

IV. Environmental Impact Analysis

A. Aesthetics

1. Introduction

This section of the Draft EIR provides an analysis of the Project's potential impacts with respect to aesthetics, in terms of scenic vistas, scenic resources, visual character and quality, and lighting. In addition, the potential cumulative impacts related to aesthetics associated with the Project, in combination with all known related projects, are evaluated. Views and Vistas refer to visual access and obstruction of prominent visual features, including both specific visual landmarks and panoramic views. Visual character includes the different elements of the urban landscape that include the area's land use density, its mixed-use nature, building heights, lights, streetscapes, and the historic resources within the locale. Light and glare address the effects of nighttime illumination and daytime glare on adjacent land uses.

2. Environmental Setting

a. Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding aesthetics at the State and local level. As described below, these plans, guidelines, and laws include the following:

- California Code of Regulations, Title 24 (California Building Standards Code)
 - California Building Code
 - California Energy Code
 - California Green Building Standards Code
- City of Los Angeles General Plan
 - Framework Element
 - Conservation Element
 - Open Space Element
 - Mobility Plan 2035
 - Land Use Element - Harbor Gateway Community Plan
- City of Los Angeles Walkability Checklist
- Citywide Design Guidelines
- Los Angeles Municipal Code

(1) California Code of Regulations, Title 24

Title 24 of the California Code of Regulations (24 CCR), also known as the California Building Standards Code, consists of regulations to control building standards throughout the State. The following components of Title 24 include standards related to lighting:

(a) *California Building Code*

The California Building Code (24 CCR Part 1) stipulates minimum light intensities for pedestrian pathways, circulation ways and paths of egress.

(b) *California Energy Code*

The California Energy Code (CEC; 24 CCR Part 6) stipulates allowances for lighting power and provides lighting control requirements for various lighting systems, with the aim of reducing energy consumption through efficient and effective use of lighting equipment. CEC Section 130.2 sets forth requirements for outdoor lighting controls and luminaire cutoff requirements. CEC Section 140.7 sets forth outdoor lighting power density allowances in terms of watts per area for lighting sources other than signage. The lighting allowances are provided by Lighting Zone, as defined in CEC Section 10-114, where all urban areas within California are designated as Lighting Zone 3. Additional allowances are provided for building entrances and exits, outdoor sales frontage, hardscape ornamental lighting, building façade lighting, canopies, outdoor dining, and special security lighting for retail parking and pedestrian hardscape.

(c) *California Green Building Standards Code*

The California Green Building Standards Code (24 CCR Part 11) is commonly referred to as the CALGreen Code. It stipulates maximum allowable light levels, efficiency requirements for lighting, miscellaneous control requirements, and light trespass requirements for electric lighting and daylighting. Paragraph 5.1106.8 Light Pollution Reduction, specifies that all non-residential outdoor lighting must comply with the following:

- The minimum requirements for Lighting Zones 1-4 as defined in Chapter 10 of the California Administrative Code; and
- Backlight, up light and glare (BUG) ratings as defined in the Illuminating Engineering Society (IES) Technical Memorandum (TM)-15-07; and
- Allowable BUG rating not exceeding those shown in Table A5.106.8 in Section 5.106.8 of the CALGreen Code; or
- Comply with a local ordinance lawfully enacted pursuant to Section 101.7, whichever is more stringent.

(2) City of Los Angeles General Plan

The City of Los Angeles General Plan (General Plan), originally adopted in 1974, is a comprehensive long-term document that provides principles, policies, and objectives to guide

future development and to meet the existing and future needs of the City. The General Plan consists of a series of documents, including the seven elements mandated by the State of California: Land Use, Transportation, Noise, Safety, Housing, Open Space, and Conservation. In addition, the City's General Plan includes elements addressing Air Quality, Infrastructure Systems, Public Facilities and Services, Health and Wellness, as well as the Citywide General Plan Framework Element (Framework Element).

(a) *Framework Element*

The City's General Plan Framework Element, adopted in December 1996, and readopted in August 2001, contains several broad goals, objectives, and policies that address land use and serves as a guide to update the community plans and the citywide elements. The Framework Element provides a base relationship between land use and transportation and provides guidance for future updates to the various elements of the General Plan.

The Urban Form and Neighborhood Design Chapter of the Framework Element guides the design of future development. It includes broad neighborhood design policies and implementation programs to guide local planning efforts. A main objective of this chapter is to enhance the livability of all neighborhoods by upgrading the quality of development and improving the public realm (Objective 5.5).

