

## **Appendix J**

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### Consistency Analysis with Citywide Urban Design Guidelines

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Goals and Policies	Project Consistency
<b>Citywide Urban Design Guidelines</b>	
<p><b>Guideline 1</b> Promote a safe, comfortable and accessible pedestrian experience for all.</p>	<p><b>Consistent.</b> The Project Site is currently dominated by remnant and deteriorating building foundations and pavement and a homeless encampment. The proposed Project would include the development of a building designed to provide articulation and a variety of shading, such as overhangs, and materials to help breakdown the mass of the building. Additionally, the proposed Project includes pedestrian linkages from various entry points of the building to the adjacent sidewalks, which are would be enhanced with landscaping. This would improve the existing conditions of the current site and provide a more safer pedestrian experience. The proposed Project would also improve the pedestrian rail crossing to provide a defined, safe connection to the sidewalk north of the property Project Site on Vermont Avenue. As it currently stands, no connection or sidewalk currently exists at this point.</p>
<p><b>Guideline 2</b> Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.</p>	<p><b>Consistent.</b> The proposed Project would include the addition of truck traffic, which would be diverted away from automobile traffic via two separate access driveways off of Vermont Avenue and Orchard Avenue. In addition, the proposed Project does not propose substantial changes to the street network surrounding and supporting the Project Site. The Project would improve access to the Project Site. The Project is required to provide roadway dedications and physical improvements along Vermont Avenue, Redondo Beach Boulevard, and Orchard Avenue pursuant to the improvements identified by the City of Los Angeles Bureau of Engineering (LABOE) for the previous project. The Project would also construct new pedestrian sidewalks along Vermont Avenue, Redondo Beach Boulevard, and Orchard Avenue, including a 30-foot curb radius and standard access ramp in compliance with ADA requirements at the intersections of Vermont Avenue at Redondo Beach Boulevard and Redondo Beach Boulevard at Orchard Avenue. The Project would also improve the pedestrian rail crossing to provide a connection to the sidewalk north of the property on Vermont Avenue and meet California Public Utilities Commission (CPUC) requirements. Additionally, Table IV.J-4 in Section IV.J, Transportation, of this Draft EIR, demonstrates that the Project would be consistent with Citywide Design Guidelines – Guideline 2.</p>

<p><b>Guideline 4</b> Organize and shape projects to recognize and respect surrounding context.</p>	<p><b>Consistent.</b> The Project Site is designated for Light Industrial land uses with corresponding zones of M2 (Light Industrial Zone), MR2 (Restricted Light Industrial Zone), and P (Parking Zone). The surrounding land uses include primarily medium to low-medium density residential, commercial, light industrial, open space, and institutional uses. The proposed Project is within the scope of what already exists around the site and would be designed in a way that respects and enhances surrounding context.</p>
<p><b>Guideline 5</b> Express a clear and coherent architectural idea.</p>	<p><b>Consistent.</b> The exterior of the building would consist of concrete with a light gray finish with green accents and glazing in addition to tilt-up panels. 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 would be consistent in height with surrounding buildings. 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. The building is not dominating to pedestrians or the public-right-of way. The final design of the proposed Project, as well as its architectural style, would require review and approval by the City's decision-makers.</p>
<p><b>Guideline 6</b> Provide amenities that support community building and provide an inviting, comfortable user experience.</p>	<p><b>Consistent.</b> The proposed Project would provide outdoor seating areas for employees, including tables for eating, along and around pedestrian pathways throughout the site and within the landscaped area at the northwest portion of the site, improving the user experience. A pedestrian pathway would be provided along the southern portion of the proposed building, adjacent to automobile parking spaces to provide safe pedestrian access across the Project Site. The Project Site is currently vacant. The proposed Project would be improving pedestrian amenities by improving all unimproved sidewalk areas adjacent to the Project Site by meeting LABOE's 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. The proposed Project would enhance the livability of the surrounding area by replacing the vacant lots and an underutilized 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>

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**Guideline 9** Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users.

**Consistent.** Energy-saving and sustainable design features and operational programs would be incorporated into the proposed Project, including those required by the California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11). The proposed Project would also incorporate design features and attributes promoting energy efficiency and sustainability. The design focuses glazing primarily at potential office locations in the facility, thereby reducing energy loss and heat gain in the building overall. The Project buildings would be designed and built to meet the standard for LEED Silver Certification under either the (1) LEED v.4 Building Design and Construction Standards for Core and Shell Development set forth by the U.S. Green Building Council or (2) LEED pre-certified Prologis program.

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*Source: Los Angeles Citywide Design Guidelines, October 24, 2019*

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