3.1 Aesthetics

3.1.1 Section Summary

This section analyzes whether implementation of the Proposed Project would affect the visual character of the Proposed Project area, adhere to applicable regulations governing scenic quality, and create substantial light and glare impacts in the Proposed Project area. Below are the outline and key points of this section.

Section 3.1, *Aesthetics*, Includes the following:

- A description of the visual environmental setting within the Proposed Project Site (formerly Ports O'Call Village) and vicinity;
- A description of the applicable regulatory setting pertaining to aesthetic regulations;
- A discussion of the methodology used to determine whether construction and operation of the Proposed Project would affect scenic resources;
- A description of all the Proposed Project components;
- An impact analysis of the Proposed Project; and
- A description of mitigation measures proposed to reduce significant impacts, as applicable.

Key Points of Section 3.1, *Aesthetics*

- The Proposed Project would not conflict with applicable zoning and other regulations governing scenic quality.
- The Proposed Project, including the 208 E. 22nd Street Parking Lot, would not lead to a new, significant environmental effects or a substantial increase in the severity of previously identified significant effects, as determined in the *San Pedro Waterfront 2009 Environmental Impact Statement (EIS)/Environmental Impact Report (EIR)* (2009 SPW EIS/EIR) (Port 2009) and *Addendum to the San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report for the San Pedro Public Market Project* (2016 SPPM Addendum) (ICF 2016). Proposed Project impacts would be less than significant, and no mitigation would be required.
- The Proposed Project's Amphitheater has the potential to create significant spillover of light and glare, which could result in impacts on the harbor. However, as demonstrated in the photometric study prepared for the Proposed Project (Appendix B), adherence to Illuminating Engineering Society of North America (IESNA) standards (IESNA 2022), the City of Los Angeles Bureau of Street Lighting requirements (LABS 2022), the International Dark-Sky Association's standards (IDA) (IDA 2022), and the applicable City of Los Angeles Planning and Zoning Code would ensure that potential impacts remain less than significant.
- The Proposed Project's potential to create spillover of light and glare is new when compared with what was found in the 2009 SPW EIS/EIR and 2016 SPPM Addendum because the 2009 SPW EIS/EIR found that impacts related to light and glare have a designation of "no impact." This has

been upgraded to a designation of "less than significant" because there are public viewpoints from which the spillover would be visible. However, given that the screens and lighting would not face the public, and public views of the Project Site are largely obstructed, impacts would be less than significant.

3.1.2 Introduction

This section describes the affected visual environment, the regulatory setting, existing light and glare within the Port of Los Angles (Port), potential impacts regarding applicable scenic-quality regulations, and light and glare associated with construction and operation of the Proposed Project.

The two major causes of light pollution are glare and light spillover. *Glare* occurs when one sees a bright object against a darker background, such as when a person experiences oncoming headlights while driving at night. *Light spillover* is caused by misdirected light that illuminates areas outside of the area intended. Light spillover can be a nuisance to adjacent areas and diminish views of the clear night sky. Table 3.1-1 presents a summary of the impact determinations of the Proposed Project related to aesthetics, which are described in detail in Sections 3.1.8.1, *Impact AES-1. Scenic Quality Regulations*, and 3.1.8.2, *Impact AES-2. Light and Glare*, below.

3.1.3 Environmental Setting

The Proposed Project is located within the Port, which is in San Pedro Bay in the City of Los Angeles (City). Figure 2-1 in Chapter 2, *Project Description*, shows the regional location of the Proposed Project area. Within the Port, the Proposed Project occurs within the San Pedro Waterfront (SPW) Project area previously approved as the Discovery Sea Amusement Area in the southern portion of the San Pedro Public Market (SPPM) Project Site. Figure 2-2 in Chapter 2 shows the boundaries of the SPW Project area, SPPM Project site, and Project Site. The Proposed Project would be located between the Los Angeles Harbor's Main Channel and Sampson Way. from Berths 73-Z to 83 within the Port. Figures 2-3A and 2-3B in Chapter 2 show the Project Site.

Views of the Project Site are limited to elevated land uses along Beacon Street and motorists and pedestrians along Harbor Boulevard/Sampson Way. Light-sensitive residents would be located approximately 60 feet above and approximately 0.25 mile to the west of the Project Site. Views surrounding the Project Site include other Port operations to the north, south, and east and residences to the west.