The Infrastructure and Public Services Chapter of the Framework Element addresses infrastructure and public service systems, including street lighting, to ensure that appropriate levels of lighting are provided for visibility and safety within public areas. The policies of this chapter are intended to minimize adverse lighting impacts due to light pollution, light trespass, and glare.

(b) *Conservation Element*

Natural resources contribute to City's scenic quality and resources. The City of Los Angeles General Plan includes a Conservation Element, which addresses the preservation, conservation, protection, and enhancement of the City's natural resources. Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element established an objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes and a corresponding policy to continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities. Regarding open space, the Conservation Element refers to the Open Space Element for a discussion of open space aspects of the City, including park sites and urbanized spaces.

(c) *Open Space Element*

The City of Los Angeles General Plan also includes an Open Space Element, which includes definitions, objectives, policies, standards and criteria, programs, and a map, which are to be used when decisions are made pertaining to open space within the City of Los Angeles. The Open Space Element map also designates existing open space land in public and private ownership and designates lands that are considered to be desirable for open space use. Directly north of

the Project Site is the Rosecrans Park and Recreation Center. It contains a lighted baseball diamond, lighted indoor and outdoor basketball courts, children's play area, picnic tables, lighted soccer field and classroom(s).

The Open Space Element contains the following goals that would be applicable to the Project:

- To ensure the preservation and conservation of sufficient open space to serve the recreational, environmental, health, and safety needs of the City.
- To conserve unique natural features, scenic areas, cultural and appropriate historical monuments for the benefit and enjoyment of the public.
- To provide access, where appropriate, to open space lands.

(d) *Mobility Plan 2035*

In August 2015, the City Council initially adopted Mobility Plan 2035¹, which replaces the General Plan Transportation Element. Street classifications are designated in Mobility Plan 2035, An Element of the General Plan (Los Angeles Department of City Planning, January 2016) (Mobility Plan). The Mobility Plan revised street standards previously outlined in the City of Los Angeles Transportation Element of the General Plan (Los Angeles Department of City Planning, 1999) in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The Mobility Plan does not identify any Scenic Highways proximate to the Project Site.

(e) *Harbor Gateway Community Plan*

The last comprehensive update of the Harbor Gateway Community Plan was completed in 1979. Since that time, new issues have emerged and new community objectives regarding management of new development and community preservation have evolved. Consequently, it is necessary to update the Community Plan to not only reflect current conditions but to accurately reflect the prevailing visions and objectives of the area's residents and property and business owners. The Harbor Gateway Community Plan is currently being updated. The Community Plan addresses all the Elements of the General Plan and is internally consistent with the Citywide Elements of the General Plan. The Citywide Elements take precedence except where unique needs and requirements of the community are called out in the Community Plan.

The Community Plans are intended to promote an arrangement of land uses, circulation, and services that will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people, who live and work in the community. The Community Plans are also intended to guide development in order to create a healthful and pleasant environment. Goals, objectives, and policies are created to meet the existing and future need and desires of the community. The Community Plans are intended to coordinate development among

¹ *City of Los Angeles Department of City Planning. 2016. Mobility Plan 2035: An Element of the General Plan.*

the various parts of the City of Los Angeles and adjacent municipalities in a fashion both beneficial and desirable to the resident of the community. Purposes of the Harbor Gateway Community Plan for the Harbor Gateway area include:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.
- Improving the function, design and economic vitality of the commercial corridors.
- Preserving and enhancing the positive characteristics of existing uses which provided the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- Maximizing the development opportunities of future transit systems while minimizing any adverse impacts.
- Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improves the economic and physical condition of the Harbor Gateway Community Plan area.

(f) City of Los Angeles Walkability Checklist

The City of Los Angeles Walkability Checklist for Site Plan Review (Walkability Checklist) is a guide created by the City's Urban Design Studio that specifies urban design guidelines for projects required to undergo Site Plan Review. The Walkability Checklist consists of a list of design elements intended to improve the pedestrian environment, protect neighborhood character, and promote high quality urban form. The Walkability Checklist is used for discretionary projects to assess the pedestrian orientation of a project. The suggested design guidelines are consistent with the General Plan and supplement applicable Community Plan requirements but are not considered mandatory. The guidelines address topics such as building orientation, building frontage, landscaping, off-street parking, and driveways, building signage, and lighting within the private realm, as well as sidewalks, street crossings, on-street parking, and utilities in the public realm.

