4.1 Aesthetics

This section evaluates the proposed project for potential impacts to aesthetics, including scenic vistas, scenic resources, visual character and quality, and light and glare. The definitions presented below apply to this section.

4.1.1 Scenic Vistas

The term "scenic vista" generally refers to visual access to, or the visibility of, a particular sight from a given vantage point or corridor. The City of Los Angeles (City) recognizes the value of preserving sightlines (view access) to designated scenic resources or subjects of visual interest from public vantage points. The subjects of valued or recognized views may be focal (meaning of specific individual resources), or panoramic (meaning broad geographic area). The nature of a view may be unique, such as a view from an elevated vantage point or particular angle. Existing views may be focused on a single feature, such as a building or garden, or panoramic encompassing a broad field of view, such as ocean/coastal views, distant mountain range, or hilltop ridgelines.

4.1.2 Scenic Resources

Scenic resources refer to natural or human-made features of high aesthetic quality. Such features can include landscaping, heritage trees, or natural trees and landforms, as well as historic buildings and other structures with aesthetic value. Pursuant to CEQA Guidelines Appendix G, this area of consideration includes specific mention of such natural or human-made features when they are located within the viewshed of a State Scenic Highway.

4.1.3 Scenic Quality

Scenic quality refers to the visual appeal of an area and is informed by features that contribute to overall aesthetic character. Aesthetic features may include unique or prominent natural or human-made attributes or several small features that, when viewed together, create a whole that is visually interesting or appealing. The City has plans, policies, and regulations that are relevant to the assessment of scenic quality, such as requirements for street trees, building setbacks, building heights, exterior lighting, and signage.

4.1.4 Light and Glare

Sources of artificial light that operate during evening and nighttime hours may include streetlights, illuminated signage, vehicle headlights, and other point sources. Uses, such as residences and hotels, are considered light-sensitive since they are typically occupied by persons who have an expectation of darkness and privacy during evening hours and who can be disturbed by bright light sources.

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. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use. Activities, such as driving, and land uses, such as parks and residences, are considered glare sensitive as the presence of glare could interfere with vision and/or result in an irritant to these activities/uses.

4.1.5 Environmental Setting

a. Visual and Scenic Resources and Conditions in San Pedro

San Pedro is a coastal community in the southern portion of the city of Los Angeles. Major geographic features that shape the area's topography include the coastal plain and the foothills of the Palos Verdes Peninsula. The topography varies with level areas east of the Port of Los Angeles (the coastal plain), rising to the rolling hills of the Palos Verdes Peninsula to the southwest, with dramatic sea cliffs and shorelines at the Pacific Ocean. The project site is situated in the flat coastal plain, directly east of the southern end of the Port of Los Angeles, across South Harbor Boulevard.

The project site is near the Port of Los Angeles and the Pacific Ocean to the west, the Vincent Thomas Bridge to the northwest, and residential, light industrial, and commercial development to the north, south, and east. West Harbor Boulevard is a major north-south roadway that transitions to Interstate 110 (I-110) at the point Harbor Boulevard intersects State Route (SR) 47 and the Vincent Thomas Bridge, approximately 0.5 mile north of the project site.

Scenic Roadways

The California Department of Transportation (Caltrans) does not identify any listed or eligible State Scenic Highways within the vicinity of the project site (Caltrans 2022a). The San Pedro Community Plan identifies John S. Gibson Boulevard/Front Street/Harbor Boulevard as a "Major Scenic Highway II." This roadway is located immediately to the east of the 327 Harbor Site and portions of the OSP Specific Plan Site and provides public views of the Los Angeles Harbor and its operations, as well as linear park features between the roadway and the harbor (City of Los Angeles 2017a).

Scenic Resources

The San Pedro Community Plan EIR lists several scenic resources in the community of San Pedro (City of Los Angeles 2012 and 2017b). Those nearest to the project site include the following:

- **Vincent Thomas Bridge**, a suspension bridge built in the early 1960s that links San Pedro with Terminal Island. The bridge is 6,050 feet long with 365-foot-high suspension towers, making it the third longest suspension bridge in California. Since 2005, it has been illuminated with solar-powered LED lights that operate from dusk to midnight, creating a dramatic landmark and gateway welcoming visitors to Los Angeles (approximately 0.6 mile northeast of project site).
- **Mary Star of the Sea** parish church, a prominent landmark with a steeple-top statue overlooking the harbor (approximately 1.2 miles west of project site).
- **John S. Gibson Junior Park and Fisherman Industry Memorial**, is a landscaped, pocket park to the east of Harbor Boulevard that contains the Fisherman Industry Memorial and offers views of the harbor and the Port of Los Angeles (approximately 400 feet southeast of project site).
- **San Pedro Fish Market**, an important activity center that reflects San Pedro's heritage of fishing families who came from the Mediterranean and Adriatic areas (approximately 0.6 mile southeast of project site).
- **Ports O'Call**, a New England-style seaside village with shops, restaurants, and attractions that overlook the Port of Los Angeles and is being redeveloped with the new LA Waterfront development at the time this Draft EIR/EIS was written (approximately 0.6 mile southeast of project site). The LA Waterfront redevelopment project includes the development of the 42-acre West Harbor area with a waterfront promenade, restaurants, retail, and offices; the 35-acre

AltaSea science and education campus at City Dock No. 1 in the Port of Los Angeles; the Wilmington waterfront promenade; and a new pedestrian promenade and bridge along Avalon Boulevard connecting to the future Wilmington Promenade (City of Los Angeles 2022).

- **Palos Verdes/Rolling Hills**, scenic, natural landscape of soft, rolling hills immediately north of the San Pedro community boundary (approximately 6 miles west of project site).
- **Pacific Ocean**, located to the south and east of the project site.

Light and Glare

San Pedro is highly urbanized with a relatively high level of nighttime illumination. In particular, as a 24-hour-per-day operation, parts of the Port of Los Angeles are illuminated all night. Street lighting is ubiquitous, including along Harbor Boulevard and on the network of neighborhood streets within and around the project site. Other sources of lighting include window illumination, exterior security lighting, illuminated signs and advertising, and vehicle headlights. There is substantial "night glow" or "light pollution" above San Pedro due to the intensity of unshielded night lighting and the frequency of overcast nights, where cloud cover or fog reflect light more than if the sky were clear (City of Los Angeles 2012 and 2017b).

Light that falls beyond the intended area of illumination is called "light trespass" and includes spill of light and glare. Nighttime lighting is necessary to provide and maintain safe and attractive environments but spill and glare might occur if the lights are too bright or the fixtures are designed or angled in a way that creates light trespass. Uses sensitive to light trespass include residential development, elder care facilities, and other places where excessive light trespass would interfere with the use.

Glare is defined as focused, intense light emanated directly from a source or indirectly when light reflects from a surface. Daytime glare is caused in large part by sunlight shining on highly reflective surfaces at or above eye level. Reflective surfaces are associated with buildings that have expanses of polished or glass surfaces, light-colored pavement, and the windshields of parked cars. Nighttime glare occurs when vehicle headlights shine into windows or at other motorists.

Shade and Shadow Sensitive Uses

Shadow sensitive uses in San Pedro include residential development, public parks, schools, restaurants with outdoor seating areas, and plant nurseries. These uses are considered sensitive because sunlight is important to the functioning and/or comfort of these land uses (City of Los Angeles 2017a and 2017b).

b. Site-Specific Visual and Scenic Resources and Conditions

OSP Specific Plan Site

Visual Quality

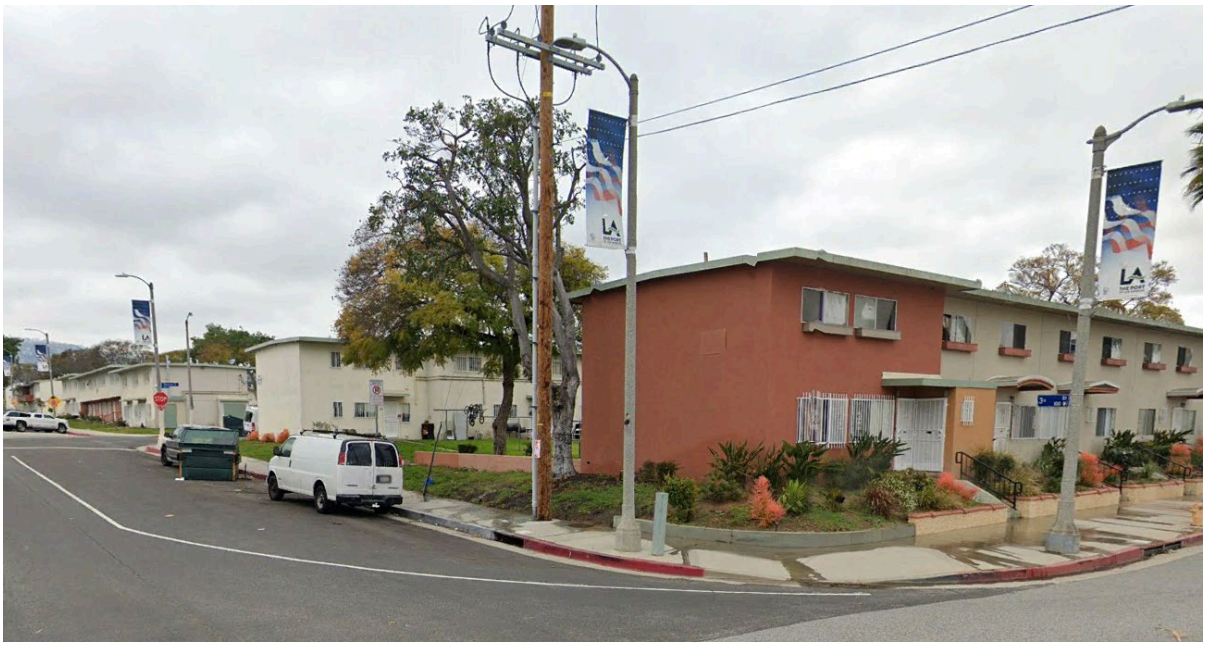
As discussed in Section 2, *Project Description,* the OSP Specific Plan Site has a land use designation of Low Medium II Residential, which allows multi-family residential development of 18 to 29 units per acre, and Community Commercial, which permits commercial uses such as hotels, restaurants, and retail as well as multi-family residential development. The San Pedro Community Plan also indicates that the OSP Specific Plan Site is largely within the 1XL Height District, which specifies development be limited to 30 feet in height, except for the two blocks between 1st Street and 3rd Street east of

Beacon Street, where the Height District is 2D which generally allows structures up to 75 feet in height. The OSP Specific Plan Site is also within the boundary of the Pacific Corridors Redevelopment Plan Area and has a land use designation of Residential in that Plan Area, which allows single- and multi-family housing consistent with the San Pedro Community Plan. The OSP Specific Plan Site is zoned Low-Medium II Residential (RD1.5-1XL-CPIO) and Community Commercial (C2-2D-CPIO).

The OSP Specific Plan Site encompasses approximately nine city blocks between Santa Cruz Street, Palos Verdes Street, Beacon Street, Harbor Boulevard, 1st Street, 2nd Street, 3rd Street, Mesa Street, and Centre Street, with rowhouse-style, two-story apartment buildings characterizing development throughout the OSP Specific Plan Site. As visible in Figure 4.1-1 and Figure 4.1-2, apartment frontages along Harbor Boulevard create an urban street wall with a minimal setback from the sidewalk and low shrubs planted in the stoop frontages. The existing architectural style of the built environment on the OSP Specific Plan Site is unremarkable with flat roofs, limited variation in massing, and inconsistent exterior finishes. Furthermore, the buildings are in poor condition and some of the blocks contain dirt lots with no landscaping. These factors contribute to the poor aesthetic and visual quality of the OSP Specific Plan Site. Open spaces are used for outdoor storage. While consistent in form, the built environment on the OSP Specific Plan Site does not create a sense of unified design with the surrounding, newer development, including residential and office uses.

Street trees along Harbor Boulevard are mostly palms, keeping with the landscaping within the landscaped median and the linear park on the east side of Harbor Boulevard (Figure 4.1-2). Looking west, the unvarying arrangement of apartment buildings throughout the existing development is visible, where rectangular rowhouse apartments create urban street walls oriented to either the north-south streets or the east-west streets (Figure 4.1-3). Surface parking lots occur periodically between complexes and usually have chain-linked fences atop retaining walls as shown in Figure 4.1-4. The continuous expanse of stucco wall, often without architectural details of any kind or with provisional elements like window box planters or wrought iron bars, contribute to the general lack of visual quality looking west from Harbor Boulevard across the OSP Specific Plan Site.

Figure 4.1-1 View from Harbor Boulevard and 2nd Street, Looking West



Source: Google Earth 2021

Figure 4.1-2 Apartments from Harbor Boulevard at 3rd Street, Looking West

Source: Google Earth 2021

Figure 4.1-3 Westerly View from Harbor Boulevard and 1st Street with OSP Specific Plan Site on Either Side of Roadway, and Foothills of the Palos Verdes Peninsula in the Background

Source: Google Earth 2021

Figure 4.1-4 Representative Apartment Buildings on Palos Verdes Street with Surface Parking Lot, Looking Northeast

Source: Google Earth 2021

From Harbor Boulevard, westerly views down 2nd Street are typical of the area, where two-story, block-style apartment buildings line the street, with a sidewalk and small setbacks with limited landscaping offsetting the buildings from the roadway. Figure 4.1-5 offers a representative view south down 2nd Street from Palos Verdes Street. From this perspective, the buildings form a type of colonnade, the form of which is slightly differentiated by changes in color or interrupted by periodic street trees or the visual clutter formed by the aboveground power transmission lines. In the distance, the foothills of the Palos Verdes Peninsula form a horizon line, further emphasizing the undifferentiated perspective formed by the urban landscape from this point. The massing and form of the stucco box-style apartment buildings throughout the project site are simplistic, with most buildings having the same shape, height, window placement, and footprint.

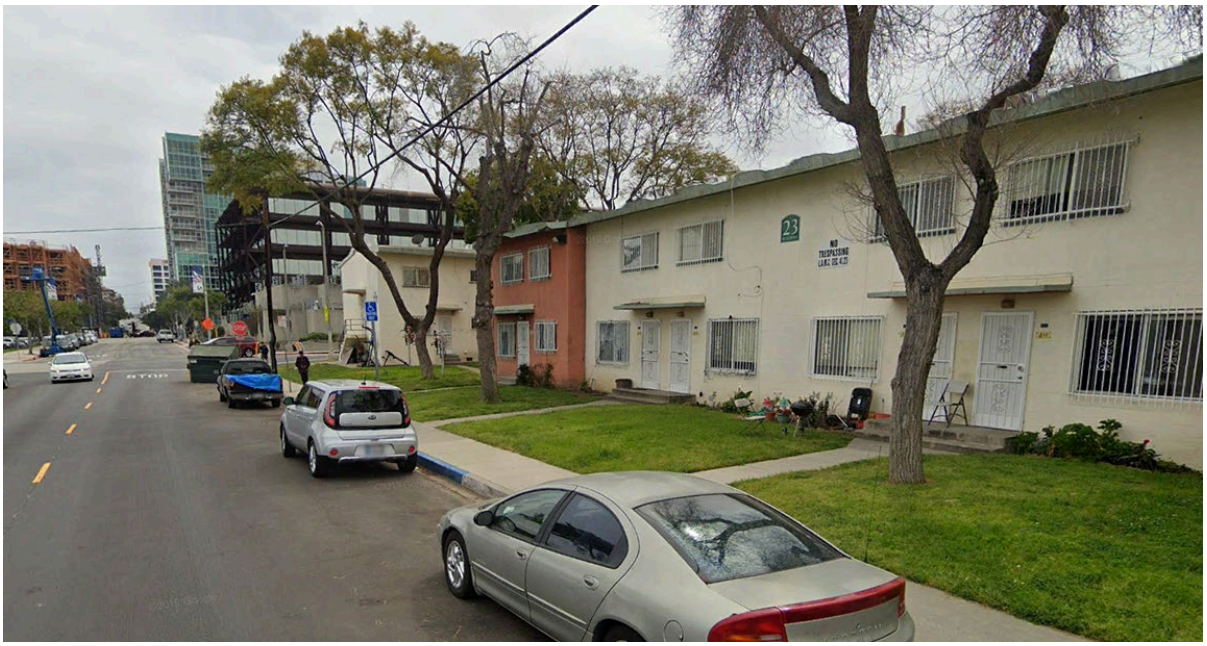
Figure 4.1-5 Westerly View from 2nd Street and Palos Verdes Street with OSP Specific Plan Site on Either Side of Roadway, and Foothills of the Palos Verdes Peninsula in the Background

Source: Google Earth 2021

Periodically, the units step back slightly from the frontage, disrupting the overall building flatness but not enough to generate distinctive spatial relations (Figure 4.1-4 and Figure 4.1-6). Exterior finishes are beige with gray-green or terracotta accents. Some windows have white, wrought-iron bars. Many of these appear provisional rather than part of an overall design scheme on the OSP Specific Plan Site. Due to these factors, the existing visual quality is low.

Finally, looking south-southwest on Palos Verdes Street from the OSP Specific Plan Site, newer high-rise development contrasts starkly with the development currently on the site, creating a clash between newer contemporary urban architecture and the aging vernacular of the two-story apartments (Figure 4.1-6). This disrupts the visual order of the area. Furthermore, the undifferentiated massing and components such as bars on the windows reduce the visual quality to low.

Figure 4.1-6 View of Apartments on Palos Verdes Street, Looking Southwest with Adjacent Office and Apartment Buildings Visible in the Background



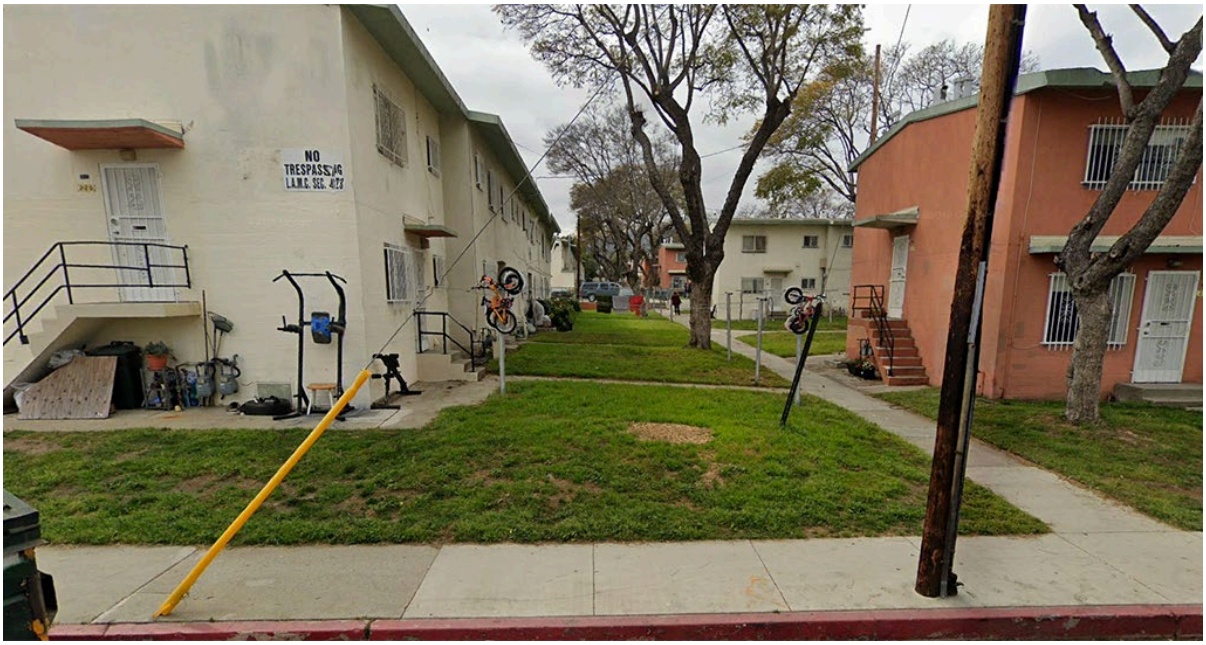
Source: Google Earth 2021

The buildings have relatively flat rooflines that emphasize the boxy form, with the roughly the same size and shape roof overhang across the units adding little to the form. Occasional awnings over windows or doors are also homogenous and appear merely functional as they do not contribute distinctive visual qualities. The repetition of form is consistent throughout the development where the buildings have the same or similar setbacks from the street and the same urban street wall-type of orientation to the block. Rather than create a sense of unity, though, the repetition of form appears as a featureless wall that reduces visual quality to low.

