Introduction, and discussed above. This view shows the Project Site prior to any earth disturbance related to the Surcharge Activities and is characterized with offsite vegetation and mature trees in the foreground, offsite Metrolink tracks, and on-site remnants of a dilapidated driving range.

Exhibit 4.1-2b, Photo 2, represents current views from Del Mar Avenue in the vicinity of Los Cerritos Elementary School looking southwest onto the Project Site. Photo 2 depicts the viewshed with the Surcharge Pile that was generated between August 2020 and January 2021.

Exhibit 4.1-2b, Photo 3, is a conceptual rendering of the proposed Project. The on-site self-storage building and off-site dilapidated driving range are visible in the background.

As discussed, Project grading and site preparation activities removed the dilapidated remains of the driving range and undeveloped, partially vegetated land that comprised the Project's 2020 baseline; a new self-storage facility and RV storage would be built on the Project Site. The Project would include landscaping around the perimeter of the Project Site and along the margins of the proposed parking lots east of the building and in the southeasterly extension of the Project Site.

The visual quality of the Project would be an improvement compared to existing conditions. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.



Photo 3 - Taken from the west part of the Project site looking northeast.



Photo 4 - Taken from the western portion of the Project site looking southeast.

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Existing Views from the Project Site

Pacific Place Project

Exhibit 4.1-1c





Photo 5 - Taken from the northeast part of the Project site looking southeast.



Photo 6 - Taken from the northeast part of the Project site looking west.

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Existing Views from the Project Site

Pacific Place Project

Exhibit 4.1-1d



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Photo Location

Pacific Place Project



0 100 200
Feet

Exhibit 4.1-2a





Photo 1 - Project baseline conditions as detailed in Section 2.0, Introduction.



Photo 2 - Same viewshed, but with the on-site surcharge pile that was generated between August 2020 and January 2021.



Photo 3 - Rendering of the proposed Project.

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Existing and Future Views of the Project Site

Pacific Place Project

Exhibit 4.1-2b



Level of Significance After Mitigation

Visual Quality: A less than significant impact would occur and therefore no mitigation is required.

Impact Comparison Summary: The Project would result in a less than significant impact. This impact would be the same when compared with the impact analyses in the MND.

Threshold 4.1d *Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?*

The exterior of the proposed self-storage building would be translucent glass that would minimize the potential for glare by diffusing light uniformly. The exteriors of the RV wash would be constructed of materials with low reflectance values, such as textured concrete, and would include limited glass elements. The Project would involve installation of security lighting including parking lot lighting over the surface RV storage spaces and exterior building lighting on the self-storage building. The Project Site is in an urbanized area with vehicle lights, streetlights, billboard lights, and exterior building lights. Thus, lighting that would be installed by the Project would not be a substantial increase in lighting in the area and would not adversely affect nighttime views. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Light and Glare: A less than significant impact would occur and therefore no mitigation is required.

Impact Comparison Summary: The Project would result in a less than significant impact. This impact would be the same when compared with the impact analyses in the MND.

4.1.4 CUMULATIVE IMPACTS

As described above, the Project would not result in significant adverse impacts related to scenic vistas, and the Project would not damage scenic resources. Furthermore, the Project would not conflict with applicable zoning and other regulations governing scenic quality. The Project removed on-site vegetation that was part of the baseline condition. However, the Project includes replacement landscaping plantings throughout the development. The Project is in an urbanized area with vehicle lights, streetlights, billboard lights, and exterior building lights and thus, lighting that would be installed by the Project would not be a substantial increase in lighting in the area. Furthermore, the Project would not result in substantial glare-related affects.

Projects considered in the cumulative impact analysis consist of six projects within the City. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. The 712 Baker Street residential project is the only cumulative project in close enough proximity to the Project to potentially contribute to a cumulative aesthetic impact. The Project could be constructed within the same timeframe as the 712 Baker Street project, which would result in ongoing views of construction at two different sites for viewers from public vantage points. However, these views of active construction sites from public and private vantages would not constitute a significant cumulative impact pursuant to CEQA given neither project would substantially adversely affect scenic vistas; neither project would substantially damage scenic resources; and neither project would conflict with applicable zoning and other regulations governing scenic quality. In addition, views of active construction sites are

a temporary condition. Both projects would result in the addition of lighting, which would collectively result in an incremental increase in outdoor lighting in the area surrounding the Project Site. These projects would also include the addition of windows that may result in minor glare-related impacts similar to other commercial and residential developments. No substantial cumulative impacts would occur regarding lighting would occur since any outdoor lighting added as part of either project would be subject to lighting regulations in the City's Municipal Code.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Cumulative Impacts: The Project's contribution of cumulative impacts related to aesthetics would not be significant because Project impacts are less than significant and do not require the implementation of mitigation measures. Therefore, the Project's contribution would not be cumulatively considerable and would therefore not contribute to a significant cumulative impact or require mitigation.

4.1.5 REFERENCES

California Department of Transportation (Caltrans). 2024 (May 23, date accessed). California State Scenic Highway System Map. Sacramento, CA: Caltrans. <https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>.

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