(g) Citywide Design Guidelines

The City of Los Angeles General Plan Framework Element, together with each of the 35 Community Plans, promote architectural and design excellence in buildings, landscape, open space, and public space. These Community Plans also promote the preservation of the City's character and scale. To this end, the Citywide Design Guidelines (Guidelines) establish ten guidelines to carry out the common design objectives that maintain neighborhood form and character while promoting quality design and creative infill development solutions. By offering more direction for proceeding with the design of a project, the Citywide Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design. The Citywide Design Guidelines, which were adopted by the City Planning Commission on October

24, 2019², are intended as performance goals and not zoning regulations or development standards, and therefore do not supersede regulations in the Los Angeles Municipal Code.

The Citywide Design Guidelines are divided into three sections: residential, commercial, and industrial. Within each section, a number of design principles and measures that address the different elements of site and building design and environmental sensitivity based on land use are presented. Each section of the Citywide Design Guidelines is organized by overarching objectives, followed by a list of specific implementation strategies.

(h) *Los Angeles Municipal Code*

All development activity on the Project Site is subject to the City of Los Angeles Municipal Code (LAMC), particularly Chapter 1, General Provisions and Zoning, also known as the City of Los Angeles Planning and Zoning Code (the Zoning Code). The Zoning Code includes development standards for the various districts in the City of Los Angeles. This sets forth regulations and standards regarding the allowable type, density, height, and design of new development projects.

The entire Project Site is zoned as M2-1VL-O (Light Manufacturing). This allows for a height of 45 feet, thereby requiring a Zoning Administrator's Adjustment under LAMC Section 12.21.1 A, to allow the Proposed 53-foot structure.

In addition, the LAMC sets forth specific regulations regarding lighting. Relevant provisions include the following:

- Chapter 1, Article 2, Section 12.21 A.5(k). All lights used to illuminate a parking area shall be designed, located and arranged so as to reflect the light away from any streets and adjacent premises.
- Chapter 1, Article 2, Section 12.21 A.16(e)(3). Adequate lighting shall be provided to ensure safe access to bicycle parking facilities in accordance with Section 12.21 A.5(K).
- Chapter 9, Article 9, Division 5, Sec 99.05.106.8. Requires compliance with lighting power requirements in the California Energy Code, California Code of Regulations, Title 24, Part 6. Meet or exceed exterior light levels and uniformity ratios for Lighting Zone 3, as defined in Chapter 10 of the California Administrative Code, Title 24, Part 1 (see below).

b. Existing Conditions

(1) Scenic Vistas and Resources

A scenic vista, as defined by the California Department of Transportation (Caltrans), is a viewpoint that provides expansive views of a highly values landscape for the benefit of the general public. Scenic resources include, but are not limited to, trees, historic buildings, rock outcroppings, or

² *Los Angeles City Planning Urban Design Studio, Citywide Design Guidelines, October 24, 2019.*

similar resources within a scenic highway. No scenic vistas or resources exist on or in the vicinity of the Project Site.

The Project Site is located at 15116-15216 South Vermont Avenue and 747-761 West Redondo Beach Boulevard in the Harbor Gateway Community Plan Area of the City of Los Angeles. The approximate 16-acre Project Site is located on the Los Angeles City boundary with Gardena, which is located just west of the Project Site. No State scenic highways are located within the vicinity of the Project Site. California State Route 1 is the nearest eligible State scenic highway located 17 miles northwest of the Project Site.

(2) Visual Character

The Project Site is currently a vacant lot with blighted conditions in an urbanized area. The Project Site is currently unoccupied, surrounded by a chain link fence with three large concrete slab foundations. Most of the areas surrounding the slabs are paved with asphalt and concrete in fair to poor condition. Photographs of the site are shown in Figures II-3b and II-3c, *Site Photographs*.

Surrounding land uses consist of a mix of medium to low-medium density residential, commercial, light industrial and institutional uses, see Figure II-2, *Aerial Photograph*. Surrounding properties are primarily developed with one- and two-story, single- and multi-family dwellings, to the south across Redondo Beach Boulevard, a Mobil gas station is located at the southeast corner of Vermont Avenue and West Redondo Beach Boulevard, and Hustler Casino (approximately 53 feet in height) is located to the southwest. The Gardena Professional Medical Plaza (approximately 61 feet in height) is located to the west. The Gateway Crossroads shopping complex is located immediately to the east and is approximately 35 feet in height, and includes a number of businesses including a Staples, Ross Dress for Less and UEI College to name a few; to the west across Vermont Avenue and a railroad right-of-way are commercial businesses and the Kei-Ai South Bay Healthcare Center; an open-air trash transfer/recycling center is immediately to the northeast; and Rosecrans Recreation Center is located to the north across a railroad right-of-way. First Southern Baptist Church and Amestoy Elementary School are located in the vicinity to the northeast. The Gardena Professional Medical Plaza is approximately 61 feet in height while the Hustler Casino is approximately 53 feet in height, respectively.