Generally, each bank of rectangular apartment buildings is oriented along the street fronts of each square block such that they form a quadrangle that creates an inner courtyard. These open spaces have a checkerboard-style arrangement where pedestrian walkways outline a mix of grass and ruderal vegetation shaded by mature trees (Figure 4.1-7). Elsewhere, shared opens space occurs on Palos Verdes Street, between 2nd Street and 3rd Street, in a vacant segment that has been transformed into a community garden. Vegetable beds line unshaded areas, nopal cactus grow along the fence

line, and small shade trees are situated in areas where outdoor furniture creates informal gather places. West of the community garden, the lot at the corner of Palos Verdes Street and 2nd Street is used for light industrial storage, screened from view by a six-foot-high chain-linked fence lined with green construction cloth. The visual clutter of household items stored outside or on/under exit stairwells contributes to an overall low visual quality.

Figure 4.1-7 Open Space Behind Apartments

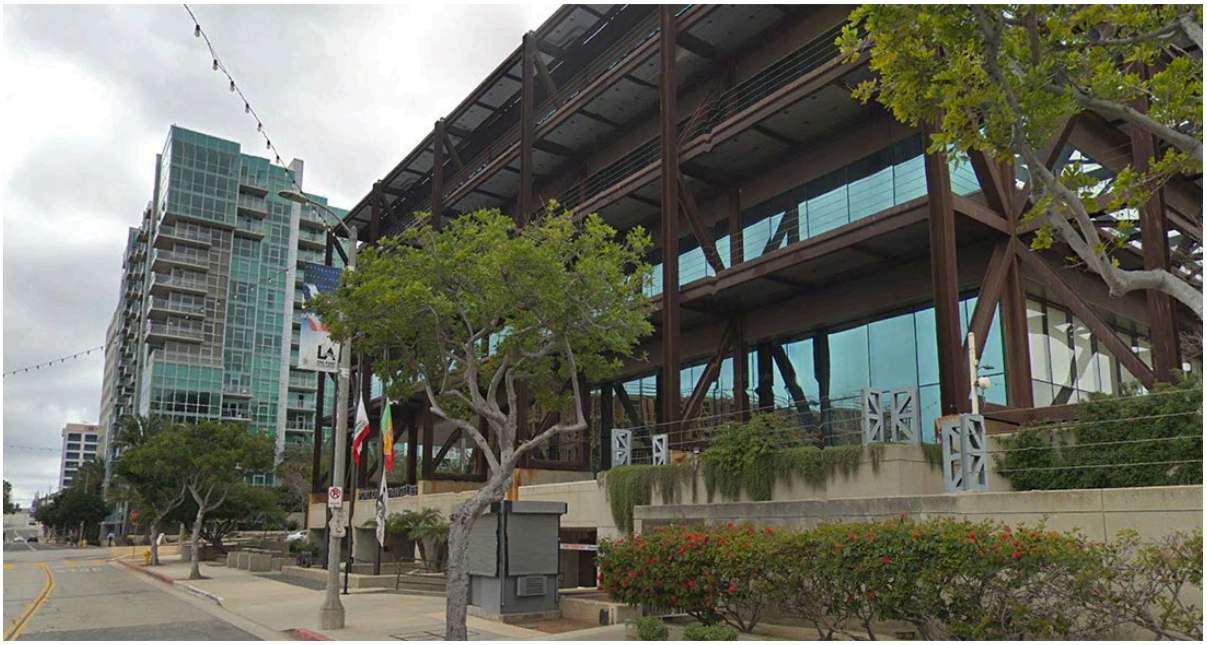


Source: Google Earth 2021

Adjacent uses include high-rise office buildings and apartments, single-story strip malls, and light industrial facilities or yards likely associated with Port of Los Angeles activities. Between Harbor Boulevard and Palos Verdes Street on 5th Street, the Port Authority of Los Angeles High School is adjacent to the southwestern end of the project site (Figure 4.1-8 and Figure 4.1-9). This is a one- to two-story complex with a paved open space and a large surface parking lot facing Palos Verdes Street. Further east, at 5th Street and Palos Verdes Street, the Port of Los Angeles administrative offices comprise a complex of multi-story buildings, with an industrial, exposed-structure architectural design, where steel I-beams and concrete components are both functional and aesthetic (Figure 4.1-8).

Beyond the Port Authority complex, another high-rise building is situated on the southwest corner of 5th Street and Palos Verdes Street. It is more than 12 stories high and is designed in a contemporary glass and metal style. Further south on Palos Verdes Street and west on 5th Street, beyond the frame of Figure 4.1-8, additional multi-story complexes are located down the length of both sides of Palos Verdes Street and 5th Street. Looking north toward the OSP Specific Plan Site from 5th Street, across the high school parking lot, the two-story apartment buildings are slightly visible beyond the street trees that surround the high school parking lot (Figure 4.1-9). The existing development on the OSP Specific Plan Site is markedly different visually from the nearby contemporary development in terms of size, style, and condition, making a strong contrast that highlights the relatively poor visual quality of the existing apartment buildings. This effectively reduces the visual quality in the neighborhood as a whole.

Figure 4.1-8 Port Authority Office Complex South of the OSP Specific Plan Site



Source: Google Earth 2021

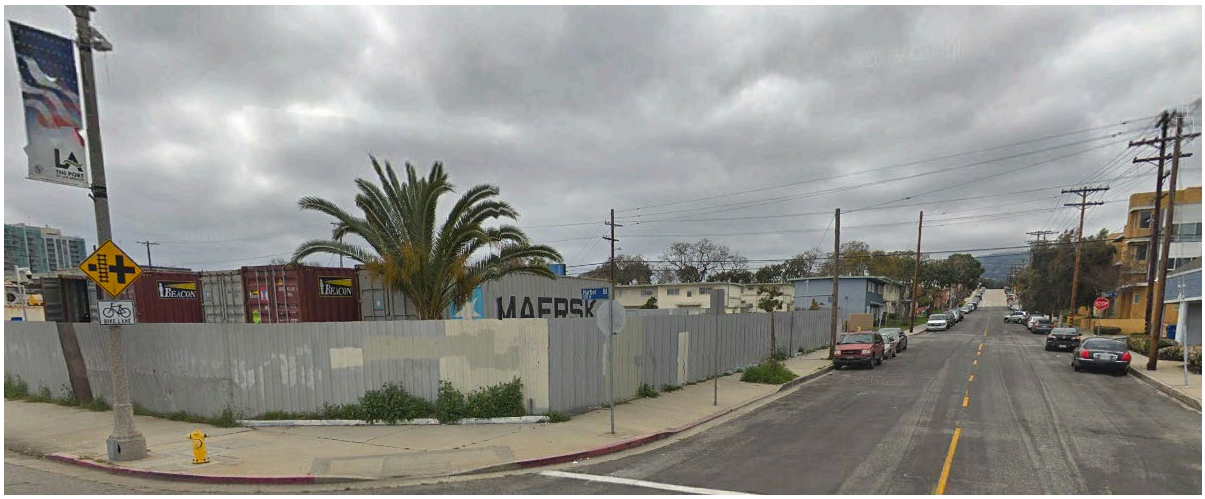
Figure 4.1-9 Looking Toward the OSP Specific Plan Site from 5th Street, Across Port of Los Angeles High School

Source: Google Earth 2021

At Santa Cruz Street and Harbor Boulevard, an industrial storage yard is situated in the corner lot in an area otherwise characterized by residential development (Figure 4.1-10). Beyond this yard looking east across the project site, existing apartment buildings are visible in the middle ground, with mature trees beyond, and the foothills of the Palos Verdes peninsula marking the westerly horizon. The yard is outside the OSP Specific Plan Site and creates a strong visual contrast with the residential

development, with the metal fencing painted to mitigate vandalism and the C-train cars stacked higher than the fence and about the same height as the adjacent apartment buildings. Limited landscaping on this lot does little to screen the industrial storage. The industrial clutter, fence graffiti, and ruderal vegetation growing along the fence contributes to the low visual quality at the location.

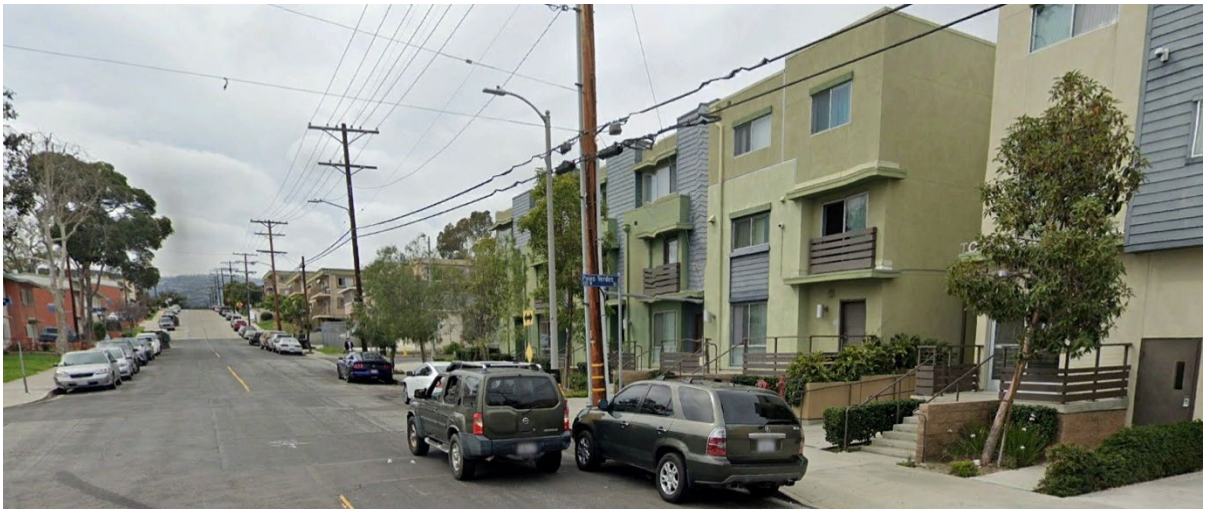
Figure 4.1-10 View from Harbor Boulevard and West Santa Cruz Street Toward OSP Specific Plan Site, with Industrial Yard in the Foreground and Foothills of the Palos Verdes Peninsula on the Horizon



Source: Google Earth 2021

On the north side of Santa Cruz Street, a commercial strip mall faces Harbor Boulevard with a front surface parking lot and one-story shops. Further west on Santa Cruz Street, three-story apartment buildings face the roadway and the project site. These were constructed more recently than the buildings on the OSP Specific Plan Site, and feature rectangular, flat-roofed units that employ shades of exterior paint color and wood siding to create limited variation in the massing (Figure 4.1-11). They have a rowhouse architectural style, with landscaped front stoops and trees that will shade the sidewalk when mature. These units markedly contrast with the style and level of maintenance of the buildings on the OSP Specific Plan and the visual quality is moderately low.

Figure 4.1-11 Adjacent Uses on Santa Cruz Street North of the OSP Specific Plan Site



Source: Google Earth 2021

Shadow Sensitive Uses

Shadow sensitive uses in the vicinity of the OSP Specific Plan Site include adjacent residential development to the north, south, and west, the linear park along Harbor Boulevard to the east, and the Port of Los Angeles High School to the south.

327 Harbor Site

Visual Quality

The 327 Harbor Site has a land use designation of Community Commercial, which permits commercial, residential, and mixed-use development. The 327 Harbor Site is within the San Pedro Community Plan Central Commercial Subarea E and is zoned Community Commercial ([T][Q]C2-2D-CPIO). The Height District is 2D which allows structures up to 75 feet in height. The 327 Harbor Site is also within the boundary of the Pacific Corridors Redevelopment Plan Area and has a land use designation of Industrial, which allows industrial uses consistent with the San Pedro Community Plan. Residential development consistent with the San Pedro Community Plan may also be permitted in Industrial areas, provided the development meets the criteria established in Section 503.4 of the Pacific Corridors Redevelopment Plan.

As illustrated in Figure 4.1-12, the 327 Harbor Site is currently a vacant site with ruderal vegetation and two palm trees enclosed by a chain-linked fence. The site has low visual quality due to the undeveloped and unmaintained nature of the lot. Figure 4.1-13 through Figure 4.1-16 show the development adjacent to the 327 Harbor Site and the general visual characteristics of the surrounding area. As illustrated therein, uses to the north of the 327 Harbor Site consist of commercial and office uses of one to three stories in height. To the east lies Harbor Boulevard, beyond which is a linear park and industrial uses and parking areas associated with the Port of Los Angeles. To the south is single-story commercial uses. To the west is single- and two-story industrial uses, some of which are currently in the process of being redeveloped into an 89-unit multi-family residential development of four stories in height (Sharp 2022)[1]. Beyond the industrial uses to the west of the 327 Harbor Site, the terrain slopes upward and multi-family residential uses are visible beyond.

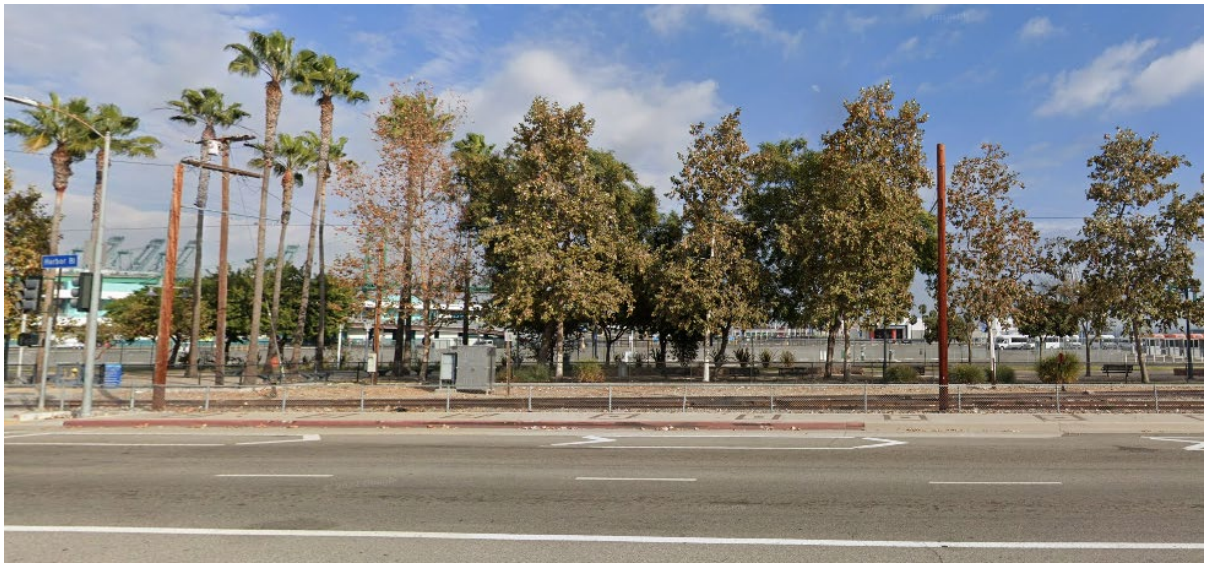
[1] Multi-family residential uses are currently under construction at 311-345 North Beacon Street, west of the 327 Harbor Site. Refer to Section 3, *Environmental Setting*, for cumulative projects.

Figure 4.1-12 Representative View of the 327 Harbor Site from Harbor Boulevard, Looking Northwest

Figure 4.1-13 View of Commercial Development to the North of the 327 Harbor Site from Harbor Boulevard, Looking Northwest

Source: Google Earth 2021

Figure 4.1-14 View of Linear Park along Harbor Boulevard and Port of Los Angeles Uses to the East of the 327 Harbor Site



Source: Google Earth 2021

Figure 4.1-15 View of Commercial Uses to the South of the 327 Harbor Site from Harbor Boulevard, Looking Southwest

Source: Google Earth 2021

Figure 4.1-16 View of Industrial Uses to the West of the 327 Harbor Site from Harbor Boulevard, Looking West

Shadow Sensitive Uses

Shadow sensitive uses in the vicinity of the 327 Harbor Site are limited to the linear park along Harbor Boulevard to the east.

4.1.6 Regulatory Setting

a. State Laws and Regulations

California Scenic Highway Program

Appendix G of the CEQA Guidelines identifies substantial damage to a scenic resource within a California Scenic Highway as a potentially significant impact on the environment. As such the regulations for the establishment and maintenance of State Scenic Highways are set forth in the California Streets and Highways Code, Section 260 et seq. The intent of the system is to establish the State's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the State highway system which, together with the adjacent scenic corridors, require special scenic conservation treatment. By designating scenic highways, the California Legislature assigns responsibility for the development of such scenic highways and for the establishment and application of specific planning and design standards and procedures appropriate to the location and extent of routes and areas requiring continuing and careful coordination of planning, design, construction, and regulation of land use and development, by State and local agencies, in order to protect the social and economic values provided by the State's scenic resources. California Streets and Highways Code Section 263 establishes the system of State Scenic Highways and composes a list of the highways specified under the system. The only State Scenic Highway within the city of Los Angeles includes portions of the Topanga Canyon State Scenic Highway (State Route 27, between mile markers 1.0 and 3.5) whose boundaries lie within Topanga State Park. Note that road segments within the city of Los Angeles that are listed as "eligible" for Scenic Highway designation in the Scenic Highway System List, such as the Pacific Coast Highway, do not fit the CEQA criteria for State Scenic Highways. No State-designated or eligible Scenic Highways exist in or near the project site, and therefore, no State regulations related to State Scenic Highways apply (Caltrans 2022a).