The Proposed Project vicinity currently produces nighttime lighting from streetlights and light associated with the all-night Port operations at cargo and bulk terminals, nearby residential and commercial land uses and streetlights along Beacon Street, and traffic along roadways in the vicinity, and the vicinity is illuminated by these light sources. Existing sources of daytime glare include sunlight and light sources reflecting off the open waters in the harbor, surfaces and windows of boats—including the commercial fishing fleet docked at the Southern Pacific Slip to the west of the Project Site—cars and delivery trucks driving on onsite or adjacent roadways, and windows of the Municipal Fish Market and other nearby buildings. Daytime glare from nearby residential and commercial land uses and streetlights along Beacon Street does not affect the Project Site because the Project Site is at a lower elevation than Beacon Street, and existing landscaping along Beacon Street and Harbor Boulevard filter glare.

3.1.4 Regulatory Setting

The only regulations that apply to aesthetic and visual resources are local regulations. There are no applicable federal or state regulations.

3.1.4.1 Local Regulations and Guidelines

Los Angeles Waterfront Design Guidelines

The *San Pedro Waterfront and Promenade Design Guidelines* were developed as part of the SPW Project EIR/EIS to ensure that project features would not adversely affect visual quality. The guidelines were updated in 2014 and renamed the *LA Waterfront Design Guidelines*. These guidelines provide the design framework for projects constructed along the Los Angeles Waterfront at the Port. The design guidelines are intentionally broad, allowing designers to have creative latitude while establishing a desired unified character and level of quality for the waterfront.

Relevant guidelines that address aesthetic and visual resources include the following:

- Ensure strong visual and physical connections between the waterfront and upland areas, including Wilmington and San Pedro;
- Use high-quality materials that are well suited for the waterfront location and require low periodic maintenance;
- Site furnishings, railings, fences, bollards, and other features in the public realm should be made of high-quality, durable materials that are suitable for the marine environment, have a long lifespan, and require only minimal periodic maintenance;
- Buildings should protect upland views to the water and adhere to the existing scale of development in Wilmington and San Pedro;
- Architecture should be designed with a variety of scales and styles to avoid the appearance of redevelopment being constructed at one time;
- To mitigate the scale of development and create a pedestrian-friendly environment, building massing should be modulated and articulated to create interest and visual variety;
- The maximum building height for development should comply with the City of Los Angeles Zoning Ordinance; where deemed appropriate by the Port, however, buildings can exceed this height through a variance;
- Buildings should generally decrease in height as they approach the waterfront, with taller buildings away from the water, and shorter buildings nearer the promenade;
- Tower elements or those portions of a building over 60 feet tall should be designed as slender structures to minimize view obstructions from inland areas and maintain upland views and east–west view corridors from existing streets;
- In general, all lighting should comply with standards from IESNA, the City of Los Angeles Bureau of Street Lighting, and the IDA;

- Signs along the developed areas of the waterfront should be inspired by the colors of the Port and enliven the areas with their vibrancy;
- Signs should be illuminated uniformly and use appropriate contrasting backgrounds to ensure visibility and legibility, even during night hours, and glare and reflection should be minimized;
- Surface parking should be well-screened from public street views by the placement of trees, a low hedge, wall, or fence within the landscaped setback and should be well-lit; and
- Foster a unified LA Waterfront through high quality, consistent, and complementary lighting design throughout the LA Waterfront.

City of Los Angeles General Plan

The City's *General Plan 2035* (City of Los Angeles 2022) is a legal mandate that governs both private and public actions and comprises 10 citywide *Elements* (i.e., Air Quality, Conservation, Historic Preservation and Cultural Resources, Housing, Infrastructure Systems, Noise, Open Space, Public Facilities and Services, Safety, and Mobility).

Conservation Element, Section 15: Landforms and Scenic Vistas

Relevant objectives and policies in the *Conservation Element* (City of Los Angeles 2001) of the City of Los Angeles's *General Plan 2035* include the following:

- **Objective**: To protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.
    - **Policy**: Continue to encourage and/or require property owners to develop their properties in a manner that would, to the greatest extent practical, retain significant existing land forms (ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.

Mobility Element

Appendix B of the *Mobility Element* presents an inventory of designated scenic highways, including John S. Gibson Boulevard, Pacific Avenue/Front Street, and Harbor Boulevard. (Los Angeles Department of City Planning 2016). John S. Gibson Boulevard, Pacific Avenue, and Front Street are designated as scenic routes for their views of Vincent Thomas Bridge, historic San Pedro, and the Port. Harbor Boulevard, south of the Vincent Thomas Bridge, is also designated as a Scenic Route because of its views of historic San Pedro and the Port.