(3) Light and Glare

(a) *Nighttime Lighting*

Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Nighttime light is common throughout the City as a whole. Artificial light may be directly generated from sources or indirect sources of reflected light. Typical light sensitive uses include, but are not limited to, residences, some commercial and institutional uses, and natural areas. Nighttime lighting is typically generated from interior lighting in buildings, exterior security and street lighting, and headlights from vehicles either traveling along the adjacent streets or parking on surrounding streets and parking lots.

The Project Site is located within a highly urbanized area with a moderate level of existing ambient nighttime light. Nighttime lighting sources currently consist of streetlights, vehicle headlights,

illuminated signs, athletic field lighting at the Rosecrans Recreation Center, and interior and exterior building illumination.

(b) *Glare*

Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior facades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.

3. Project Impacts

a. Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines; the Project would have a significant impact related to aesthetics if it would:

Threshold (a): Have a substantial adverse effect on a scenic vista; or

Threshold (b): Substantially damage scenic resources including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway; or

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

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

The L.A. CEQA Thresholds Guide (Thresholds Guide) identifies the following criteria to evaluate aesthetics:

(a) *Scenic Vistas and Visual Resources*

- The nature and quality of recognized or valued views (such as natural topography, settings, manmade or natural features of visual interest, and resources such as mountains or the ocean);
- Whether the project affects views from a designated scenic highway, corridor, or

parkway;

- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which the project affects recognized views available from a length of a public roadway, bike path, or trail as opposed to a single, fixed vantage point.

(b) Visual Character

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered, or demolished;
- The amount of natural open space to be graded or developed;
- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc.;
- The degree to which the project would contribute to the area's aesthetic value; and
- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image.

(c) Light and Glare

- The change in ambient nighttime levels as a result of project sources; and
- The extent to which project lighting would spill off the Project Site and affect adjacent light-sensitive areas.

In assessing impacts related to aesthetics in this section, the City will use Appendix G as the thresholds of significance. The criteria identified above from the Thresholds Guide will be used where applicable and relevant to assist in analyzing the Appendix G thresholds.

b. Methodology

The assessment of aesthetic impacts is subjective by nature. Aesthetics generally refer to the identification of visual resources and the quality of what can be seen, as well as an overall visual perception of the environment. This analysis attempts to identify and objectively examine factors that contribute to the perception of aesthetic impacts. This section includes an analysis of the consistency of the proposed Project with established visual resources policies and a qualitative assessment of aesthetic characteristics. This analysis explores how the surrounding environment's scenic quality would be impacted by development of the proposed Project. Specifically, this analysis evaluates the proposed Project's visual character and design, including potential impacts with respect to light and glare.

(1) Visual Quality

The assessment of visual quality considers the visual quality to the area surrounding the Project Site and the impacts the proposed Project would have with respect to the visual character of the existing environment.

(2) Light and Glare

Nighttime light and glare impacts are the effects of a project's exterior lighting upon adjacent uses and areas. Glare can also be generated by light reflecting off passing cars and large expanses of glass windows or other reflective surfaces. Excessive light and/or glare can impair vision, cause annoyance, affect sleep patterns, and generate safety hazards when experienced by drivers. Light and glare impacts are determined through a comparison of the existing light and glare sources with the light and glare generated from buildout of the proposed Project.

c. Project Design Features

AES-PDF-1: Temporary construction fencing will be placed along the periphery of the Project Site to screen construction activity from view at the street level.

AES-PDF-2: Outdoor lighting used during construction will be shielded and/or aimed such that the light source cannot be seen from adjacent residential properties, the public right-of-way, or from the above. However, construction lighting will not be so limited as to compromise the safety of construction workers.

AES-PDF-3: Mechanical, electrical, and roof top equipment (including Heating, Ventilation, and Air Conditioning (HVAC) systems), as well as building appurtenances and trash enclosures, will be integrated into the Project's architectural design.

AES-PDF-4: All new outdoor lighting required for the project will be shielded and directed towards the interior of the Project Site such that the light source does not project directly upon any adjacent property.