California Historic Parkways

Streets and Highways Code Section 280 regulates the designation and maintenance of the system of California Historic Parkways. In order to be designated as a Historic Parkway, a freeway must have: (1) original construction completed prior to 1945; (2) features of historical significance as recognized by the State Office of Historic Preservation, including notable landmarks, historical sites, or natural or human achievements that exist or have occurred during the original construction of the parkway or in the immediately adjacent land area through which the parkway currently passes; (3) any portion of the highway or corridor bound on one or both sides by federal, State, or local parkland, Native American lands or monuments, or other open space, greenbelt areas, natural habitat or wildlife preserves, or similar acreage used for or dedicated to historical or recreational uses; and (4) any portion of the highway traversed, at the time of designation and by Caltrans's best count or estimate using existing information, by no less than 40,000 vehicles per day on an annual daily average basis (Street and Highway Code Sections 280 et seq.). The only designated Historic Parkway within the city of Los Angeles, the Arroyo Seco Parkway (California State Route 110) runs northeasterly from the four-level interchange with U.S. Highway 101 just outside downtown Los Angeles (mile post 23.69) to East Glenarm Street in the city of Pasadena (mile post 31.89). The project site is not within the vicinity of the Arroyo Seco Parkway or any other historic parkways, and no State regulations related to historic parkways apply.

Senate Bill 743

Senate Bill (SB) 743, codified within the Public Resources Code (PRC) Section 21099 et. seq., states, "Aesthetic (…) impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment" (PRC Section 21099[d][1]). If a project meets these conditions, aesthetic impacts associated with the project would not be considered significant. In addition, City of Los Angeles Zoning Information File No. 2452 (ZI No. 2452) states that projects meeting SB 743 criteria are exempted from a determination of significant impacts on aesthetic resources (scenic vistas, scenic resources, aesthetic character, and light and glare) as outlined in CEQA Guidelines Appendix G. However, ZI No. 2452 requires that projects in transit priority areas (TPA) be evaluated for consistency with relevant City land use plans and regulations governing scenic quality.

Evaluation of a project's physical impacts associated with aesthetics is not required for an exempt project and is provided for informational purposes only. Pursuant to PRC Section 21099, aesthetic impacts do not include impacts to historic or cultural resources. Such impacts are evaluated pursuant to CEQA in Section 4.3, *Cultural Resources*.

Pertinent definitions applicable to PRC Section 21099(a) and the project include:

- "Infill site" means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.
- "Transit priority area" means an area within 0.5 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or Section 450.322 of Title 23 of the Code of Federal Regulations.
- "Employment center project" means a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75, located within a transit priority area.

- "Major transit stop" is defined by PRC Section 21064.3 to mean a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Projects that meet the criteria set forth in PRC Section 21099(d) are exempt from findings of significance related to aesthetic impacts, including view, visual quality, and light and glare impacts as described in the CEQA Guidelines Appendix G questions used by the City as thresholds of significance related to aesthetics. Though the project involves redevelopment of an infill site with mixed uses, the project site is not within a TPA and does not meet the criteria established by SB 743.

Assembly Bill 1560

Assembly Bill 1560, codified at PRC Section 21060.2, supplements PRC Section 21064.3 by defining "bus rapid transit" and "bus rapid transit station" as they relate to a major transit stop. Specifically, "bus rapid transit" means a public mass transit service provided by a public agency or by a public-private partnership that includes all the following features:

- Full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
- Transit signal priority.
- All-door boarding.
- Fare collection system that promotes efficiency.
- Defined stations.

Lastly, "bus rapid transit station" is defined within PRC Section 21060.2 as a clearly defined bus station served by a bus rapid transit. Though the project involves redevelopment of an infill site with mixed uses, the project site is not currently near a "bus rapid transit station" that meets the criteria established by AB 1560.

b. Local Laws and Regulations

City of Los Angeles General Plan Framework Element

The City of Los Angeles General Plan Framework Element (Framework Element), adopted in December 1996 and readopted in August 2001, establishes the conceptual basis for the City's General Plan. The Framework Element provides direction regarding the City's vision for growth and includes an Urban Form and Neighborhood Design chapter to guide the design of future development. Although the Framework Element does not directly address the design of individual neighborhoods or communities, it embodies broad neighborhood design policies and implementation programs to guide local planning efforts. The Framework Element also states that the livability of all neighborhoods would be improved by upgrading the quality of development and improving the quality of the public realm (Objective 5.5).

Chapter 5 of the Framework Element, *Urban Form and Neighborhood Design*, establishes a goal of creating a livable city for existing and future residents with interconnected, diverse neighborhoods. "Urban form" refers to the general pattern of building heights and development intensity and the structural elements that define the city physically, such as natural features, transportation corridors,

activity centers, and focal elements. "Neighborhood design" refers to the physical character of neighborhoods and communities within the city (City of Los Angeles 2001a). The land use forms and spatial relationships identified in the Framework Element are discussed in Section 4.8, *Land Use and Planning*, of this EIR/EIS. To the extent the policies included therein relate to the appearance of development, project consistency with these policies is analyzed later in this section. The project's consistency with the Framework Element is provided in Section 4.8, *Land Use and Planning*, of this EIR/EIS.

General Plan Conservation Element

The City's various landforms and scenic vistas are described in the General Plan Conservation Element. The hills and mountains within the city, and the Los Angeles River and is associated tributaries and floodplains, are identified as prominent topographic features. The Conservation Element defines scenic vistas or vistas as the "panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features" (City of Los Angeles 2001b).

San Pedro Community Plan

The 35 Community Plans established throughout the city collectively comprise the Land Use Element of the City's General Plan. Community plans are intended to implement the policies of the Framework Element. Community plans include, among other provisions, guidelines regarding the appearance of development and the arrangement of land uses. The San Pedro Community Plan was adopted in 2017 and provides guidelines and policies for the San Pedro area, including the project site.

One purpose of the San Pedro Community Plan is "to direct City departments, other public agencies, and private developers to design projects that enhance the character of the community, taking advantage of its setting and amenities." The San Pedro Community Plan also emphasizes walkable communities, infill development, and scale and character in relation to adjacent neighborhoods. The San Pedro Community Plan includes Policy LU4.1, *Improve Rancho San Pedro*, which seeks to redevelop the existing project site with a modernized, mixed income development that is open and integrated into the community (City of Los Angeles 2017a).

Pacific Corridors Redevelopment Plan Design Standards

The project site is located within the Pacific Corridors Redevelopment Plan Area and designated as Residential. The Pacific Corridors Redevelopment Plan was adopted in 2002 and contains land use regulations that expire in 2032 (Community Redevelopment Agency of the City of Los Angeles [CRA/LA] 2002). Design Standards and Guidelines for the Pacific Corridors Redevelopment Project, adopted in 2005, are intended to "ensure that rehabilitation efforts and new development within the Pacific Corridors Redevelopment Project Area are consistent with the visual character of San Pedro and enhance the community's overall image" (CRA/LA 2005). The Design Standards apply to all public and private projects within the Pacific Corridors Redevelopment Project Area and the Design Guidelines are organized by use type with additional guidelines for identified Commercial Districts, Residential Districts and Redevelopment Opportunity Sites.

State law ABx1-26 dissolved all California redevelopment agencies, effective October 2011. The legislation prevents redevelopment agencies from engaging in new activities. However, ABx1-26 does

not abolish existing redevelopment plans. The land use regulations in the Pacific Corridors Redevelopment Plan remain in effect and continue to be administered by the CRA/LA[2].

One San Pedro Transformation Plan

The One San Pedro Transformation Plan addresses the redevelopment of the existing 478-unit Rancho San Pedro public housing site into a modern, mixed-income community with new amenities like a park, neighborhood-serving retail, and sports fields. Urban design workshops with current residents and community members and urban design strategies were conducted in the development of the One San Pedro Transformation Plan to develop a project concept that integrates new development into the physical landscape, including existing topography and the built urban fabric to create visual connections. It also promotes a design approach that creates diverse, quality shared places and outdoor spaces that serve all residents and visitors to the neighborhood.

City of Los Angeles Code of Ordinances

The Los Angeles Municipal Code (LAMC) regulates all aspects of building development in the city, including aesthetic aspects, such as lighting and signage. The code sections applicable to aesthetic concerns include the following:

- **Chapter I, 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 I, Article 4.4, Section 14.4.4 E.** 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.
- **Chapter I, Article 7, Section 17.08 C.** Plans for street lighting shall be submitted to and approved by the Bureau of Street Lighting for subdivision maps.
- **Chapter IX, Article 3, Division 1, Section 93.0117(b).** No person shall construct, establish, create, or maintain any stationary exterior light source that may cause the following locations to be either illuminated by more than two foot candles (21.5 lx) of lighting intensity or receive direct glare from the light source. Direct glare, as used in this subsection is a glare resulting from high luminance or insufficiently shielded light sources that are in the field of view.
    1. Any exterior glazed window or sliding glass door on any other property containing a residential unit or units.
    2. Any elevated habitable porch, deck or balcony on any other property containing a residential unit or units.
    3. Any ground surface intended for use but not limited to recreation, barbecue, or lawn areas on any other property containing a residential unit or units[3].

[2] CRA/LA, memorandum dated June 12, 2012, Attachment A, Resolution No. 16, adopted June 21, 2012.
[3] Certain exceptions apply related to frosted light sources emitting 800 lumens or less, other sources emitting 800 lumens or more not visible to persons on other residential properties, tennis or paddle tennis courts conforming to certain standards, certain temporary decorative lights, emergency lights, agency controlled light sources, and light sources a minimum distance of 2,000 feet from residential uses.

City of Los Angeles Citywide Design Guidelines

The City's Framework Element and the individual community plans promote architectural and design excellence in buildings, landscape, open space, and public space. These plans also promote the preservation of the city's character and scale. The Citywide Design Guidelines (2019) establish ten guidelines to carryout common design objectives that maintain neighborhood form and character, while promoting quality design and creative infill development solutions. The Guidelines are organized around three design approaches: Pedestrian-First Design, 360-Degree Design, and Climate-Adapted Design. The guidelines are as follows:

- Pedestrian-First Design guidelines
  - Promote a safe, comfortable, and accessible pedestrian experience for all
  - Carefully incorporate vehicular access such that it does not degrade the pedestrian experience
  - Design projects to actively engage with streets and public space and maintain human scale
- 360-Degree Design guidelines
  - Organize and shape projects to recognize and respect surrounding context
  - Express a clear and coherent architectural idea
  - Provide amenities that support community building and provide an inviting, comfortable user experience
  - Carefully arrange design elements and uses to protect the users
- Climate-Adapted Design guidelines
  - Protect the site's natural resources and features
  - Configure the site layout, building massing, and orientation to lower energy demand and increase the comfort and well-being of users
  - Enhance green features to increase opportunities to capture stormwater and promote habitat

The Citywide Design Guidelines apply to all new development and substantial building alterations that seek a discretionary action for which the Department of City Planning has design authority. Projects that are subject to the Citywide Design Guidelines will need to include as part of their application a written statement that describes how their project complies with each of the ten guidelines. Compared to the Zoning Code and other regulations governing the development of a particular property, the Citywide Design Guidelines are intended as a more flexible, less prescriptive means of shaping proposed projects and conveying general design expectations.

4.1.7 Impact Analysis

a. Significance Thresholds and Methodology

Significance Thresholds

In accordance with Appendix G of the CEQA Guidelines, the proposed project could have a potentially significant impact if it were to result in one or more of the following:

1. Have a substantial adverse effect on a scenic vista;

2. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway;
3. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage point); if the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; and/or
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

For this analysis, the CEQA Appendix G thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide (Thresholds Guide), as appropriate, to assist in answering the Appendix G threshold questions. The Thresholds Guide identifies the following criteria to evaluate aesthetics:

Aesthetics

- 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 of contrast between proposed features and existing features that represent the area's valued aesthetic image
- The degree to which a proposed zone change would result in buildings that would detract from the existing style or image of the area due to density, height, bulk, setbacks, signage, or other physical elements
- The degree to which the project would contribute to the area's aesthetic value
- Applicable guidelines and regulations

Obstruction of Views

- The nature and quality of recognized or valued views (such as natural topography, settings, human-made 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)
- 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

Shading

- If shadow-sensitive uses would be shaded by project-related structures for more than three hours from 9:00 a.m. to 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours from 9:00 a.m. to 5:00 p.m. Pacific Daylight Time (between early April and late October)

Nighttime Illumination

- The change in ambient illumination levels as a result of project sources
- The extent to which project lighting would spill off the project site and affect adjacent light-sensitive areas (City of Los Angeles 2006)

Methodology

Evaluating visual impacts is subjective by nature but, in general, aesthetic impacts are assessed by using methodologies that identify and describe the visual resources, determine the level of aesthetic quality from public viewing locations, and estimate the level of effect changes to those views would produce. State and federal organizations have developed visual assessment guidelines for various contexts that often provide a basis for the development of local guidelines and standards[4]. By considering the conceptual design studies and preliminary design plans, along with photographs of existing conditions and site visits completed on February 2, 2021 and April 14, 2022, this analysis identifies and works to objectively examine factors that contribute to aesthetic quality and impacts.

To aid in the analysis, conceptual drawings were prepared for key perspectives from within and across the project site. The visual effects discussed in the analysis are ascertained by comparing these conceptual illustrations to existing conditions, as illustrated in photographs and description provided in Section 4.1.1, *Environmental Setting*, above. Although the final design of exterior architectural features may differ slightly, the height, massing, and setting would be the same, and thus the analysis would be generally the same for any version of the project as represented in the visual simulations. The simulations appear in the analysis where discussion applies.

a. Project Design Features

The following project design features (PDF) relevant to aesthetics and visual resources would be implemented as part of the proposed project, as required by the OSP Specific Plan:

PDF AES-1 Anti-reflective Glass

The OSP Specific Plan includes a requirement that glass used in building façades be low-reflective or treated with an anti-reflective coating to minimize glare. Consistent with applicable energy and building code requirements, including Section 140.3 of the California Energy Code as may be amended, glass with coatings required to meet the Energy Code requirements will be permitted. This requirement will also apply to development on the 327 Harbor Site.

PDF AES-2 Outdoor Lighting

As required by the OSP Specific Plan, 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, while maintaining adequate lighting levels for public safety and security. This requirement will also apply to development on the 327 Harbor Site.

[4] See for example United States Bureau of Land Management 1984, Caltrans 2022b, Federal Highway Administration 2015, and U.S. Forest Service 1996

PDF AES-3 Mechanical Equipment and Utility Screening

As required by the OSP Specific Plan, 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 and screened from view. This requirement will also apply to development on the 327 Harbor Site.

b Project Impacts and Mitigation Measures

Threshold 4.1-1:	Would the project have a substantial adverse effect on a scenic vista?

Impact AES-1 **SCENIC VISTAS AND VIEWS IN THE AREA ARE LIMITED BY EXISTING DEVELOPMENT. DURING PROJECT CONSTRUCTION, LARGE EQUIPMENT AND TEMPORARY CONSTRUCTION FENCING MAY PARTIALLY BLOCK VIEWS OF SURROUNDING DEVELOPMENT FOR THE LIMITED DURATION OF CONSTRUCTION. HOWEVER, CONSTRUCTION WOULD NOT AFFECT SCENIC VISTAS IN ANY DIRECTION DUE TO THE DISTANCE, INTERVENING DEVELOPMENT, AND ORIENTATION OF THE PROJECT SITE RELATIVE TO SCENIC VISTAS. THE PROJECT WOULD INCREASE THE DENSITY, MASSING AND HEIGHT OF BUILDINGS AT THE PROJECT SITE. HOWEVER, NEW BUILDINGS DEVELOPED AS PART OF THE PROJECT WOULD NOT SUBSTANTIALLY INTERFERE WITH SCENIC VISTAS OR THE LIMITED PUBLIC VIEWS AVAILABLE FROM THE PROJECT VICINITY COMPARED TO EXISTING CONDITIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

A scenic vista is a view from a public place (roadway, designated scenic viewing spot, etc.) that is expansive and considered important. It can be obtained from an elevated position (such as from the top of a hillside) or it can be seen from a roadway with a longer-range view of the landscape. An adverse effect would occur if a proposed project would block or otherwise damage the scenic vista upon implementation.

The project site and surrounding area feature urban development that includes multi-story office, residential, and industrial uses. Harbor Boulevard is designated as a scenic corridor in the city with views of the Pacific Ocean, the John S. Gibson Junior Park and Fisherman Industry Memorial, the Ports O' Call Village, and Vincent Thomas Bridge near the project site. From roadways within and adjacent to the project site, views east and south toward the ocean, John S. Gibson Junior Park, and Ports O' Call Village are mostly obscured by existing development. Existing development also largely blocks views toward the western foothills of the Palos Verdes peninsula, although the hillsides are visible at the western limits of Santa Cruz Street, 1st Street, 2nd Street, and 3rd Street.

Two project development scenarios are proposed (see Section 2, *Project Description*) that would involve phasing the construction on the OSP Specific Plan Site in different ways. Under Scenario A, the densest development would be located in Construction Stages 2 and 3, whereas under Scenario B, development would be densest in Construction Stages 1 and 2. Under both scenarios, the footprint of development would be identical, though individual building heights on the OSP Specific Plan Site may vary by one to two stories. Nonetheless, building heights on the OSP Specific Plan Site under both scenarios would comply with the Subarea development standards established by the OSP Specific Plan and would be limited to up to eight stories maximum under either scenario. Under both scenarios, the building on the 327 Harbor Site would be four stories and 66,210 sf. The below analysis is based on the maximum permitted building heights in each Subarea of the OSP Specific Plan Site and the proposed four-story structure on the 327 Harbor Site ; therefore, this analysis applies to both Scenario A and Scenario B.

Construction

Project construction would involve the phased demolition of existing structures on the OSP Specific Plan Site, grading and excavation, and building of new structures. During project construction, heavy equipment and other components used to complete construction tasks and ensure site safety would be present on the project site. Large equipment and temporary construction fencing may partially block views of surrounding development for the limited duration of construction. However, construction would not affect scenic vistas in any direction due to the distance, intervening development, and orientation of the project site relative to scenic vistas. Views from Harbor Boulevard east toward the Pacific Ocean, north toward the Vincent Thomas Bridge, and south toward the Ports O' Call Village would not be affected by project construction as all activity would occur west of the roadway. Furthermore, construction activities would be temporary and upon completion, all equipment, materials, and other construction components would be removed. In addition, Mitigation Measure AES-1, provided under Impact AES-3, requires temporary construction fencing along the periphery of active construction staging and work areas to shield construction activity from view at the street level. While large equipment and temporary construction fencing may partially block views of surrounding development for the limited duration of construction, construction would not affect scenic vistas in any direction due to the distance, intervening development, and orientation of the project site relative to scenic vistas. Therefore, impacts to scenic vistas during construction would be less than significant.

Operation

On the OSP Specific Plan Site, the project proposes to build clusters of buildings that range from one to eight stories with large public open space areas along Palos Verdes Street, between the end of 2nd Street and Harbor Boulevard as pictured in Figure 4.1-17. On the 327 Harbor Site, the project proposes to build a 66,210-sf, four-story residential building, new landscaping, and public art as shown in Figure 4.1-18. The project would occur west of Harbor Boulevard and would not interfere with views from that roadway toward the Ports O' Call Village, the Vincent Thomas Bridge, or the Pacific Ocean beyond. As noted above, even at lower heights (two- to three-stories), existing development largely blocks views toward the western foothills of the Palos Verdes peninsula, with only interim views occurring along the east/west-oriented streets (refer to Figure 4.1-3, Figure 4.1-5, Figure 4.1-10, and Figure 4.1-11). These views would remain, in large part, but would be framed by the more impressive corridors formed by the new development, as represented in Figure 4.1-19.

From Palos Verdes Street looking northeast, the Vincent Thomas Bridge is not visible due to intervening development (Figure 4.1-4). Project implementation would not change these conditions but would enhance views in the immediate vicinity through improved architectural design and increased landscaping, as pictured in Figure 4.1-20.

Views from Harbor Boulevard toward the western foothills of the Palos Verdes peninsula would not be obstructed by project implementation as the new development would be situated within the existing city blocks. Finally, as easterly views of the Pacific Ocean are obscured by existing development and mature trees in the linear park that parallels Harbor Boulevard, increased density and height on the project site would not substantially block public views of the Pacific Ocean. Impacts would be less than significant.

Figure 4.1-17 General Project Development Pattern, Looking Northeast with Vincent Thomas Bridge and the Port of Los Angeles in the Background and Harbor Boulevard in the Middle Ground

Figure 4.1-18 Visual Simulation of the 327 Harbor Site from the Corner of Harbor Boulevard and O'Farrell Street Looking Southwest

Figure 4.1-19 Example View Looking Westward Through the OSP Specific Plan Site Toward Palos Verdes Peninsula

Figure 4.1-20 View from Intersection of 1st Street and Palos Verdes Street Looking South Toward the Palos Verdes Linear Park

Mitigation Measures

Because project impacts to scenic vistas would be less than significant, mitigation is not required.

Significance After Mitigation

Project impacts would be less than significant without mitigation.

Threshold 4.1-2:	Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

Impact AES-2 THERE ARE NO STATE-DESIGNATED OR STATE-ELIGIBLE SCENIC HIGHWAYS IN THE AREA OF THE PROJECT SITE. HARBOR BOULEVARD IS A LOCAL SCENIC ROADWAY BUT SCENIC RESOURCES IN THE VICINITY OF HARBOR BOULEVARD WOULD NOT BE AFFECTED ADVERSELY BY THE PROJECT. THERE WOULD BE NO IMPACT.

As discussed in Section 4.1.1, *Environmental Setting*, no State-designated Scenic Highways are in or near the project area. The San Pedro Community Plan EIR identifies Harbor Boulevard as a locally designated scenic corridor and lists several scenic resources less than 1.0 mile from the project site (City of Los Angeles 2012 and 2017b). Scenic resources visible from Harbor Boulevard in the vicinity of the project site include the Vincent Thomas Bridge located approximately 0.6 mile northeast of the project site, the John S. Gibson Junior Park and Fisherman Industry Memorial located east of Harbor Boulevard approximately 400 feet southeast of the project site, the San Pedro Fish Market and Ports O' Call located east of Harbor Boulevard approximately 0.6 mile southeast of the project site, and the Pacific Ocean located approximately 0.2 mile to the east of the project site. Other scenic resources identified in the San Pedro Community Plan EIR and described in Section 4.1.1, *Environmental Setting*, such as Mary Star of the Sea and the foothills of the Palos Verdes Peninsula are not visible from Harbor Boulevard.

Two project development scenarios are proposed (see Section 2, *Project Description*) that would involve phasing the construction on the OSP Specific Plan Site in different ways. Under Scenario A, the densest development would be in Construction Stages 2 and 3, whereas under Scenario B, development would be densest in Construction Stages 1 and 2. Under both scenarios, the footprint of development would be identical, though individual building heights on the OSP Specific Plan Site may vary by one to two stories (limited to up to eight stories). Nonetheless, building heights on the OSP Specific Plan Site under both scenarios would comply with the Subarea development standards established by the OSP Specific Plan. Under both scenarios, the building on the 327 Harbor Site would be four stories and 66,210 sf. The below analysis is based on the maximum permitted building heights in each Subarea on the OSP Specific Plan Site and construction of a four-story building on the 327 Harbor Site; therefore, this analysis applies to both Scenario A and Scenario B.

Construction

Project construction would involve the phased demolition of existing structures on the OSP Specific Plan Site, grading and excavation, and building of new structures. During construction, heavy equipment would be present on the project site and would temporarily affect visual quality. Views from Harbor Boulevard toward the Pacific Ocean and the scenic resources such as the linear park would not be affected by project construction as the project site is to the west of the roadway. Furthermore, as required by Mitigation Measure AES-1 under Impact AES-3, areas of the site in use

for construction work and staging would be screened from view, minimizing visual impacts to the surrounding community. No impact would occur.

Operation

As described above, the project site is not in the vicinity of or visible from any designated or eligible State Scenic Highways. Though the project site is adjacent to Harbor Boulevard, a locally-designated scenic corridor, development of the project would be situated west of Harbor Boulevard and would not interfere with or otherwise adversely affect the scenic resources along this roadway identified by the San Pedro Community Plan (refer to Impact AES-1, above). Overall, project implementation would have no impact to scenic resources, including trees, rock outcroppings, and historic resources, in a State Scenic Highway.

Mitigation Measures

Mitigation is not required.

Significance After Mitigation

Project impacts would be less than significant without mitigation.

Threshold 4.1-3:	Would the project, 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 a 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?

Impact AES-3 THE PROJECT IS IN AN URBANIZED AREA WITH LOW TO MODERATELY LOW VISUAL QUALITY. THE PROJECT WOULD REDEVELOP THE OSP SPECIFIC PLAN SITE UNDER A SPECIFIC PLAN THAT WOULD INVOLVE REZONING FOR INCREASED DENSITY, MASS, AND HEIGHT. THE PROJECT WOULD ALSO ADD A NEW MULTI-FAMILY RESIDENTIAL STRUCTURE TO THE 327 HARBOR SITE THAT WOULD COMPLY WITH THE EXISTING ZONING AND OTHER REGULATIONS GOVERNING THE SITE. DURING CONSTRUCTION, POTENTIALLY SIGNIFICANT IMPACTS TO VISUAL QUALITY WOULD BE REDUCED TO LESS THAN SIGNIFICANT LEVELS THROUGH IMPLEMENTATION OF MITIGATION MEASURE AES-1, WHICH WOULD REQUIRE SCREENING OF CONSTRUCTION FROM VIEW, MINIMIZING VISUAL IMPACTS TO THE SURROUNDING COMMUNITY. PROJECT IMPLEMENTATION WOULD INCREASE DENSITY, MASSING, AND HEIGHT OF DEVELOPMENT BUT WOULD BENEFICIALLY IMPACT THE VISUAL QUALITY OF THE PROJECT SITE. THE PROJECT WOULD ALSO BE CONSISTENT WITH REGULATIONS GOVERNING SCENIC QUALITY, RESULTING IN A LESS THAN SIGNIFICANT OPERATIONAL IMPACT.

The project site is in an urbanized area of southwest Los Angeles, located within the San Pedro Community Plan. As discussed in Section 4.1.1, *Environmental Setting,* the OSP Specific Plan Site has a land use designation of Low Medium II Residential, which allows multi-family residential development of 18 to 29 units per acre, and Community Commercial, which permits commercial uses such as hotels, restaurants, and retail, as well as multi-family residential development. The project site is largely within the 1XL Height District, which allows development up to 30 feet in height, except for two blocks between 1st Street and 3rd Street east of Beacon Street, where the Height District is 2D, which generally allows structures up to 250 feet in height. The OSP Specific Plan Site is zoned Low-Medium II Residential (RD1.5-1XL-CPIO) and Community Commercial (C2-2D-CPIO). The 327 Harbor Site has a land use designation of Community Commercial, which allows commercial and mixed-use

development. The 327 Harbor Site is within the San Pedro Community Plan Central Commercial Subarea E and is zoned Community Commercial. The 327 Harbor Site is within the 2D height district.

The project site is also within the boundary of the Pacific Corridors Redevelopment Plan Area. The OSP Specific Plan Site has a land use designation of Residential in the plan area, which allows single- and multi-family housing consistent with the San Pedro Community Plan. The 327 Harbor Site has a land designation of Industrial in the Pacific Corridors Redevelopment Plan, which allows industrial uses consistent with the San Pedro Community Plan. Residential and mixed-use development consistent with the San Pedro Community Plan may also be permitted in Industrial areas, provided the development meets the criteria established in Section 503.4 of the Pacific Corridors Redevelopment Plan. Nearby development includes multi-family residential complexes, commercial uses, multi-story office complexes, and industrial uses, as pictured in Figure 4.1-8, Figure 4.1-11, and Figure 4.1-13 through Figure 4.1-16.

The existing visual quality of the OSP Specific Plan Site is low, due to lack of unity with newer development to the north and southwest, proximity to industrial storage yards, lack of distinctive architectural features including no variation in massing and inconsistent exterior finishes, along with general visual clutter created by unmaintained landscaping and storage of household items outside the units, as described under Section 4.1.1, *Environmental Setting*. The development is visually unremarkable in terms of design, orientation, and massing, with buildings being the same height, orientation, and unremitting rectangular shape. The symmetrical layout of the buildings is uniform and lacks ornament or design aspects that distinguish its character in a positive manner. It contrasts with the surrounding, more contemporary architecture that includes both office and residential buildings. Furthermore, landscaping is limited to similarly rectangular patches of lawn and scattered mature trees (Figure 4.1-6 and Figure 4.1-7). The One San Pedro Transformation Plan indicates that the "units and buildings … are physically and functionally obsolete" (HACLA 2020). The 327 Harbor Site is an undeveloped, vacant lot enclosed by a partially collapsed chain-linked fence as shown in Figure 4.1-12 and Figure 4.1-16. The visual quality of the 327 Harbor Site is low due to the unmaintained and undeveloped nature of the site.

Two project development scenarios are proposed (see Section 2, *Project Description*) that would involve phasing the construction on the OSP Specific Plan Site in different ways. Under Scenario A, the densest development would be in Construction Stages 2 and 3, whereas under Scenario B, development would be densest in Construction Stages 1 and 2. Under both scenarios, the footprint of development would be identical, though individual building heights may vary by one to two stories on the OSP Specific Plan Site but limited to eight stories under either scenario. Nonetheless, building heights on the OSP Specific Plan Site under both scenarios would comply with the Subarea development standards established by the OSP Specific Plan. Under both scenarios, the building on the 327 Harbor Site would be four stories and 66,210 sf. The below analysis is based on the maximum permitted building heights in each Subarea of the OSP Specific Plan Site and construction of a four-story building on the 327 Harbor Sire; therefore, this analysis applies to both Scenario A and Scenario B.

Construction

Project construction would involve the phased demolition of existing structures on the OSP Specific Plan Site, grading and excavation, and building of new structures. Construction would be required to comply with all City regulations that govern construction activities, including trash removal and equipment storage, and there would be no conflict with existing zoning regulations. Nonetheless,

construction activities would temporarily affect visual quality, and impacts would be potentially significant.

Operation

Visual Impacts

OSP Specific Plan Site

The project would implement a specific plan that would redevelop the existing Rancho San Pedro housing complex on the OSP Specific Plan Site to "positively transform the community for current and future residents" (HACLA 2020). This would include the development of up to 1,553 residential units, with clusters of buildings that would accommodate new retail, restaurant, and other public amenity spaces in 130,000 square feet of newly built non-residential space, as well as private and shared open space areas. The conceptual drawings provided in Figure 4.1-21 through Figure 4.1-26 illustrate the project design, including buildings of varied heights with changes in massing and building orientation, contemporary architectural finishes, and consistently designed landscaping that would transform the OSP Specific Plan Site into a contemporary, urban neighborhood with open spaces, amenities, and commercial uses, creating a sense of place within the project site and unifying the site with the surrounding neighborhood development.

The project design would be contemporary with an urban, high-rise feel where building heights vary, and balconies and window arrangements interrupt expanses of walls. Building massing would vary as well, with different roof lines, such as flat or peaked, and a variety of heights along each block (Figure 4.1-22). While the development would generally be uniform in color, variations in exterior surfaces (e.g., stucco and horizontal wood siding) would provide visual interest (Figure 4.1-23). Furthermore, the entrance to the development from Harbor Boulevard would create a community gateway that anchors the neighborhood within the larger context of the community (Figure 4.1-24).

Figure 4.1-21 Conceptual Aerial View of Project from Sepulveda Street Looking South Showing Arrangement of Project Components

Figure 4.1-22 Conceptual Rendering of Project Showing Building Massing, Window and Surface Treatments, and Roofline Variation

Figure 4.1-23 Conceptual Rendering of Development with Children's Play Area

Figure 4.1-24 Conceptual Rendering of One San Pedro Entrance Gateway

Figure 4.1-25 Conceptual Rendering of Sports Field West of Centre Street, between 1st and 2nd Streets

Figure 4.1-26 Conceptual Rendering Street Trees and Other Landscaping within Project

The project would also add formalized open spaces, including parks, pedestrian and bicycle circulation, and playground areas to the OSP Specific Plan Site. This would include a sports field west of Centre Street as pictured in the aerial conceptual view of the project (Figure 4.1-21). Situated at the westernmost parcels of the project site, the sports field would provide a high degree of visual relief in the otherwise dense built environment (Figure 4.1-25). Throughout the project site, increased landscaping along streets, walkways, and between buildings would include a variety of ornamental and shade trees as well as shrubs and grasses, visible in the conceptual renderings, and would soften the hard edges of the contemporary design and add depth and complexity to the visual quality for pedestrian and cyclists as well as motorists (Figure 4.1-26). This is also true for parks and other open spaces within the project, such as the Palos Verdes Linear Park and Harbor Plaza. Finally, implementation of PDF AES-3 would ensure mechanical equipment and trash enclosures would be screened from view by architectural components that would be integrated into the overall design.

327 HARBOR SITE

The proposed project would develop the 327 Harbor Site with a 66,210-sf, 47-unit residential building. The building would be four stories (70.5 feet) in height and would include residential units over an at-grade parking garage. The design and layout of the proposed building would be centered around a courtyard and would create passive and active common open spaces and amenities. Open space would be provided through an interior courtyard and garden walk, as well as private balconies. The building's resident amenity space area and leasing office would also front Harbor Boulevard and the courtyard, activating the street frontage and primary common outdoor space.

The proposed building would feature a modern, rectilinear architectural style common of other multi-family and mixed-use residential communities currently under construction or recently constructed in the San Pedro area. Proposed building materials would consist of durable materials, including composite panels, perforated metal panels, and cement plaster. The design incorporates a white, gray, and blue color scheme reflective of the ocean/marine environment and would be complementary to the proposed design of the development at the OSP Specific Plan Site. The project would feature murals and/or artwork from local artists, balconies, and variations in exterior surfaces to provide visual interest (Figure 4.1-27). The project would also add new landscaping along the building frontages, including street trees, grasses, and shrubbery to improve the pedestrian environment (Figure 4.1-28). The proposed project would replace a vacant and unmaintained site with new, active uses featuring a contemporary design consistent with other development in the area, thereby improving the visual quality of the 327 Harbor Site.

The project site is adjacent to newer, high-rise developments with a more pronounced urban design than the existing development, where the structural features like I-beams are visible and serve as ornamental detailing. Increases in density have been occurring throughout the area with implementation of the San Pedro Community Plan. These include the Centre Street lofts, a five-story mixed-use complex about 0.2 mile from the southern project site boundary at 3rd Street, the six-story 550 Harborfront apartment building and a 16-story apartment complex located 500 feet to south of the project site at the corner of Palos Verdes Street and 5th Street, and the four-story multi-family residential building currently being constructed immediately west of the 327 Harbor Site at 345 Beacon Street. Elsewhere, buildings as high as eight stories offer offices and other uses to the south and southwest of the project site. The proposed development at the OSP Specific Plan Site and 327 Harbor Site would feature modern, urban design elements and increased density, consistent with the ongoing development in the project area.

Figure 4.1-27 Conceptual Rendering of the 327 Harbor Site Looking Northwest from Harbor Boulevard

Figure 4.1-28 Conceptual Rendering of the 327 Harbor Site Building and Landscaping Looking Southeast from the Corner of Beacon Street and O'Farrell Street

Consistency with City of Los Angeles Policies

The project would occur in an area that is highly urbanized area in southwest Los Angeles. It is subject to goals and policies in the General Plan Framework Element Urban Form and Neighborhood Design Chapter, the San Pedro Community Plan, and Pacific Corridors Redevelopment Project Design Standards and Guidelines for residential and mixed-use developments. Goals and policies regulating scenic quality that apply to the project are evaluated in Table 4.1-1.