AES-PDF-5: Glass used in building facades will be anti-reflective or treated with an anti-reflective coating in order to minimize glare by minimizing the use of glass with mirror coating. Consistent with applicable energy and building code requirements, glass with coatings required to meet the 2019 Building Energy Efficiency Standards will be permitted.

d. Analysis of Project Impacts

Threshold (a): *Would the project have a substantial adverse effect on a scenic vista?*

As discussed in Chapter VI (Subsection Impacts Found not to be Significant) and in the Initial Study (Appendix A), the Project Site is not located on or near any scenic vista. **Thus, the**

proposed Project would have no impact with respect to Threshold (a). As such, no impacts associated with regard to a scenic vista would occur, and no further analysis is required.

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

As discussed in Chapter VI (Subsection Impacts Found not to be Significant) and in the Initial Study (Appendix A), the Project Site is not on or near a major state-designated scenic highway. **Thus, the proposed Project would have no impact with respect to Threshold (b). As such, no impacts associated with scenic resources within a state scenic highway would occur, and no further analysis is required.**

Threshold (c): 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?

(1) Impact Analysis

The proposed Project requires approval of two conditional use permits (CUP), including a Major Development CUP and a Corner Development CUP; site plan review; and zoning administrator's adjustment to allow for the construction and operation of 340,298 square feet (including 25,000 square feet mezzanine) of industrial uses with up to 40,000 square feet of office, within a one-story, 53-foot tall building in lieu of the otherwise permitted 45 feet. The site plan is shown in Figure II-4, *Site Plan*. The proposed Project includes a total of 194 automobile surface parking spaces, 32 bicycle parking spaces, 36 dock high truck loading positions, and up to 71 parking stalls for truck trailers. All loading and unloading would be located within a fully-screened yard at the rear (north side) the proposed building, adjacent to the railroad right-of-way to the north and out of sight from public sidewalks. The railroad would separate the proposed building from existing uses to the north of the site, including the baseball fields and residential units. Loading and unloading activities would occur behind a 14-foot sound wall along the northern property line and on-site parking lot. See Figure II-5, *Elevations* for elevations of the proposed Project.

All unimproved sidewalk areas adjacent to the Project Site would be improved by meeting the Bureau of Engineer's (BOE) requirements for street widening and sidewalk requirements. The proposed Project would be required to provide dedications and improvements along all three street frontages, including reconstructing damaged sidewalks. Demolition of the numerous existing structures, which are remnants of previous buildings, would be required in order to facilitate construction of the new building. Demolition of these structures and associated improvements would include all foundations, floor slabs, utilities, and any other subsurface improvements that would not remain in place for use with the new development. The building would be located in the south-central area of the Project Site with loading docks along the northern

building wall. The building would be surrounded by asphaltic concrete pavements for parking and drive lanes and Portland cement concrete pavements for the loading dock area. Several landscape planters and concrete flatwork would be included throughout the Project Site.

The proposed Project is consistent with the existing general plan and zoning—Light Manufacturing land uses. The Project Site is zoned M2-1VL-O. While the proposed Project is located within the South Los Angeles Alcohol Sales Specific Plan, the policies contained therein are not relevant to the development of the proposed Project since it would not be used for the sale of alcoholic beverages. Permitted uses include warehousing, manufacturing, high-cube warehouse distribution or transload/short-term storage. Fulfillment center and cold storage warehouse would not be allowed with the requested Project approvals because it has restricted uses under the conditions of approval adopted for the proposed Project and currently being reconsidered on appeal.

The proposed Project includes 71 tractor trailer parking stalls and would provide conduit infrastructure for future EV charging stations for 6 tractor trailer stalls. The proposed Project would also provide a rooftop solar installation or other renewable energy power system to offset the expected house meter³ and office electrical consumption of the tenant. Additionally, the Project would provide 73,583 square feet of native landscaping, including 165 trees. Figure II-6, *View A* shows a rendering from Vermont Avenue and Redondo Beach Boulevard facing the proposed Project. Figure II-7, *View B* shows a rendering from Orchard Avenue facing the proposed Project. As shown, the visual quality through the incorporation of landscaping and the general design of the warehouse replacing the existing vacant lots would be improved with the development of the proposed Project.

(a) *The Citywide Design Guidelines*

The Citywide Design Guidelines are intended as performance goals and not zoning regulations or development standards. Although each of the Citywide Design Guidelines should be considered in a project, not all will be appropriate in every case. A consistency analysis for the Citywide Urban Design Guidelines is provided in Appendix J of this Draft EIR.