Table 4.1-1 Project Conflicts Analysis

Goals and Policies	Project Consistency
General Plan Framework Element Urban Form and Neighborhood Design Chapter	
Goal 5A. A livable 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.	**No Conflict.** The project would be beneficial in that it would replace deteriorating, low visual quality, aging residential units and a vacant and unmaintained site with new, well-designed residential, commercial, and opens space uses and associated pedestrian and landscaping improvements. The 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 with increased, well-designed residential units for a mix of incomes, (2) adding new amenities and services to the neighborhood, (3) improving connectivity for pedestrians, bicyclists, and transit users, and (4) increasing opportunities for new affordable housing and jobs.
Objective 5.5. Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	**No Conflict.** The project would enhance the livability of the surrounding area by replacing the aging residential units on the OSP Specific Plan Site and the vacant 327 Harbor Site with modern, well-designed residential units, commercial spaces, and associated open space and landscaping that would upgrade the quality of the surrounding area as well as the visual character.
Policy 5.5.4. Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, streetlights and trees, bus shelters and benches, and other street furniture.	**No Conflict.** The OSP Specific Plan would include detailed urban design requirements, including for streetscapes, to guide development of the OSP Specific Plan Site. Likewise, the streetscape surrounding the 327 Harbor Site would be improved in accordance with City policies and requirements. The project would improve all sidewalk areas adjacent to the project site in compliance with the City of Los Angeles Bureau of Engineering requirements for street widening and sidewalk requirements. The project would be required to provide dedications and improvements along all street frontages, including reconstructing damaged sidewalks. New landscaping and street trees, lighting, and street furniture would be added to the project site frontages. Additionally, the final design and architectural style of the buildings would be subject to review and approval by the City's decision makers to ensure the appropriateness of design elements.
Policy 5.7.1. Establish standards for transitions in building height and for on-site landscape buffers.	**No Conflict.** The project would require adoption of a new Specific Plan to allow increased height and density on the OSP Specific Plan Site. This would not have a negative impact on visual character or quality and, conversely, would improve the visual quality of the OSP Specific Plan Site. The Subareas established by the OSP Specific Plan would transition the types and intensities of land uses from the Barton Hill residential neighborhood to the north, to the

Goals and Policies	Project Consistency
	downtown commercial and civic core of San Pedro to the south, while upgrading and activating the project site. The proposed building on the 327 Harbor Site would be consistent with the height and density regulations of the existing site zoning and would be of similar height and density to existing and planned structures on the nearby properties. Upon buildout, the project site would be consistent in height with nearby buildings including the Port of Los Angeles Administrative building on South Palos Verdes Street. The project would also include trees and landscaping buffers throughout, as illustrated in Figure 4.1-26.
San Pedro Community Plan	
Goal LU1. Complete, livable, and quality residential neighborhoods throughout San Pedro that provide a variety of housing types, densities, forms and designs and a mix of uses and services that support the needs of residents.	**No Conflict.** The project would redevelop the OSP Specific Plan Site with a mixed-use development that features neighborhood-serving commercial uses, including a grocery store, resident amenities, and a mix of housing types in a well-designed, urban development that includes shared parks, open spaces, and recreation areas, along with ample landscaping. The vacant 327 Harbor Site would be developed with affordable multi-family residential units with open space and residential amenities. The architectural design would vary massing and scale in a manner that coheres with other nearby residential, office, and commercial building styles. The integration of commercial and restaurant uses along with open space into the overall site plan would provide a complete and highly livable neighborhood for future residents and visitors.
Policy LU1.3. Assure smooth transitions in scale, form, and character, by regulating the setback, stepbacks, rear elevations, and backyard landscaping of new development where neighborhoods of differing housing type and density abut one another	**No Conflict.** The proposed development at the 327 Harbor Site would be consistent with the density, height, and setback requirements of the site zoning. The proposed building would be consistent with the scale, form, and character of existing and planned development in the vicinity. The OSP Specific Plan would allow for a diverse set of land uses on the OSP Specific Plan Site and apply development standards appropriate for each Subarea. The Neighborhood General Subarea's residential development would integrate with the Barton Hill neighborhood, while the Neighborhood Core Subarea, located in the center of the project site, would support denser residential, mixed-use development. The Waterfront Core Subarea would integrate with the existing commercial zoning along Harbor Boulevard and would provide opportunities for greater building height and density, including high-rise development and a mix of commercial retail and residential uses. Additionally, the project would be designed with a variety of scale and form, differing setbacks, and ample landscaping throughout the OSP Specific Plan Site, including street trees, open space trees and shrubbery, lawns, and shade areas. The proposed recreation field west of Centre Street would provide a large open area that would visually relieve the building massing on the west side of the OSP Specific Plan Site and provide a smooth transition between the more easterly, higher-rise buildings and the westerly development, between Mesa Street and Centre Street. The ample landscaping surrounding the proposed buildings would further soften the edges of the built environment and create a livable, walkable setting that smoothly transitions to adjacent development, including residential and office/commercial uses.

Goals and Policies	Project Consistency
Policy LU1.7. Developments should be sustainable and attractive, and incorporate green building design, systems and materials to the greatest extent feasible.	**No Conflict.** The project components would be designed in accordance with the latest California Green Building (CALGreen) Code and, in terms of appearance, would consist of contemporary architectural and landscape design with varied massing, height, and density that aligns with the nearby urban medium- and high-rise development. Furthermore, the ample landscaping proposed would soften the built environment, create pleasant community gathering places and pedestrian areas, and would contribute to the reduction of greenhouse gases (see Section 4.5, *Greenhouse Gas Emissions,* for a more complete discussion of the effects of urban forestation on climate change). The project would incorporate sustainability features including achieving LEED Gold or similar rating, all electric residences, rooftop solar panels, energy-efficient appliances and lighting, and low-flow fixtures.
Goal LU4. Revitalization of transitioning, distressed, and/or under-utilized residential developments.	**No Conflict.** The project would replace an existing, aging, and architecturally unremarkable housing development on the OSP Specific Plan Site with a revitalized neighborhood that features commercial development within the residential complex, along with recreation areas, community gathering places, and generous landscaping that would provide pleasant places for people to gather within a new, contemporary urban architectural setting. The project would redevelop the vacant 327 Harbor Site with an affordable, multi-family residential development, thereby revitalizing the under-utilized site.
Goal LU18. Preservation of the scenic and visual qualities of coastal areas.	**No Conflict.** As discussed herein, the project would not interfere with scenic vistas nor block views of the Pacific Ocean and the architectural features of the port and surrounding areas east of the project site. It would create a revitalized urban neighborhood with view corridors toward the Pacific Ocean from within and would have beneficial impacts to visual quality by replacing aging, distressed residential and vacant uses with buildings featuring high-quality architectural and landscape design.
Policy LU18.1. Protect the scenic and visual qualities of San Pedro as a local and regional resource, with permitted development sited and designed to: protect public views to and along the ocean, harbor, and scenic coastal areas; minimize the alteration of natural landform; be visually compatible with the character of the surrounding area; and prevent the blockage of existing public views for designated public scenic view areas and Scenic Highways.	**No Conflict.** As discussed herein, the project site is relatively flat and is located west of Harbor Boulevard. Redevelopment of the site would not impede views of the Pacific Ocean or port from this City-designated scenic corridor. Furthermore, aging, distressed residential development and a vacant, unmaintained property would be replaced with a cohesive architectural and landscape design that would improve visual quality in the vicinity of the project site. Nearby development north, west, and south of the project site includes multi-story condominiums and apartment buildings, high-rise office buildings, and multi-story, historic mixed-use buildings with commercial and restaurant uses on the ground floor and offices or residences on the upper levels. The architectural styles in the area range from modern and contemporary with exposed beams and a preponderance of glass to brick-clad historic buildings adapted for reuse. The proposed project would not alter any natural landforms and would be visually compatible with the area; the new development would not block public views from scenic corridors (Harbor Boulevard).

Goals and Policies	Project Consistency
Pacific Corridors Redevelopment Project Design Standards and Guidelines	
Guideline 4.1.2. Reinforce Existing Patterns: Site residential buildings to create a sense of continuity along the street and relate design to the surrounding area. Emphasize privacy and create usable yards.	**No Conflict.** As discussed herein, the proposed development at the 327 Harbor Site would be consistent with the scale, form, and character of existing and planned development in the vicinity and would feature landscaping within and surrounding the project site to enhance open space amenities and the public right-of-way. The project would be designed with a variety of scale and form, differing setbacks, and ample landscaping throughout the OSP Specific Plan Site, including street trees, open space trees and shrubbery, lawns, and shade areas. The proposed recreation field west of Centre Street would provide a large open area that visually relieves the building massing on the west side of the project site that also provides a visual transition between the more easterly, higher-rise buildings and the westerly development, between Mesa Street and Centre Street. Nearby development north, west, and south of the project site includes multi-story condominiums and apartment buildings, high-rise office buildings, and multi-story, historic mixed-use buildings with commercial and restaurant uses on the ground floor and offices or residences on the upper levels. The architectural styles in the area range from modern and contemporary with exposed beams and a preponderance of glass to brick-clad historic buildings adapted for reuse. The contemporary architectural design would integrate into surrounding development and the ample landscaping within the proposed project buildings and at the edges further softens the edges of the built environment and creates a livable, walkable setting that smoothly transitions to adjacent development, including residential and office/commercial uses. Residences would include a minimum of 50 sf of private open space, including yards, balconies, and porches to ensure that residences are equipped with private, usable open space.
Guideline 4.1.3. Establish Transitions in Scale: Articulate sub-volumes, use horizontal regulating lines, and break down building mass into smaller "modules."	**No Conflict.** The proposed development at the 327 Harbor Site would be consistent with the density, height, and setback requirements of the site zoning and would align with the scale, form, and character of existing and planned development in the vicinity of the site. The building massing would be modulated by architectural features including balconies, varied roof lines, and mixed building materials. The OSP Specific Plan Site would be designed with a variety of scale and form, differing setbacks, and clusters of buildings to distribute mass throughout the site. Furthermore, while the architectural style would be a contemporary rectilinear form, the orientation of the buildings would feature slight angles at irregular intervals such that horizontal lines would be varied in a way that is visually interesting. The rooflines, similarly, would vary from patterns of peaked roofs on lower-rise clusters to flat roofs on the higher-rise buildings. Three-story buildings with flat roofs would also feature articulated façades or fronts that disrupt long horizontal lines and walls.

Goals and Policies	Project Consistency
Guideline 4.2.3. Create an Attractive Setting: Landscape should be an integral part of the site design. ▪ Plant required yard areas with a combination of trees, shrubs, groundcover, and decorative hardscape. ▪ Retain existing mature trees where possible.	**No Conflict.** Mature trees on the project site would be retained to the extent feasible, although it is assumed that all existing trees on the project site would be removed for a conservative analysis. Trees removed during project construction would be replaced in accordance with City policies, as outlined in the Arborist Report (Appendix L). In addition, the ample landscaping proposed throughout the project site would include street trees, open space trees and shrubbery, lawns, and shade areas. The planting palette would establish a sense of place and street hierarchy within the community and would be an integral part of the project design.
Guideline 4.2.4. Provide Outdoor Public Areas: Incorporate communal open space with multi-family residential projects, increasing the number and size of communal open space with the number of dwellings so as to meet the social and recreational needs of the inhabitants.	**No Conflict.** The 327 Harbor Site would feature a central courtyard, as well as a garden walk, to provide communal outdoor public open space. Interior communal space would also be provided to meet the social and recreational needs of the residents. The OSP Specific Plan Site would be organized around layered open spaces that include a variety of courtyards, public parks, a sports field, paseos, and plazas traversed by pedestrian walkways shaded by ornamental trees. A total of 5.3 acres of public parks and 3.3 acres of common open space for residents would be included in the proposed project and would provide ample spaces for social and recreational activities.
Guideline 4.3.1. Build Attractive Dwellings: Create a simple and pleasing composition that uses a common vocabulary of forms, architectural elements, and materials. Modulate the plane of exterior walls in height, depth, and direction to create visual interest. Roof form and height should complement the building's mass and articulation.	**No Conflict.** The proposed development at the 327 Harbor Site would replace a vacant and unmaintained property with attractive, multi-family residential units. The building would create visual interest through architectural features including balconies, varied roof lines, modulated exterior walls, artwork, and mixed building materials. on the OSP Specific Plan Site, the project would replace an existing, aging, and architecturally unremarkable housing development with a revitalized, mixed-use neighborhood in a contemporary urban architectural setting. The project would be designed with a variety of scale and form, differing setbacks, and clusters of buildings to distribute mass throughout the site. Furthermore, while the proposed architectural style would be a contemporary rectilinear form, the orientation of the buildings would feature slight angles at irregular intervals such that horizontal lines would be varied in a way that is visually interesting. The rooflines, similarly, would vary from patterns of peaked roofs on lower-rise clusters to flat roofs on the higher-rise buildings. Three-story buildings with flat roofs would also feature articulated façades or fronts to disrupt long horizontal lines and walls.
Guideline 4.3.2. Articulate Dwelling Façades: Use windows and doors to articulate façades, establish scale and give expression to residential dwellings. The pattern of windows and doors should respond to the scale and patterns found in the neighborhood. Recess windows behind the plane of the building to create shadow lines; in addition, windows should have structural muntins (true-divided panes) instead of simulated muntins.	**No Conflict.** The project design would feature inset windows consistent with contemporary architectural design. Doors would similarly be simple and unadorned in style and colored to match the exterior finishes which appear white and grey in the conceptual drawings.

Goals and Policies	Project Consistency
Guideline 4.3.4. Portray Lasting Quality: Emphasize high quality design and construction. Design elements and detailing (i.e., trim details and materials) should be continued around the entire structure, especially on elevations exposed to public view. Discourage the use of materials that are inherently insubstantial or appear inexpensive; for instance, plywood and metal sidings	**No Conflict.** The project would implement a new, contemporary urban architectural design across the project site with consistent exterior design and high-quality materials. Architectural details would enhance the quality and design of the buildings and molding, metalwork, and other decorative elements would be included.
Guideline 5.1.1. Promote Sensitive Infill Development: Support infill development that minimizes spatial gaps, is harmonious with neighborhood character, and supports pedestrian activity along streets.	**No Conflict.** On the 327 Harbor Site, the proposed project would develop a vacant infill site with affordable housing. The proposed building would reflect a modern aesthetic and would be harmonious with the existing and planned development surrounding the site. The 327 Harbor Site would include new landscaping, street furniture, open space, and residential amenities fronting the street to activate the pedestrian environment. On the OSP Specific Plan Site, the project would replace an aging, deteriorated residential development of unremarkable design with a new complex of buildings designed with a variety of scale and form, differing setbacks, and ample landscaping throughout the project site, including street trees, open space trees and shrubbery, lawns, and shade areas. The ample landscaping proposed would soften the edges of the built environment and create a livable, walkable setting that smoothly transitions to adjacent development, including residential and office/commercial uses. The higher rise development in the eastern portion of the project site would be consistent with nearby development that varies in height from three stories to 16 stories and would therefore create a more spatially unified, overall character, even harmonizing with the large and imposing port components visible just east of the project site.
Guideline 5.1.2. Plan for the functional and visual integration of buildings, services, vehicular access and parking, pedestrian access and circulation, and "outdoor rooms" such as plazas and courtyards.	**No Conflict.** The 327 Harbor Site design would include at grade parking and vehicular access, with residences, open space, and amenities above the parking garage. The parking would be visually screened by landscaping along the project frontages of O'Farrell Street and Beacon Street, and resident amenities and pedestrian access would line the ground floor parking along Harbor Boulevard to activate the pedestrian environment. The project would feature a courtyard with resident amenities for gathering and would add landscaping, outdoor furniture, and enhanced lighting to improve pedestrian comfort and circulation. On the OSP Specific Plan Site, the project would replace an existing, aging, and architecturally unremarkable housing development with a revitalized mixed-use neighborhood with improved pedestrian access and circulation. Outdoor seating, sidewalks, and improved crosswalks along with interior circulation would allow safe, comfortable, and visually integrated pedestrian/bicycle and automobile access. Plazas, courtyards, and larger parks and recreation areas would occur throughout, including along the frontage where restaurant and commercial uses would occur, to promote gathering.

Goals and Policies	Project Consistency
Guideline 5.1.3. Activate Public Space: Buildings should help delineate vehicular and pedestrian circulation patterns, define a consistent street wall, contribute to a vital urban identity, and support retail continuity	**No Conflict.** The 327 Harbor Site design would include at grade parking and vehicular access, with residences, open space, and amenities above the parking garage. Resident amenities and pedestrian access points would line the ground floor parking along Harbor Boulevard to activate the pedestrian environment. Vehicular access would be available from O'Farrell Street. At the OSP Specific Plan Site, the project would include a gateway-style frontage along Harbor Boulevard and internal circulation that follows the form of the buildings. The varied massing would prevent a single street wall but the general site plan clearly delineates the project components from the street and contributes to a vital, walkable mixed-use environment with retail frontage and a coherent urban identity.
Guideline 5.1.4. Improve the Street Environment: Create a street level environment that accommodates the pedestrian.	**No Conflict.** The 327 Harbor Site design would incorporate improvements to the public right-of-way to create a pedestrian-friendly environment. Resident amenities and pedestrian access points would line the ground floor along Harbor Boulevard to activate the pedestrian environment. In addition, street trees, improved landscaping, enhanced lighting, and pedestrian furniture would be added along the project frontages to create a pedestrian-friendly environment. On the OSP Specific Plan Site, the project would replace an existing, aging, and architecturally unremarkable housing development with a revitalized neighborhood that features commercial development, recreation areas, community gathering places, and generous landscaping to provide pleasant places for people to gather within a new, contemporary urban architectural setting. Outdoor seating, sidewalks, and improved crosswalks along with interior circulation would allow safe, comfortable, and visually integrated pedestrian access. The project would also improve pedestrian access through new street safety modifications, walking paths, and pedestrian-only areas throughout the site connecting to the adjacent neighborhoods.
Guideline 5.1.5. Transition to Adjacent Residential: Respond to adjacent residential uses with a sensitive transition in scale and massing.	**No Conflict.** The 327 Harbor Site is not immediately adjacent to existing residential uses, and the proposed project would be consistent in scale and massing with other nearby existing and planned development. On the OSP Specific Plan Site, the project would replace an existing, aging, and architecturally unremarkable housing development with a revitalized neighborhood that features mixed-use development, along with recreation areas, community gathering places, and generous landscaping. The westerly project components would be lower in height and density than project components in the more densely developed eastern area of the site and the recreation field and other landscaped areas would help to soften the edges of the buildings, providing a sensitive transition to adjacent neighborhoods.
Guideline 5.2.1. Define Public Space: Orient buildings to face the street or public space, place buildings near the sidewalk edge, articulate building fronts, and demarcate gateways.	**No Conflict.** The proposed building at the 327 Harbor Site would be placed near the sidewalk edges and would include ground floor amenities and pedestrian access along Harbor Boulevard to orient the building towards the street. The OSP Specific Plan Site would include commercial frontages along Harbor Boulevard oriented to the east/Pacific Ocean. The

Goals and Policies	Project Consistency
	easterly entrance would feature a gateway entrance and signage and a wide sidewalk to accommodate exterior seating areas and pedestrian walkways. Within the complex, buildings would open to the interior streets and/or open space areas.
Guideline 5.2.2. Limit Parking's Visual Presence. Reduce the visual and environmental impacts of parking facilities, especially impacts upon public streets and neighboring residential areas. In particular, site parking facilities so as to allow desirable uses and activities along the street.	**No Conflict.** The 327 Harbor Site design would include at grade parking and vehicular access, with residences, open space, and amenities above the parking garage. The parking garage would be visually screened by landscaping along the project frontages of O'Farrell Street and Beacon Street, and resident amenities and pedestrian access would line the ground floor parking along Harbor Boulevard to activate the pedestrian environment and create desirable uses along the street. The project would integrate parking throughout the OSP Specific Plan Site. While there would be some areas with street parking, the majority of on-site parking would be located in belowground structures under the proposed buildings. The use of belowground parking would limit the visual presence of parking on the site.
Guideline 5.2.3. Mitigate Service Impacts. Locate service, loading, and storage areas away from public streets, public spaces, and adjacent sensitive land use, and where feasible, take service access off of an alley. In addition, buffer adjacent sensitive land uses from undesirable impacts of service facilities. Landscape or compatible architectural treatment should screen service facilities. Rooftop equipment should also be screened so that it is not visible from streets, public spaces, or adjacent land uses, using methods of rooftop screening that are integral to the building's form and design.	**No Conflict.** The project would screen mechanical equipment, refuse enclosures and other utility equipment with fencing that integrates into overall project design, including rooflines where mechanical equipment and vents would be designed as integral elements of the building.
Guideline 5.2.4. Maximize Landscape Opportunities: Encourage the presence of well-defined outdoor space such as plazas, courtyards, etc. These "outdoor rooms" are especially appropriate in conjunction with larger commercial and mixed-use projects. Outdoor spaces should be well-proportioned to their surroundings and accommodate comfortable social interaction.	**No Conflict.** On the 327 Harbor Site, the proposed project would redevelop a vacant and unmaintained lot with affordable housing. The proposed structure would be oriented around an interior courtyard with resident amenities for gathering and would add landscaping, outdoor furniture, and enhanced lighting to create a project site and streetscape that is comfortable for social interaction. On the OSP Specific Plan Site, the project would replace an existing, aging, and architecturally unremarkable housing development with a revitalized neighborhood that would feature mixed-use development, along with recreation areas, community gathering places, and generous landscaping to provide pleasant places for people to gather within a new, contemporary urban architectural setting. Outdoor seating, sidewalks, and improved crosswalks along with interior circulation would allow safe, comfortable and visually integrated pedestrian/bicycle and automobile access throughout the site. Plazas, courtyards, and larger parks and recreation areas would occur throughout, including along the frontage where restaurant and commercial uses would be located.

Goals and Policies	Project Consistency
Guideline 5.3.1. Create Interest and Appeal. Avoid large, unbroken, and featureless expanses of wall surface, especially along streets; for instance, a clear pattern of fenestration should unify a building, and add to its visual quality.	**No Conflict.** The proposed development at the 327 Harbor Site would feature modulations along the wall fronts, varied roof lines, and a mix of architectural materials and treatments to create a visually appealing site that avoids large, featureless expanses of walls. On the OSP Specific Plan Site, the project would be designed with a variety of scale and form, differing setbacks, and clusters of buildings to distribute mass throughout the site. Furthermore, while the architectural style would be a contemporary rectilinear form, the orientation of the buildings would feature slight angles at irregular intervals such that horizontal lines would be varied in a way that is visually interesting. The rooflines, similarly, would vary from patterns of peaked roofs on lower-rise clusters to flat roofs on the higher-rise buildings. Three-story buildings with flat roofs would also feature articulated façades or fronts that disrupt long horizontal lines and walls. The varied massing would prevent a single street building frontage wall but the general site plan clearly delineates the project components from the street and contributes to a vital, walkable mixed-use environment with retail frontage and a coherent urban identity.
Guideline 5.3.2. Make Entrances Visible: Provide building and shop entrances that are easily identifiable and clearly visible from streets and sidewalks. For example, a main building entrance should be accentuated and become a prominent feature of the building facade and should be differentiated from entrances into smaller street-level shops. However, when there are several similarly-sized shops, a frequent cadence of entrances may contribute to a pleasant rhythm of vertical elements that lead the eye down the street.	**No Conflict.** The main building entrance to the 327 Harbor Site would be clearly delineated with signage and would be accessible to pedestrians from Harbor Boulevard, as shown in Figure 4.1-27. On the OSP Specific Plan Site, the project would include commercial, retail, restaurant, and community amenity uses at ground level that would be clearly identifiable from streets and sidewalks through fenestration and signage. Furthermore, many of the commercial components would feature outdoor seating areas that would extend public gathering places. These uses would be subject to the same variations in massing, scale, and orientation as the rest of the project components.
Guideline 5.3.3. Add Three-Dimensional Relief: Include major and minor projecting features and architectural elements as part of a harmonious design. Significant projecting features may include awnings, canopies, bay windows, and balconies; minor elements may include pilasters, course lines, window heads and sills, brackets, cornices, etc. Human-scaled and three-dimensional design features, such as canopies, awnings and architectural lighting are especially appropriate at public entrances and along heavily trafficked areas.	**No Conflict.** The project design would include awnings, canopies, and architectural lighting at pedestrian entrances and in recreation or play areas. Variations in height, roofline and configuration, and fenestration would break up massing and create visual relief. Furthermore, the ample landscaping and open space areas throughout would create human-scaled outdoor spaces that soften the edges of the buildings. On the OSP Specific Plan Site, the internal pedestrian walkways would provide human-scale corridors that relate to the surrounding urban environment and that correspond to the residential and commercial entrances.
Guideline 5.3.4. Highlight Street-Level Shops: Design street-level storefronts that are compatible with the overall building design yet display creativity and allow for individual expression. Encourage inviting entries and expansive storefront windows with engaging displays that animate the street and sustain attention.	**No Conflict.** Commercial and retail uses would only be included on the OSP Specific Plan Site. The OSP Specific Plan would include a range of permitted commercial, professional, and service uses, including art galleries, restaurants, banks, and makerspaces, all of which would imbue the street frontages with creativity and engaging displays. The OSP Specific Plan would also include street transparency requirements to ensure that ground floor levels with commercial uses create an active and appealing street environment.

Goals and Policies	Project Consistency
Guideline 5.3.5. Encourage High-Quality Construction: Require the use of materials that exhibit permanence and quality, especially at street level. Materials should minimize maintenance concerns and extend the life of the building. In addition, use materials, colors, and architectural details to unify a building's appearance; buildings should be built of compatible materials on all sides. Architectural features and details should be an integral part of the building, discouraging ornamentation and features that appear "tack-on" or artificially thin.	**No Conflict.** The project would implement a new, contemporary urban architectural design across the project site with consistent exterior design and high-quality materials. Architectural details would enhance the quality and design of the buildings and molding, metalwork, and other decorative elements would be included. All components would be integrated as one design, even though the project would be built in construction stages.
Citywide Design Guidelines	
Guideline 1. Promote a safe, comfortable, and accessible pedestrian experience for all.	**No Conflict.** On the 327 Harbor Site, the proposed project would implement pedestrian improvements including street level pedestrian access and residential amenities along Harbor Boulevard, street trees and landscaping, street furniture, and enhanced lighting to improve the pedestrian experience. On the OSP Specific Plan Site, the project would implement a mixed-use development that features internal pedestrian walkways and provides human-scale corridors. At intersections with public roadways, pedestrian crossings would be improved for safety and aesthetic purposes. The project would also include safety improvements to the surrounding street network, such as traffic calming features, to improve the walking environment. Exterior furnishings would include benches and shade awnings or ample shade trees along all walkways to create a comfortable pedestrian experience. All pedestrian facilities would be ADA compliant.
Guideline 2. Carefully incorporate vehicular access such that it does not degrade the pedestrian experience	**No Conflict.** Vehicular access to the 327 Harbor Site would be provided by O'Farrell Street at a singular garage entrance/exit. Pedestrian access would be provided along Harbor Boulevard, minimizing the potential for conflicts between pedestrian users along Harbor Boulevard and vehicles entering and existing the site. Vehicular access would continue to be accommodated within the OSP Specific Plan Site, though the public right-of-way would be reconfigured to better support other mobility options and limit conflicts between modes. On the OSP Specific Plan Site, the primary movement of vehicles would be directed to Santa Cruz Street, 3rd Street, Centre Street, and Harbor Boulevard to minimize conflicts with pedestrians and bicyclists. The project would provide internal pedestrian walkways and clearly demarcated pedestrian crossings throughout the OSP Specific Plan Site. On the OSP Specific Plan Site, vehicular access would be tempered by slower speed limits and narrower internal roadways, as well as traffic calming features such as curb extensions, mini traffic circles, speed tables, and raised crosswalks.

Goals and Policies	Project Consistency
Guideline 3. Design projects to actively engage with streets and public space and maintain human scale.	**No Conflict.** The 327 Harbor Site design would engage with the streets by placing the building frontages close to the existing sidewalks and would incorporate improvements to the public right-of-way to create a pedestrian-friendly, human-scale environment. Resident amenities and pedestrian access points would line the ground floor along Harbor Boulevard to activate the street environment. In addition, street trees, improved landscaping, enhanced lighting, and pedestrian furniture would be added along the project frontages to create opportunities for public gathering and an improved pedestrian experience. On the OSP Specific Plan Site, the project would implement a mixed-use development that features internal pedestrian walkways to provide human-scale corridors that would relate to the surrounding urban environment and provide access to the residential and commercial entrances. The proposed buildings would be oriented to the sidewalks and open space areas to engage with the streets and public space. Commercial areas along internal and external streets would feature outdoor seating, shaded areas, and landscaping. In keeping with design guidelines discussed in detail above, fenestration would be designed on ground levels to engage pedestrians in the commercial areas and to provide a neighborhood feeling in residential areas. Furthermore, parks, open space, recreation, and ample landscaping throughout would soften the urbanized development, making it more human scale and inviting.
Guideline 4. Organize and shape projects to recognize and respect surrounding context.	**No Conflict.** The project would implement a new, contemporary urban architectural design across the project site with consistent exterior design and high-quality materials. Architectural details would enhance the quality and design of the buildings and molding, metalwork, and other decorative elements would be included. The existing aging distressed residential development on the OSP Specific Plan Site and the vacant and unmaintained 327 Harbor Site would be replaced with a cohesive architectural and landscape design that would improve visual quality in the vicinity of the project site. Nearby development north, west, and south of the project site includes multi-story condominiums and apartment buildings, high-rise office buildings, and multi-story, historic mixed-use buildings with commercial and restaurant uses on the ground floor and offices or residences on the upper levels. The architectural styles in the area range from modern and contemporary with exposed beams and a preponderance of glass to brick-clad historic buildings adapted for reuse. The proposed project would be visually compatible with the area.
Guideline 5. Express a clear and coherent architectural idea.	**No Conflict.** The project would implement a new, contemporary urban architectural design across the project site with consistent exterior design and high-quality materials. Architectural details would enhance the quality and design of the buildings and molding, metalwork, and other decorative elements would be included. An aging, distressed residential development and a vacant and unmaintained site would be replaced with a cohesive architectural and landscape design that would improve visual quality in the vicinity of the project site.

Goals and Policies	Project Consistency
Guideline 6. Provide amenities that support community building and provide an inviting, comfortable user experience.	**No Conflict.** The 327 Harbor Site would include an interior courtyard, garden walk, and community room to support community gathering and building for residents. On the OSP Specific Plan Site, the project would replace an existing, aging, and architecturally unremarkable housing development with a revitalized neighborhood that features commercial development, recreation areas, community gathering places, and generous landscaping that would provide pleasant places for people to gather within a new, contemporary urban architectural setting. Outdoor seating, sidewalks, and improved crosswalks along with interior circulation would create a comfortable user experience and promote community gathering. In addition, the proposed project would include new offices for the resident advisory committee, community rooms, a business incubator, and non-profit offices that would enhance opportunities and spaces for community gathering and building.
Guideline 7. Carefully arrange design elements and uses to protect site users.	**No Conflict.** The 327 Harbor Site would be designed for safe navigation and access by all users. The pedestrian entrances and resident amenities would be accessible via the sidewalks along Harbor Boulevard and segregated from the vehicle ingress and egress on O'Farrell Street. The project would include enhanced lighting for safety and comfort along the site frontages and the interior courtyard would provide safe spaces for resident recreation. On the OSP Specific Plan Site, the project would replace an existing, aging, residential development with a revitalized mixed-use neighborhood. Buildings and other project features (e.g., trash disposal areas, vehicle parking, and service bays) would be designed to facilitate safe navigation. Exterior areas would be lighted at night to provide safety and security. Pedestrian and cyclist safety would be improved with improved sidewalk intersection crossings and traffic calming features. In addition, the OSP Specific Plan would contain requirements for community safety, including security features consistent with Crime Prevention Through Environment Design principles, visual continuity, and active community spaces avoid creating blind corners and unclaimed spaces.
Guideline 8. Protect the site's natural resources and features.	**No Conflict.** The 327 Harbor Site consists of a vacant and unmaintained parcel that lacks natural resources and visual features of interest. The proposed project would increase street trees and landscaping on the site and would improve the visual quality through development of a modern, high-quality affordable housing development. On the OSP Specific Plan Site, the project would replace an existing aging residential development of low visual quality. The site currently contains ornamental vegetation and trees along adjacent streets that would be removed and replaced with landscaping (including trees) of considerably increased density. The project site is flat, and landforms would not be modified during project construction.

Goals and Policies	Project Consistency
Guideline 9. Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users.	**No Conflict.** Development on the 327 Harbor Site would feature sustainability features to reduce energy use including being designed to achieve LEED Gold or similar rating, energy-efficient appliances, all electric residences, and rooftop solar panels. On the OSP Specific Plan Site, the project would replace an existing, aging residential development with new multi-story buildings, parks, plazas, pedestrian walkways, and recreation areas. The project would include ample landscaping to provide shade and increase comfort. The buildings would be designed to achieve LEED Gold or similar rating, energy-efficient appliances, all electric residences, and rooftop solar panels. Windows and other building materials would comply with the CALGreen Code and other City requirements for reduced energy use and increased comfort.
Guideline 10. Enhance green features to increase opportunities to capture stormwater and promote habitat.	**No Conflict.** The 327 Harbor Site consists of a previously disturbed, vacant parcel that does not contain habitat. As discussed in Section 4.7, *Hydrology and Water Quality*, the proposed development on the 327 Harbor Site would include stormwater management features to ensure that stormwater flow would be adequately captured and would not increase compared to existing conditions. On the OSP Specific Plan Site, the project would replace an existing, aging residential development. The site currently contains scattered ornamental vegetation and trees along adjacent streets that would be removed and replaced with landscaping (including trees) of considerably increased density. The ample landscaping would enhance the visual quality while at the same time providing habitat for nesting birds and other species and increasing the degree to which groundwater capture can occur. In addition, as discussed in Section 4.7, *Hydrology and Water Quality*, the project would include green stormwater features to capture stormwater on the site, such as bioretention basins.

Source: City of Los Angeles 2001a, 2017a, and 2019; CRA/LA 2005

The project proposes adoption of a new Specific Plan, including changes to zoning and land use designations on the OSP Specific Plan Site. Implementation of the OSP Specific Plan would involve the removal of aging structures in need of repair and their replacement with new structures of high-quality design, as well as increased formalized open space and landscaping and other community amenities. The proposed project would also develop the vacant and undeveloped 327 Harbor Site with high-quality affordable housing. These aspects align with the objectives of the General Plan, the San Pedro Community Plan, and the Pacific Corridors Redevelopment Plan to improve and enhance visual character throughout the San Pedro community and redevelop the Rancho San Pedro site specifically. Therefore, the project would not conflict with applicable zoning, plans, and related policies governing scenic quality, and operational impacts would be less than significant.

Mitigation Measures

AES-1 Construction Screening

Temporary construction fencing shall be placed along the periphery of active construction staging and work areas to shield construction activity from view at the street level.

Significance After Mitigation

Implementation of Mitigation Measure AES-1 would ensure that screening would be installed to shield construction activity from outside views, thereby reducing impacts to visual quality. In addition, construction would be temporary and upon completion, all components would be removed and no impacts to visual quality over the long term would occur. Therefore, project impacts would be less than significant with mitigation.

Threshold 4.1-4:	Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Impact AES-4 **THE PROJECT SITE IS IN AN URBANIZED AREA WITH HIGH LEVELS OF LIGHT AND GLARE. ALTHOUGH THE PROJECT WOULD INCREASE DENSITY, WITH ADHERENCE TO REGULATIONS GOVERNING LIGHT AND GLARE AND IMPLEMENTATION OF MITIGATION MEASURE AES-2, IMPACTS WOULD BE LESS THAN SIGNIFICANT. SHADE AND SHADOW WOULD BE INCREASED BY TALLER BUILDINGS UNDER PROJECT IMPLEMENTATION BUT AS THIS IS IN KEEPING WITH SURROUNDING, HIGH-RISE DEVELOPMENT AND OFF-SITE SHADOW SENSITIVE USES WOULD NOT BE SUBSTANTIALLY SHADED BY THE PROJECT, IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

Two project development scenarios are proposed (see Section 2, *Project Description*) that would involve phasing the construction on the OSP Specific Plan Site in different ways. Under Scenario A, the densest development would be located in Construction Stages 2 and 3, whereas under Scenario B, development would be densest in Construction Stages 1 and 2. Under both scenarios, the footprint of development would be identical, though individual building heights on the OSP Specific Plan Site may vary by one to two stories. Nonetheless, building heights on the OSP Specific Plan Site under both scenarios would comply with the Subarea development standards established by the OSP Specific Plan and would be limited to up to eight stories maximum under either scenario. In addition, the number of residential units and square footage of commercial uses and Neighborhood Serving Uses would be identical under both scenarios. Under both scenarios, the building on the 327 Harbor Site would be four stories and 66,210 sf and would include 47 residential units. Similar levels of lighting and building materials would be utilized under both scenarios. Therefore, this analysis applies to both Scenario A and Scenario B.

Light and Glare

Construction

A significant impact may occur if lighting that is used during construction of the 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 during construction. Pursuant to LAMC Section 41.40, construction hours are limited to 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. through 6:00 p.m. Saturdays. Construction is not permitted on Sundays and federal holidays.

Construction activities under development Scenario A and Scenario B would be required to comply with these regulations.

Under both Scenario A and Scenario B, construction activities would be similar and would require similar levels of lighting for safety. Construction of the proposed project may require lighting for limited hours in the evenings (e.g., from 4:30 to 6:00 p.m. during the winter months). The site lighting associated with construction may be seen from adjacent streets, including Harbor Boulevard. To ensure that lighting associated with the construction of the proposed project would be directed away from the adjacent streets and uses, the project would implement Mitigation Measure AES-2 as a standard best practice. With implementation of Mitigation Measure AES-2, construction impacts related to light and glare would be less than significant.

Operation

The project site is in an urbanized area with a high level of light from existing exterior building lighting, parking lot lighting, Port of Los Angeles lighting, street lighting, and the headlights of cars driving on roadways at night. The project would introduce increased development density on the project site, including a mix of residential and commercial uses that front the adjacent roadways. Light sources would include interior lights spilling from windows, exterior lighting on buildings and streetlights along walkways, and landscaping and pedestrian lighting. The proposed sports fields and parks on the OSP Specific Plan Site may also have exterior lighting for evening use and/or security.

Article 9 of the City of Los Angeles Municipal Code adopts the CALGreen Code by reference, which applies to the construction of every new building throughout the city of Los Angeles. CALGreen Code Section 5.106.8 specifies measures to reduce light pollution, including minimum requirements for fixture type and luminescence, maximum allowable backlight, uplight, and glare ratings, and uplight and glare ratings for exterior lighting, including along walkways, in parking areas, and on buildings. As indicated in the conceptual project designs (Figure 4.1-21 through Figure 4.1-26, Figure 4.1-27, and Figure 4.1-28), windows would be inset and/or shielded by interior coverings, limiting light spillage into public areas.

Existing glare sources on the project site include parked cars on existing surface lots and surrounding streets, as well as unshielded east and west-facing windows on the OSP Specific Plan Site. These sources would be similar under project implementation but increased landscaping and the development of subterranean and/or enclosed ground floor parking garages would help to limit the degree to which parked cars and building windows would be susceptible to glare production. The project design would be subject to PDF AES-1 and PDF AES-2, which are designed to reduce the effects of light spillage, glare from reflective surfaces, and other light and glare sources, as described above. Appropriately shielded outdoor lighting, as required by PDF AES-1, would reduce light spillage and nighttime glow, while maintaining a safe environment for residents and visitors. Anti-reflective glare coatings, as required by PDF AES-2, would reduce the potential for glare hazards on nearby roadways, such as Harbor Boulevard. With adherence to the Los Angeles Municipal Code, the provisions of the CALGreen Code, and PDF AES-1 and PDF AES-2, light and glare generated by the project would not adversely affect day or nighttime views in the area. Impacts would be less than significant.