(b) *General Plan Framework: Urban Form and Neighborhood Design*

The Framework Element defines "urban form" as (a) the "general pattern of building height and development intensity" and (b) the "structural elements" that define the City physically, such as natural features, transportation corridors (including the planned fixed rail transit system), open space, public facilities, as well as activity centers and focal elements. "Neighborhood design" is defined as the physical character of neighborhoods and communities within the City. Although each of the goals, objectives, and policies should be considered in a project, not all will be appropriate in every case. A consistency analysis for the Urban Form and Neighborhood Design

³ *The house meter is the electrical meter for all the building standard functions (i.e. site lighting, irrigation controller, electric fire pump (if there is one)).*

component of the Framework Element is provided in Table IV.A-1, *Consistency Analysis with Framework Element Urban Form and Neighborhood Design*.

**Table IV.A-1
Consistency Analysis with Framework Element Urban Form and Neighborhood Design**

Goals and Policies	Project Consistency
General Plan Framework Element: Urban Form and Neighborhood Design	
<p>Goal 5A A liveable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.</p>	<p>Consistent. The proposed Project would be beneficial in that it would replace blighted, vacant lots with a modern industrial building and pedestrian and landscaping improvements. For example, the proposed Project would improve the pedestrian rail crossing to provide a connection to the sidewalk north of the Project Site along Vermont Avenue. In addition, the proposed Project would provide pedestrian pathways throughout the Project Site that links the proposed building’s various entry points to the adjacent public sidewalks. Sidewalks would be improved with street landscaping. The proposed Project would install a new public bus turn-out lane and bus shelter at the existing bus stop located on the northeast corner of the Vermont Avenue/Redondo Beach Boulevard intersection. The Project would also create jobs and economic opportunities and would ultimately create a more cohesive use within the surrounding area. The proposed Project would contribute to the City’s goal of creating a livable community for existing and future residents that is attractive to future investment by (1) redeveloping the site consistent with allowed land uses, (2) creating better connectivity for pedestrians, (3) creating opportunities for jobs to local residents, and (4) attracting new investment in a diverse neighborhood.</p>
<p>Objective 5.5 Enhance the liveability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.</p>	<p>Consistent. The proposed Project would enhance the liveability of the surrounding area by replacing the vacant lots and a blighted area with a modern industrial building and associated landscaping that would upgrade the quality of the surrounding area as well as the visual character.</p>
<p>Policy 5.5.4 Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, street lights and trees, bus shelters and benches, and other street furniture.</p>	<p>Consistent. The proposed Project would be improving all unimproved sidewalk areas adjacent to the Project Site by meeting the Bureau of Engineer’s (BOE) requirements for street widening and sidewalk requirements. The Project would be required to provide dedications and improvements along all three street frontages, including reconstructing damaged sidewalks. Additionally. The final design and architectural style of the buildings would be subject to review and approval by the City’s decision-makers.</p>

Table IV.A-1

Consistency Analysis with Framework Element Urban Form and Neighborhood Design

Goals and Policies	Project Consistency
<p>Policy 5.7.1 Establish standards for transitions in building height and for on-site landscape buffers.</p>	<p>Consistent. The proposed Project requires a Zoning Administrator's Adjustment from LAMC Section 12.21.1 A to allow a maximum building height of 53 feet in lieu of the otherwise permitted 45 feet. This would not have a negative impact on visual character or quality and, conversely, would improve the visual quality of the site, which is currently dominated by remnant and deteriorating building foundations and pavement. The Project would be consistent in height with surrounding buildings, for example the Gardena Professional Medical Plaza to the west and Hustler Casino, which are approximately 61 and 53 feet in height, respectively. The Gateway Crossroads shopping complex is located immediately east of the site and is approximately 35 feet in height. Additionally, the proposed building is set back from the public right-of-way by a surface parking lot which is then buffered from the sidewalk by landscaping with 165 trees. Residences to the south of the Project Site would be separated from the Project by Redondo Boulevard with a 5-lane roadway, consisting of approximately 110 feet of right-of-way. The proposed building would be setback 82 feet from Redondo Boulevard and buffered with trees and landscaping along the southern boundary, parking lot trees, and trees along the building façade (see Figure II-8, <i>Landscape Plan</i>).</p>
<p>Policy 5.9.1 Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.</p>	<p>Consistent. The proposed Project includes a number of security features, including a fully-secured truck yard with 14-foot high concrete screen walls at the northern boundary and tube steel gates at the entrances; a location for a guard house should the building tenant require on-site security services; a fully lit parking lot and truck court, using light fixtures that are appropriately shielded; and tenant specific security systems that would be based on the individual requirements of the tenant.</p>