Shade and Shadow The issue of shade and shadow applies when direct sunlight is blocked by on-site buildings in a way that affects adjacent properties. Users and occupants of residential, recreational, open space, outdoor dining, and pedestrian areas may expect direct sunlight that warms the areas they occupy or traverse. Land uses such as these are considered “shadow-sensitive.” The length of a shadow depends upon the height and size of the building from which it is cast, combined with the

angle of the sun, which necessarily varies based upon the time of year. The longest shadows are cast during the winter months and the shortest occur during the summer.

During the spring equinox (approximately March 21) and the autumn equinox (approximately September 22), day and night are nearly the same length. The spring equinox marks the first day of the spring season and the autumnal equinox marks the first day of the fall season. "Solstice" is the term used to refer to either of the two times of year when the sun is at its highest (summer) or lowest (winter) point in the sky at noon, denoted as the longest and the shortest days of the year. Estimating shadow lengths for the winter and summer solstices presents the extreme shadow patterns that would occur throughout the year. Shadows cast on the summer solstice (approximately June 20) would be the shortest, becoming progressively longer until winter solstice (approximately December 21) when shadows are longest. The Thresholds Guide indicates that if shadow-sensitive uses would be shaded by project-related structures for more than three hours from 9:00 a.m. to 3:00 p.m. Pacific Standard Time (between late October and early April) or for more than four hours from 9:00 a.m. to 5:00 p.m. Pacific Daylight Time (between early April and late October), then a potentially significant impact would occur.

To assess potential shade and shadow-related impacts, shadow simulations based on the maximum permitted building heights in each Subarea were developed and represent the maximum potential shading for both scenarios on the OSP Specific Plan Site. Shadow simulations for the 327 Harbor Site were also developed based on the planned four-story structure.

OSP Specific Plan Site

OCTOBER THROUGH APRIL

Shadow simulations for the spring and fall equinoxes[5] and winter solstice are shown in Figure 4.1-29 and Figure 4.1-31, respectively. The shadow simulation indicates the proposed project would cast shadows during the morning and afternoon on the fall equinox (Figure 4.1-29). In the morning, shadows would fall on the sidewalks along Palos Verdes Avenue, Centre Avenue, and Santa Cruz Street, 1st Street, and 2nd Street in a northwesterly direction, with the length of shadow being determined by building height. Open space areas west of Palos Verdes Avenue and interior to the OSP Specific Plan Site would similarly be shaded during the morning hours. In the afternoon, shadows would fall on the shared open spaces and sidewalks east/northeast of the proposed development. Off-site shadow sensitive land uses, such as neighboring residential development and the linear park along Harbor Boulevard, would not be shaded by project structures during the fall equinox for more than four hours between the hours of 9:00 a.m. and 3:00 p.m.

On the winter solstice, the proposed project would cast strong shadows in a northwesterly direction in the morning, effectively shading all sidewalks and open space areas within the OSP Specific Plan Site, as well as sidewalks adjacent to the OSP Specific Plan Site (see Figure 4.1-30). At noon, shadows would slant in a more northeasterly direction and reduce in length, shading adjacent sidewalks and interior shared spaces throughout the OSP Specific Plan Site. Afternoon shading would lengthen in the northeasterly direction, continuing to shade most or all of the project interior spaces, including public open space, and the sidewalks along 1st and Santa Cruz Streets and Centre and Palos Verdes Avenues. As illustrated by Figure 4.1-30, off-site shadow sensitive land uses, such as neighboring residential development and the linear park along Harbor Boulevard, would not be shaded by project structures during the winter season between the hours of 9:00 a.m. and 2:00 p.m. By 3:00 p.m. on the winter solstice, the two project buildings located immediately adjacent to Harbor Boulevard

[5] Shadows on the spring and autumn equinoxes are identical and are shown together in Figure 4.1-29

would cast small areas of shadow onto the linear park on the east side of Harbor Boulevard. However, the park would be shaded for less than one hour between 9:00 a.m. and 3:00 p.m. Therefore, the proposed project would not cast shadows on shadow sensitive uses for more than three hours between 9:00 a.m. and 3:00 p.m. between late October and early April.

Figure 4.1-29 Spring and Autumnal Equinox Shadow Simulation — OSP Specific Plan Site

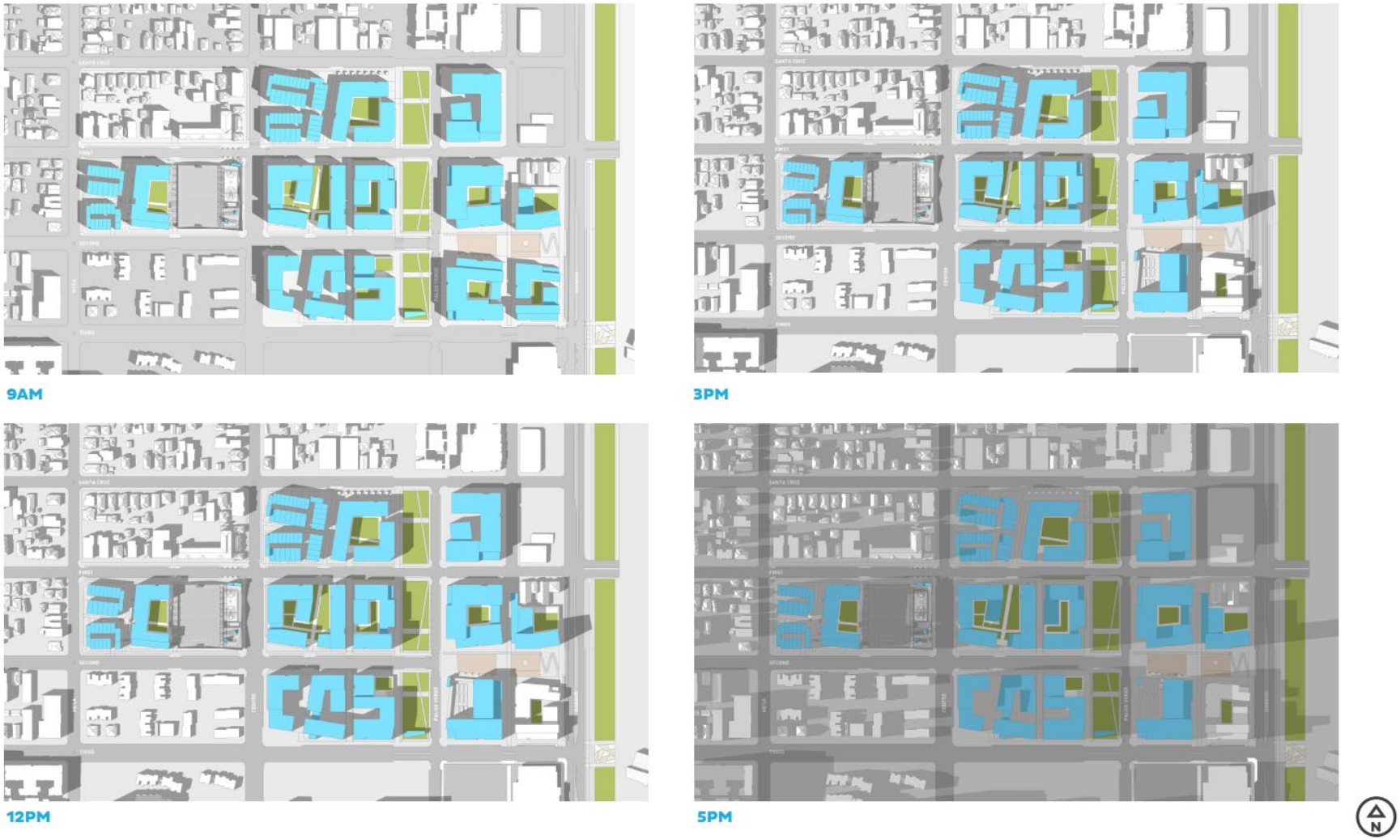
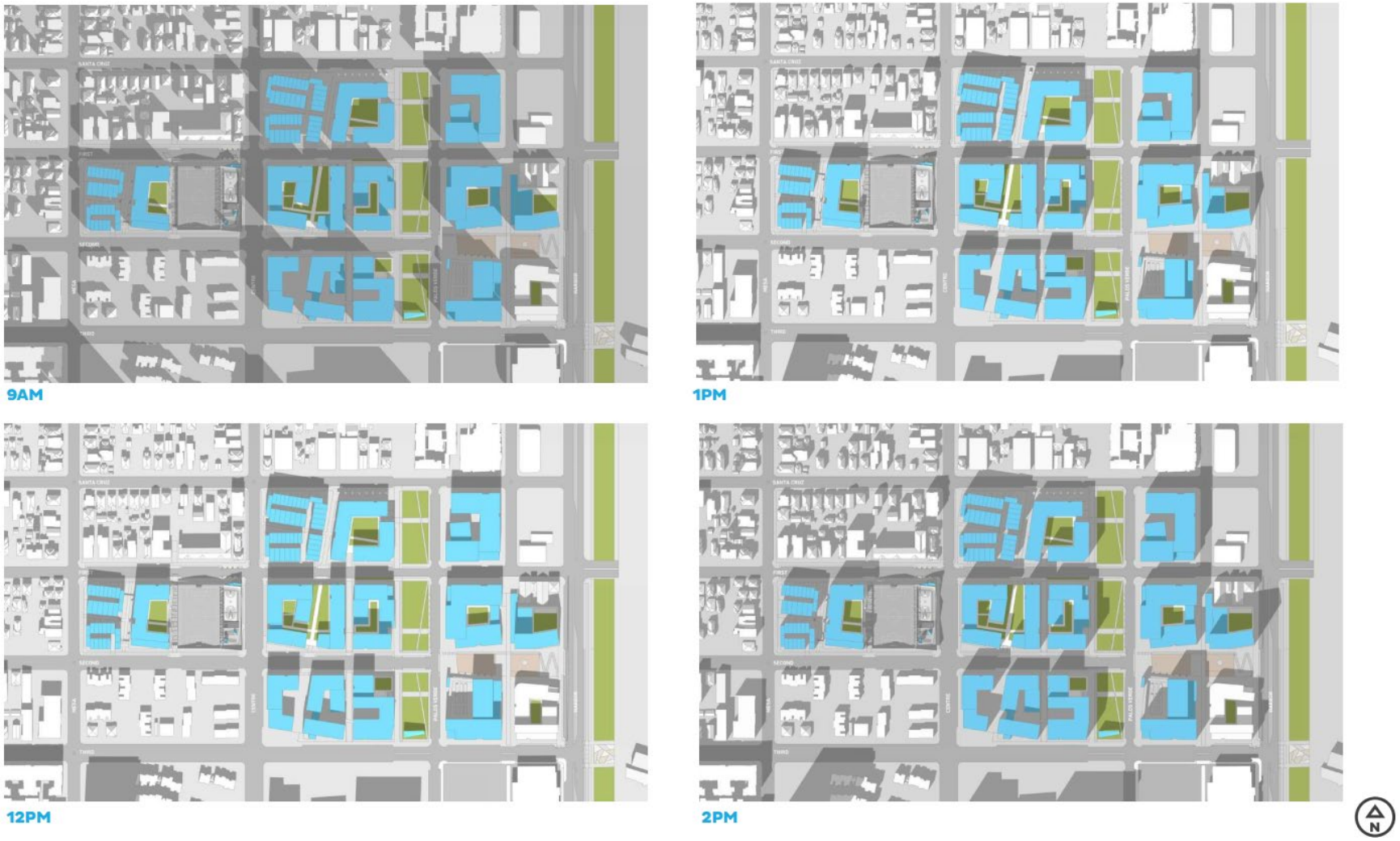
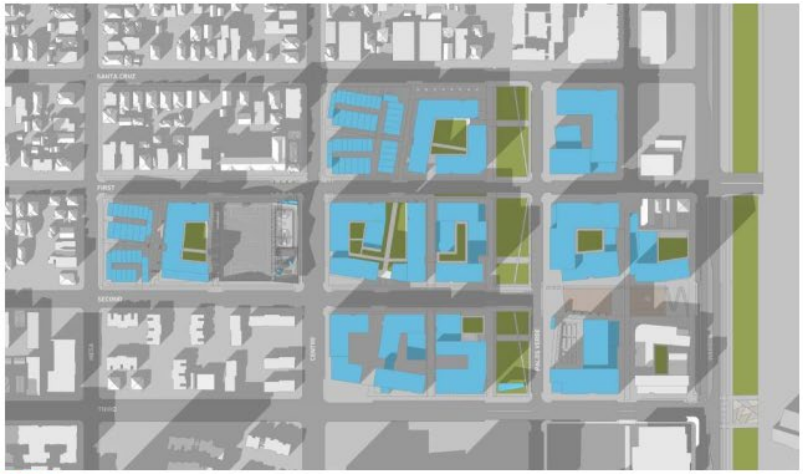


Figure 4.1-30 Winter Solstice Shadow Simulation — OSP Specific Plan Site



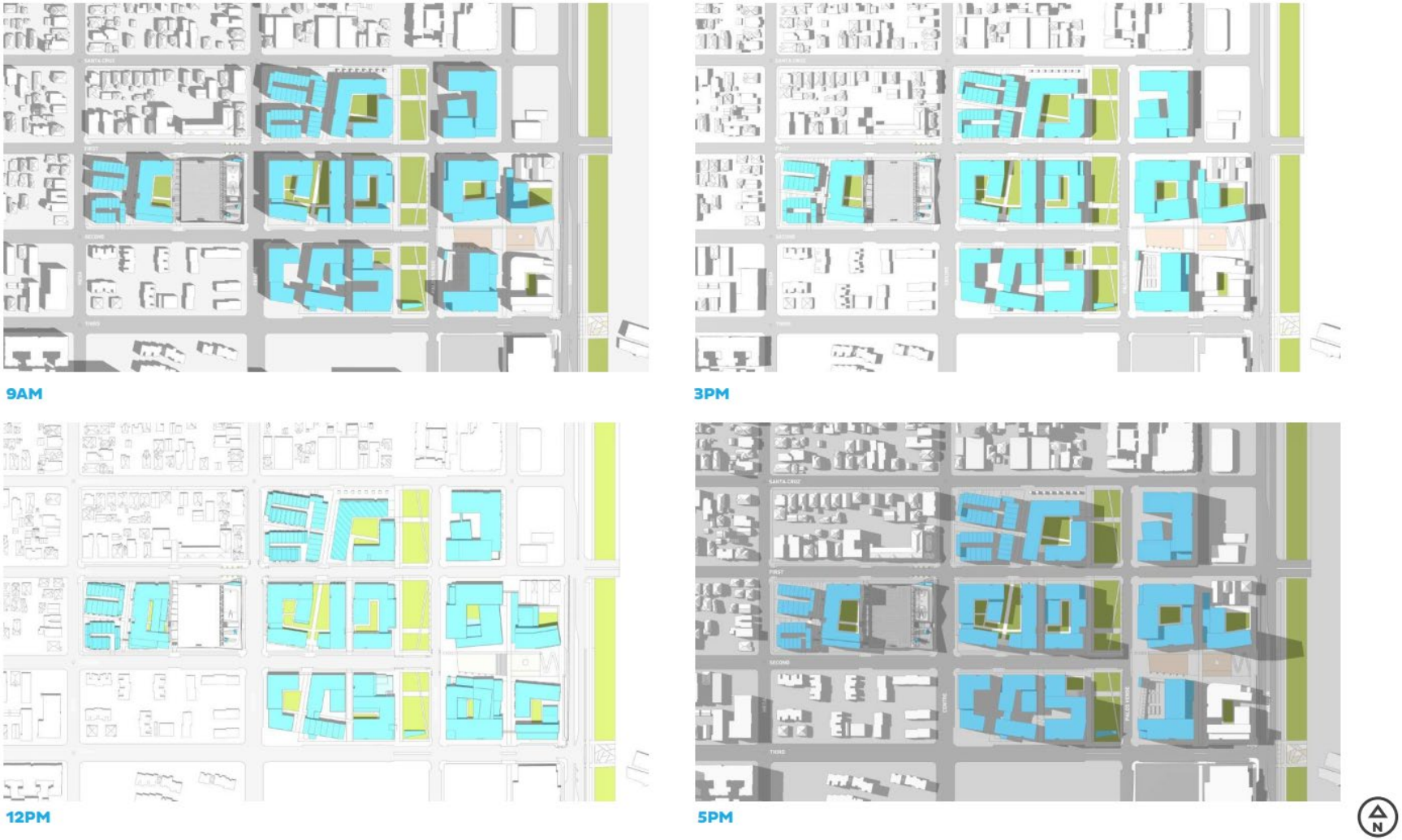

3PM

APRIL THROUGH OCTOBER

As illustrated in Figure 4.1-29, the proposed project would not shade off-site shadow sensitive land use during the spring equinox for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. By 5:00 p.m., small portions of the linear park along Harbor Boulevard would be shaded by the proposed structures, for a total of less than two hours. During the summer solstice, simulations show that the project would cast a nominal shadow at 9:00 a.m. on the sidewalks along Centre Avenue and Palos Verdes Avenue (see Figure 4.1-31). The interior of the OSP Specific Plan Site would also experience limited shading between buildings but shared open space areas would not be shaded in the morning. At noon, the shadows would be short, shading only the areas closest to the buildings. In the afternoon, the interior spaces of the project, including some of the open space would be shaded but not extensively. As illustrated by Figure 4.1-31, off-site shadow sensitive land uses, such as neighboring residential development and the linear park along Harbor Boulevard, would not be shaded by project structures during the summer solstice between the hours of 9:00 a.m. and 3:00 p.m. By 5:00 p.m. during the summer solstice, small portions of the linear park along Harbor Boulevard would be shaded by the proposed structures; however, the park would be shaded for less than two hours total between 9:00 a.m. and 5:00 p.m. Therefore, the proposed project would not cast shadows on shadow sensitive uses for more than four hours between 9:00 a.m. and 5:00 p.m. between the early April and late October.

The OSP Specific Plan Site and adjacent areas currently experience more limited shading during the winter solstice and the equinoxes as existing development on the OSP Specific Plan Site is no more than two stories and adjacent development ranges from one to three stories. Adjacent residential development north of Santa Cruz Street is up to three stories, and residential, commercial, and office development east and south of the project site ranges from one to twelve stories, including a high-rise apartment building on Mesa Street, just south of 3rd Street. While the tallest buildings are less prevalent in the area than the two to five-story buildings adjacent to the project site, it is not uncommon for buildings that exceed two stories to occur in the vicinity of the OSP Specific Plan Site. While the project would generate more shading than presently exists due to the proposed increase in building heights and massing, shadow-sensitive uses would not be significantly shaded by the proposed structures based on the Thresholds Guide criteria. Therefore, impacts would be less than significant for both Scenario A and Scenario B.

Figure 4.1-31 Summer Solstice Shadow Simulation — OSP Specific Plan Site



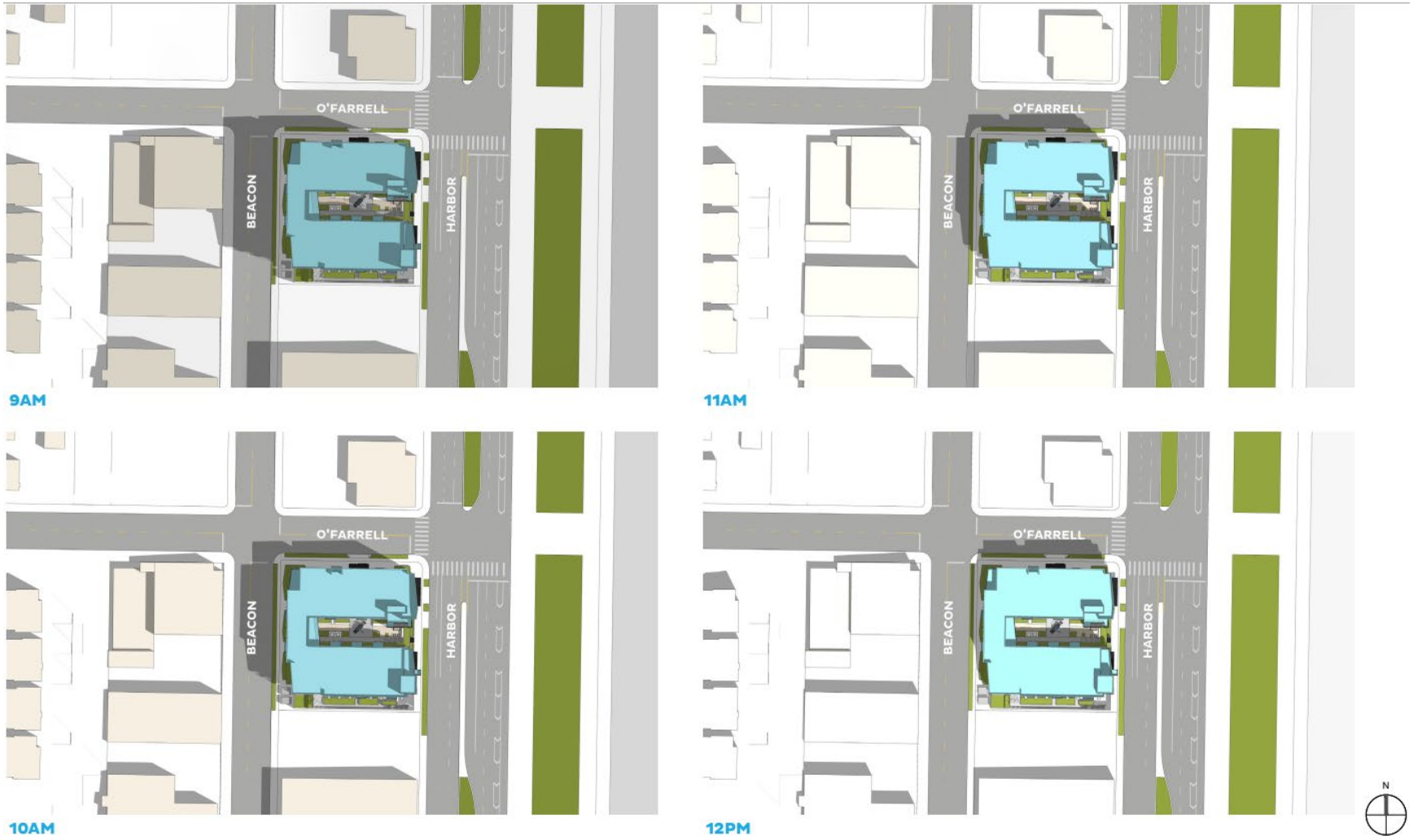
327 Harbor Site

OCTOBER THROUGH APRIL

Shadow simulations for the spring and fall equinoxes and winter solstice are shown in Figure 4.1-32 and Figure 4.1-33, respectively. The shadow simulations indicate the proposed structure at the 327 Harbor Site would cast shadows during the morning on the fall equinox in a northwesterly direction, with shadows cast over Beacon Street and portions of the industrial property west of the 327 Harbor Site. In the afternoon, shadows would fall to the north over O'Farrell Street. Off-site shadow sensitive land uses, such as the linear park along Harbor Boulevard, would not be shaded by project structures during the fall equinox for more than three hours between the hours of 9:00 a.m. and 3:00 p.m.

On the winter solstice, the proposed project would cast strong shadows in a northwesterly direction in the morning, shading Beacon Street, O'Farrell Street, and portions of the industrial properties to the northwest and west and office buildings to the west of the 327 Harbor Site (see Figure 4.1-33). At noon, shadows would slant in a more northern direction and reduce in length, shading O'Farrell Street and portions of the offices to the north of the 327 Harbor Site. Afternoon shading would lengthen in the northeasterly direction, shading Harbor Boulevard. As illustrated by Figure 4.1-33, off-site shadow sensitive land uses, such as the linear park along Harbor Boulevard, would not be shaded by project structures during the winter season for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Therefore, the proposed building on the 327 Harbor Site would not cast shadows on shadow sensitive uses for more than three hours between 9:00 a.m. and 3:00 p.m. between late October and early April.

Figure 4.1-32 Spring and Autumnal Equinox Shadow Simulation—327 Harbor Site




O'FARRELL
BEACON
HARBOR

3PM


O'FARRELL
BEACON
HARBOR

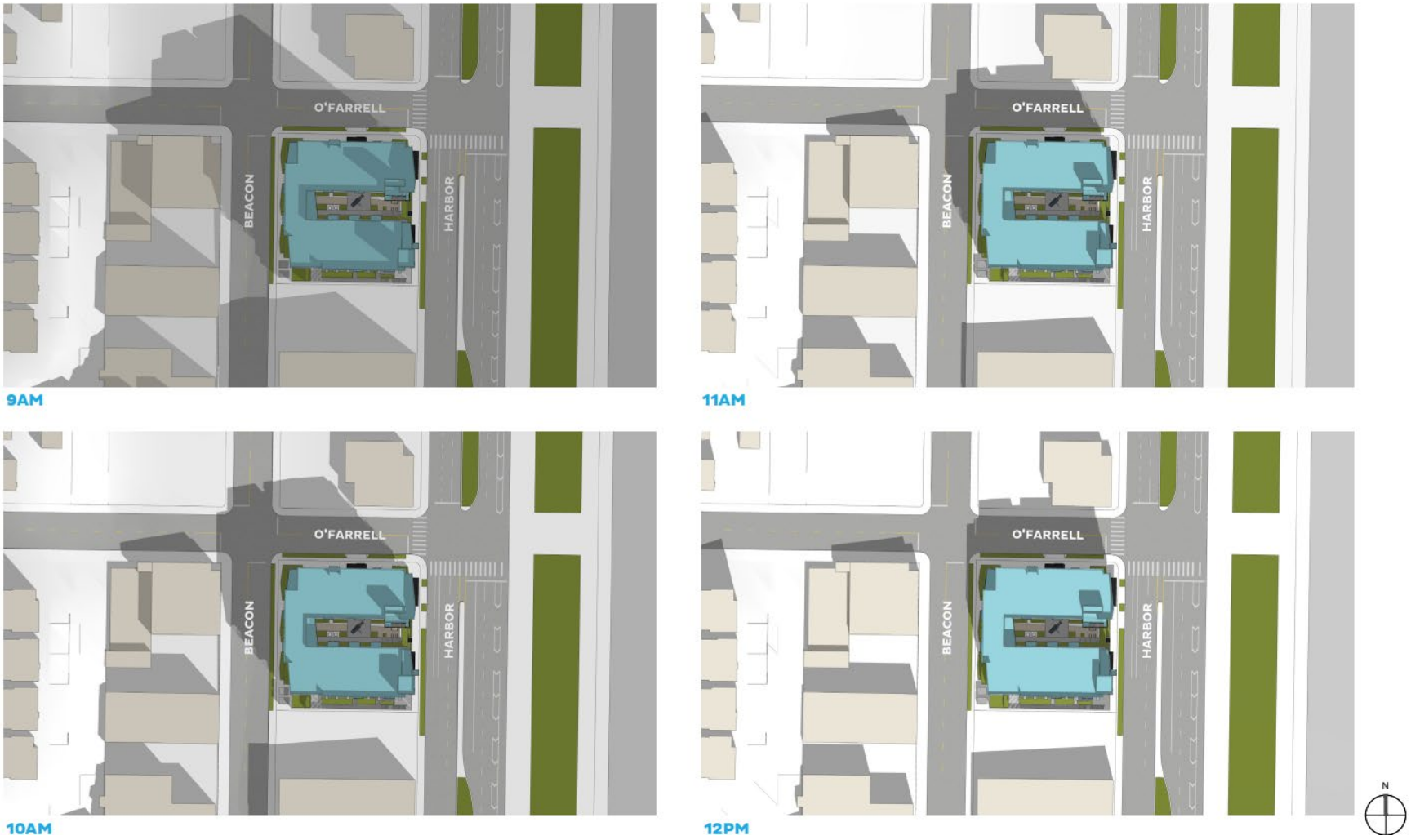
5PM


O'FARRELL
BEACON
HARBOR

4PM


N

Figure 4.1-33 Winter Solstice Shadow Simulation—327 Harbor Site



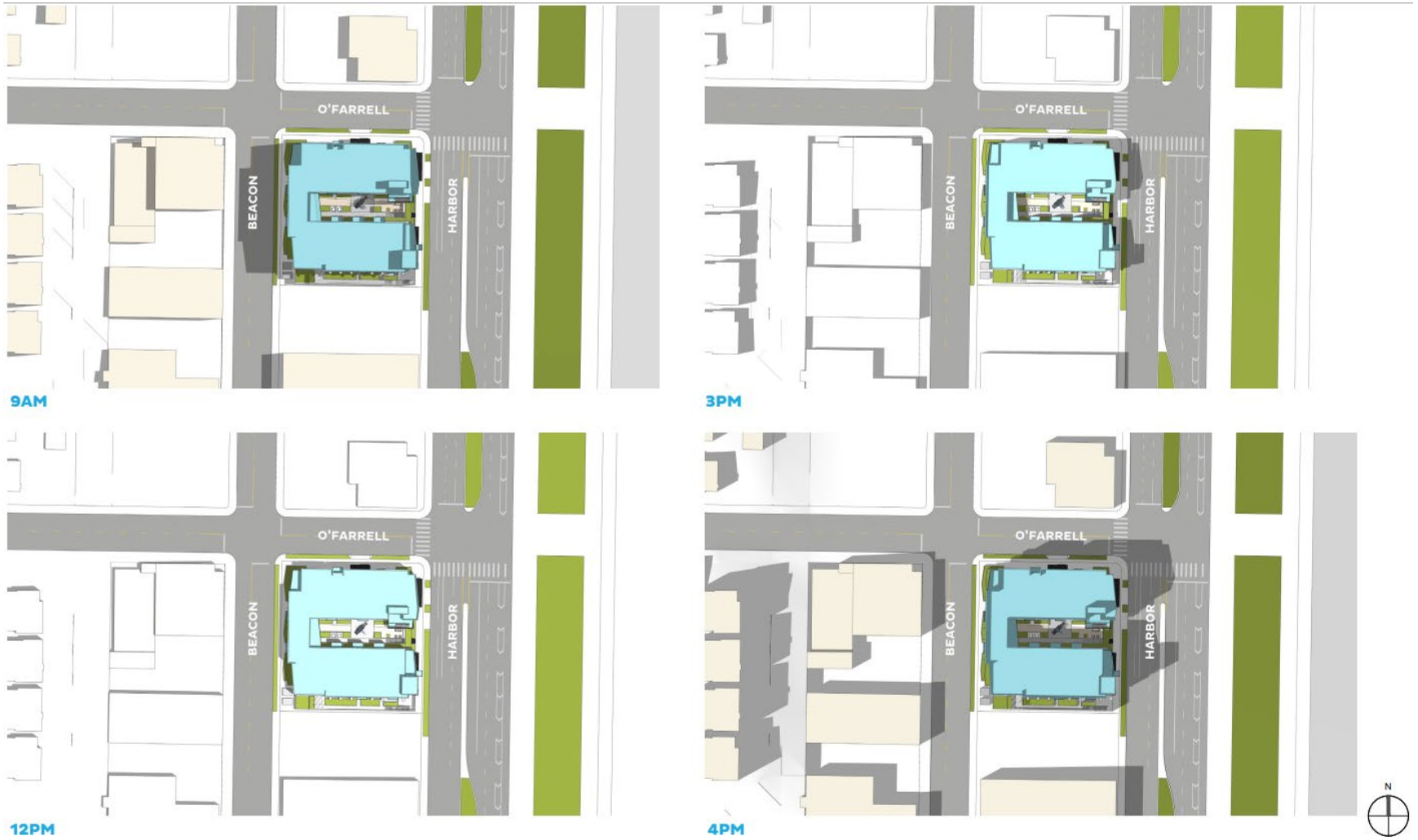

O'FARRELL
BEACON
HARBOR
3PM

APRIL THROUGH OCTOBER

As illustrated in Figure 4.1-32, the proposed building on the 327 Harbor Site would not shade off-site shadow sensitive land use during the spring equinox between the hours of 9:00 a.m. and 5:00 p.m. During the summer solstice, simulations show that the project would cast shadows to the west over Beacon Street and the adjacent sidewalk (see Figure 4.1-34). At noon, the shadows would be short, shading only portions of the surrounding sidewalks. As illustrated by Figure 4.1-34, off-site shadow sensitive land uses, such as the linear park along Harbor Boulevard, would not be shaded by project structures during the summer solstice between the hours of 9:00 a.m. and 5:00 p.m. Therefore, the proposed project would not cast shadows on shadow sensitive uses for more than four hours between 9:00 a.m. and 5:00 p.m. between the early April and late October.

While the project would generate more shading than presently exists due to the development of a four-story structure where no structure currently exists, shadow-sensitive uses would not be significantly shaded by the proposed residential building at the 327 Harbor Site based on the Thresholds Guide criteria. Therefore, impacts would be less than significant.

Figure 4.1-34 Summer Solstice Shadow Simulation—327 Harbor Site




O'FARRELL
BEACON
HARBOR
5PM

Mitigation Measures

AES-2 Construction Lighting

Outdoor lighting used during construction shall be shielded and/or aimed such that the light source cannot be seen from adjacent residential properties and the public right-of-way. However, construction lighting shall be sufficient to protect the safety of construction workers.

Significance After Mitigation

Project impacts would be less than significant with mitigation.

4.1.8 Cumulative Impacts

Scenic Vistas/Visual Resources

Although aesthetic impacts are generally site-specific, impacts that may affect scenic vistas or recognized visual resources can influence a broader area. As discussed above, the proposed project is anticipated to result in less than significant impacts to views from surrounding public locations and from the major roadways. As listed in Section 3.4, *Cumulative Development*, the 12 cumulative projects consist of renovations to existing one-story industrial uses, changing existing office and service use buildings into residential units, and construction of new mixed-use developments with buildings up to six stories. The closest cumulative project to the OSP Specific Plan Site would occur at 111 North Harbor Boulevard, immediately to the east of the northeastern-most block of the OSP Specific Plan Site and would include construction of a seven-story mixed-use apartment building (Sharp 2019). Similarly, the cumulative project at 511 South Harbor Boulevard, approximately 500 feet south of the southeasternmost proposed project boundary, would involve construction of an eight-story, mixed-used building with apartments, retail, and restaurant use (City of Los Angeles 2020). The closest cumulative project to the 327 Harbor Site would occur immediately to the west of the site, where a four-story mixed-use residential building is under construction. Cumulative projects in the vicinity include a hotel, a condominium building, and a variety of mixed-use developments. The cumulative projects largely cohere with the general revitalization efforts in the area designed to transform aging and underutilized buildings into community serving and residential uses that would increase both job and housing opportunities. The cumulative projects are similar to the proposed project in that they include a mix of commercial and residential uses, with some being of similar height to the buildings under the proposed project.

The cumulative projects would be subject to the same requirements as the proposed project, including the design guidelines and regulatory compliance presented herein. As the cumulative projects occur west of Harbor Boulevard, they would not interfere with scenic views of the Pacific Ocean, the Ports O' Call Village, the Vincent Thomas Bridge, the John S. Gibson Junior Park, and the Fisherman Industry Memorial from this locally designated scenic roadway. Furthermore, there are no officially designated State Scenic Highways in the vicinity of San Pedro. Views of the western foothills of the Palos Verdes peninsula are identified as scenic resources in the project area. Existing development in the proposed project area largely blocks views toward the western foothills of the Palos Verdes peninsula, with only interim views occurring along the east/west-oriented streets. These views would remain available from east/west-oriented streets in the proposed project vicinity, as the proposed project and the cumulative projects are infill projects that adhere to the existing city block configurations. No other scenic resources are visible from the proposed project site. Therefore, cumulative impacts related to scenic vistas and visual resources would be less than significant.

Visual Character/Quality

The project site is in an area with adjacent urban development and mid- to high-rise buildings. The cumulative projects listed in Section 3.4, *Cumulative Development*, presents projects that are within 0.5 mile of the project site. The cumulative projects are in areas mostly developed with similar uses. Development of the proposed project in conjunction with the cumulative projects would result in an increase in residential, commercial, and restaurant uses throughout the community. The proposed project would not contribute to a potential cumulative impact that would constitute a degradation of visual quality in the proposed project vicinity as it would remove aging, blighted buildings, replacing them with a modern, landscaped development that would include public open spaces and improved neighborhood connectivity on the OSP Specific Plan Site. Similarly, the proposed project would improve the visual quality of the 327 Harbor Site by developing a vacant and unmaintained site with a modern, high-quality affordable housing development. Furthermore, the cumulative projects would similarly be replacing aging buildings with modern structures and would be subject to the same requirements as the proposed project, such as City of Los Angeles lighting requirements, Title 24, and the CALGreen Code. Where hillside development occurs, projects would be analyzed in a site-specific, separate environmental analysis for each cumulative project to determine impacts to visual quality and to mitigate significant impacts. Therefore, cumulative impacts related to visual character and quality would be less than significant.

Lighting and Glare/Shadow and Shade

Build-out of the cumulative projects listed in Section 3.4, *Cumulative Development*, would contribute to the overall level of nighttime illumination and glare in the proposed project area. Nighttime illumination would be anticipated to incrementally increase with these developments. However, the cumulative projects are distributed throughout an urbanized area with a high degree of existing nighttime illumination and additional glow from the cumulative projects is anticipated by the San Pedro Community Plan EIR (City of Los Angeles 2012 and 2017b). Furthermore, the cumulative projects would be subject to the same requirements as the proposed project where exterior lighting and glare effects are possible, and this would be analyzed in a site-specific, separate environmental analysis for each cumulative project to determine impacts related to light and glare and to mitigate significant impacts. Finally, the implementation of taller buildings in the vicinity of the proposed project site would be in keeping with existing, nearby uses, including the Port of Los Angeles Administrative Building and other apartment complexes that are up to 12 stories. Therefore, the degree to which shade and shadow would occur would be in keeping with existing conditions. As such, cumulative impacts related to light and glare/shade and shadow would be less than significant.