Source: Los Angeles General Plan Framework, October 24, 2019

As stated above, the Project Site is currently vacant with blighted conditions and is located within a highly urbanized portion of the City that is generally flat. The Project would be consistent in height with surrounding buildings (e.g., the Gardena Professional Medical Plaza to the west and Hustler Casino, which are approximately 61 and 53 feet in height, respectively). The Project Site does not contain any designated scenic vistas or resources on site and would improve existing conditions with a building that is consistent with the Urban Form and Neighborhood Design chapter of the Framework Element. **As no scenic vistas and resources exist on site, and the Project would not conflict with applicable zoning or regulations governing scenic quality, impacts would be less than significant, and no mitigation would be required.**

Figure II-4, *Site Plan*, shows that the development of the industrial center would occur south of an existing baseball field, east of existing commercial buildings, and west of existing industrial and commercial buildings. The proposed Project would intensify on-site land uses by introducing a new structure that would enhance and not degrade the existing visual character or quality of the Project Site and its surroundings. The proposed Project requires a Zoning Administrator's Adjustment from LAMC Section 12.21.1 A to allow a maximum building height of 53 feet in lieu of the otherwise permitted 45 feet. As discussed above, this would not have a negative impact on visual character or quality and, conversely, would improve the visual quality of the Project Site, which is currently dominated by remnant and deteriorating building foundations and pavement. As discussed in the table above, the proposed Project would contribute to an overall safer environment that would enhance the visual character of the surrounding area. An evaluation of the building elevation and renderings below further substantiates this finding.

(c) *Exterior Elevations*

As shown in Figure II-5, *Exterior Elevations* exterior of the building would consist of concrete with a light grey finish with green accents and glazing in addition to tilt-up panels. The exterior would also have green glass windows consistent with applicable energy and building code requirements, with coatings required to meet the 2019 Building Energy Efficiency Standards. There would be an aluminum finished canopy over the entry of the building and a metal shading device over most upper level windows. The entry would be recessed with glass entrance doors. The building has been designed to provide articulation and a variety of shading and materials to help breakdown the mass of the building. The Project includes pedestrian linkages from various entry points of the building to the adjacent sidewalks which are enhanced with landscaping. The Project would not conflict with applicable zoning or other regulations associated with visual quality, impacts would be less than significant, and no mitigation would be required.

(d) *Renderings*

Figure II-6, *View A – Corner of Vermont Avenue and Redondo Beach Boulevard Rendering*, shows the proposed structure from the Vermont Avenue and Redondo Beach Boulevard intersection. This figure shows the general design of the one-story building with a landscaped perimeter. As mentioned above, the structure would be 53 feet in height. If developed, the proposed one-story structure would be comparable in height with other surrounding buildings (i.e. Gardena Professional Medical Plaza and the Hustler Casino). As shown in the figure, the building is not overbearing to pedestrians and is not a disruptive structure in the public-right-of-way.

Figure II-7, *View B – Corner of Redondo Beach Boulevard and Orchard Way Rendering*, shows the proposed structure from South Orchard Avenue. Alike to *View A*, *View B*, shows building materials and the use of landscaping along the perimeter of both the building and the surrounding sidewalk/pedestrian thoroughfare. This figure also shows how the trucks would be located behind a gate and out of view of the public-right-of-way, thereby not disrupting the visual character on site. **As the Project would not conflict with applicable zoning or other regulations associated with visual quality, impacts would be less than significant, and no mitigation would be required.**

(2) Mitigation Measures

Impacts regarding the Project's consistency with applicable zoning or other regulations associated with scenic quality were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts regarding the Project's consistency with applicable zoning or other regulations associated with scenic quality were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and impacts less than significant.

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

(1) Impact Analysis

(a) Construction

A significant impact may occur if lighting as part of the proposed Project exceeds adopted thresholds for light and glare, including exterior lighting or light spillover, or if the proposed Project creates a substantial new source of light or glare.

Pursuant to LAMC Section 41.40, construction hours are limited to 7:00 am to 6:00 pm Monday through Friday and 9:00 am through 6:00 pm Saturdays. Construction is not allowed on Sundays and specified federal holidays.

Construction of the proposed Project may require lighting in the evenings. The site lighting associated with construction may be seen from adjacent streets, including Redondo Beach Boulevard and Vermont Avenue, along with associated commercial and residential uses. As such, implementation of Project Design Feature AES-PDF-2 would ensure that lighting associated with the construction of the proposed Project would be directed away from the adjacent streets and uses and a less than significant impact would occur.

(b) Operation

Nighttime illumination and glare impacts are the effects of a project's exterior lighting upon adjoining uses. Surrounding land uses of the Project Site consist of a mix of medium to low-medium density residential, commercial, light industrial, open space, and institutional uses. Surrounding properties to the south across Redondo Beach Boulevard include one- and two-story, single- and multi-family dwellings, a Mobil gas station at the southeast corner of Vermont Avenue and West Redondo Beach Boulevard, and the Hustler Casino to the southwest. A shopping complex is located to the east across Orchard Avenue; an open-air trash transfer/recycling center is immediately to the northeast; and Rosecrans Recreation Center (active and passive use park) is located to the north across a railroad right-of-way for a freight line. To the west across Vermont Avenue and the railroad right-of-way are commercial businesses, and the Kei-Ai South Bay Healthcare Center (rehabilitation facility). One block further to the west,

west of Berendo Avenue, is the Memorial Hospital of Gardena. First Southern Baptist Church and Amestoy Elementary School are located in the vicinity across Vermont Avenue to the northwest.

Surrounding uses to the Project Site produce light and glare as is. The existing character of the area includes several sources of artificial lighting including interior lighting, landscaping lighting (highlighting signage, pathways, signs), parking lot lighting, security lighting, signage lighting, and streetlighting. Light and glare from vehicles on local streets, parking lots, and from Redondo Beach Boulevard and Vermont Avenue are also present. Existing light and glare in the project area are typical for an urban area.

The proposed Project would include nighttime security lighting along the perimeter of the Project Site and around the building. However, the security lighting would be Light Emitting Diodes (LEDs) that would produce illumination levels consistent with the ambient nighttime lighting conditions in the surrounding area. Lighting would be directed so as not to cause light to spill outside the Project Site as required by Project Design Feature AES-PDF-4. The proposed Project would adhere to the development standards and design guidelines of the LAMC City of Los Angeles General Plan, which provide provisions for lighting and signs, including:

- LAMC Chapter 9, Article 3, Section 93.0117. No exterior light source may cause more than two foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors; elevated habitable porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units.
- LAMC Chapter 1, Article 4.4, Section 14.4.4. No sign shall be arranged and illuminated in a manner that will produce a light intensity of greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

This would require lighting fixtures to be selected and located to confine the area of illumination to within the site boundaries, including lighting for parking areas, pedestrian walkways, graphics and signage, architectural and landscape features, loading areas, and any additional exterior areas. This would reduce the potential for spill light. As such, the proposed Project would not be expected to create a light impact on the existing residential neighborhood to the south of the Project Site.

The proposed Project would include an additional structure on the Project Site and its related lighting sources; its implementation would likely also result in more exterior glazing (e.g., windows and doors) that could result in new sources of glare. The development of the proposed Project would produce minor and insignificant glare sources that are typical of industrial buildings, such as low-reflective building material (glass with anti-reflective coating and light-colored building materials), and vehicles parked and traveling along neighboring streets. However, glare from these sources are typical of the surrounding area and would not increase glare beyond what is expected for the surrounding area.

Furthermore, the proposed Project would consist of less than 50 percent window glazing (LAMC Section 12.24 W,27), which would be beneficial in reducing nighttime glare in exceedance of LAMC requirements. Project lighting would be required to be shielded, diffused or indirect to avoid glare to both on and offsite residents, pedestrians and motorists. Additionally, the proposed perimeter landscaping and proposed buildings would block glare from parked cars and traffic from surrounding roadways and land uses. **Therefore, light and glare impacts would be less than significant, and no mitigation would be required.**

(2) Mitigation Measures

Impacts regarding light and glare were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts regarding light and glare were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and impacts remain less than significant.

4. Cumulative Impacts

(1) Impact Analysis

A list of related projects based on information provided by City of Los Angeles Departments of Transportation and City Planning, the Cities of Gardena and Carson, and the County of Los Angeles was used in assessing cumulative impacts. The list of related projects is shown in Table III-2 of Chapter III, Environmental Setting. As shown on Figure III-2, *Related Projects Location Map*, none of the related projects are within the immediate vicinity of the Project Site or share a viewshed with the proposed development. Due to the highly urbanized nature of the surrounding area, which include predominantly commercial and residential uses, related projects would not contribute cumulatively to impacts to aesthetics. Each related project, outlined in Table III-2 in Chapter III, Environmental Setting, would be expected to comply with all applicable relevant plans, ordinances, and policies, as well as applicable regulations from the LAMC, related to scenic quality and light and glare. **Therefore, cumulative impacts would be less than significant.**

(2) Mitigation Measures

Cumulative impacts regarding aesthetics were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Cumulative impacts regarding aesthetics were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and cumulative impacts remain less than significant.