City of Los Angeles Planning and Zoning Code

The City of Los Angeles Planning and Zoning Code contains two lighting-related requirements applicable to the Proposed Project as listed below:

- **Section 103.102.1**: Any business providing live entertainment in which an entertainer is present shall conform to all the applicable requirements previously set forth in this article and shall also conform to the following additional requirements, whether or not a permit is required under Section 103.102:

(d) The premises shall be equipped with lighting fixtures of sufficient intensity to illuminate all interior areas of the premises accessible to patrons with an illumination of not less than 1.5 foot-candles evenly distributed as measured at floor level, except during performances, at which times lighting shall be at least 1.0 foot-candles;

- **Section 93.0117**: Illumination of adjacent residential properties by exterior light sources shall not exceed 2 foot-candles (a unit of illumination equal to that given by a source of one candela at a distance of one foot) and shall not be a source of direct glare on said uses; and
- **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.

3.1.5 2009 Mitigation Measures and Revisions

The 2009 SPW EIS/EIR concluded that impacts would be less than significant for aesthetics. Therefore, no mitigation measures or revisions were necessary.

3.1.6 2016 Mitigation Measures and Revisions

The 2016 SPPM Addendum concluded that impacts would be less than significant for aesthetics. Therefore, no mitigation measures or revisions were necessary.

3.1.7 Methodology

The baseline for aesthetics includes the Approved Project, as defined in the certified 2009 SPW EIS/EIR and the updates included in the 2016 SPPM Addendum. Within the context of the baseline, this section provides a qualitative discussion of the potential impacts on aesthetics that could result from the Proposed Project.

The baseline for aesthetics includes the development within and surrounding the Project Site that existed in the plan area at the time the 2009 SPW EIS/EIR was certified, as identified in Section 3.1.3, *Environmental Setting*. The baseline also includes the project approvals and minor updates that were discussed in the 2009 SPW EIR/EIS, the 2016 SPPM Addendum, and this section of the Subsequent Environmental Impact Report (SEIR). Within the context of the baseline, this section provides a qualitative discussion of the potential impacts on aesthetics as a result of the Proposed Project.

The Initial Study (IS)/Environmental Checklist (see Appendix A, *Notice of Preparation*, of this Draft SEIR) determined that the Proposed Project would have no impact on scenic vistas or resources, including trees, rock outcroppings, and historic buildings along a scenic highway. Because it was already determined that there would be no aesthetics impact on these resources, they will not be addressed further in this SEIR.

Although the IS found that the Proposed Project would not conflict with applicable zoning or other regulations governing scenic quality, this resource topic will be further evaluated in the SEIR due to the Project Site's proximity to the Port and because of how it could potentially affect Port operations and the community views. The Proposed Project was determined to have the potential to create a new source of substantial light or glare that could adversely affect daytime or nighttime views, and this issue is analyzed further in the subsequent sections.

The analytical framework for assessing impacts and their significance is the *Visual Modification Class Approach to Preparing NEPA and CEQA-Compliant Visual Impact Assessments* (Headley 2008). Visual impacts and their significance are defined as follows:

- A *visual impact* on aesthetics/visual resources occurs when:
    - Features are altered, introduced, made less visible, or are removed, such that the resultant effect on the views is perceptibly inconsistent with the inherent, established character of the landscape; and/or
    - Access to public views is diminished such that the affected view has become limited to some degree and/or physical access to public viewing positions has become impeded.
- A *significant visual impact* is one that:
    - Causes a substantial adverse change in the visual resources of the affected environment;
    - Causes views from State Scenic Highways, locally designated scenic routes, corridors, and parkways, or public views that are otherwise recognized or valued to become substantially blocked or screened from view; and/or
    - Causes historically available public access to such views to become substantially diminished.
- A *substantial adverse change* in visual resources occurs when visual quality has been noticeably reduced, as influenced by public sensitivity to the intensity of the impacts and their duration. The premise of the methodology is that a highly sensitive public is more apt to notice adverse changes in visual resources of lesser intensity than a less-sensitive public, and such effects should be regarded as *substantial* and therefore significant.

Whether or not they are substantial by the foregoing criteria, adverse changes in visual resources are also considered substantial when the impact would result in an inconsistency with laws, orders, regulations, and standards applicable to the protection of visual resources.

3.1.7.1 208 E. 22nd Street Parking Lot

The Proposed Project would develop a surface parking lot with 2,600 spaces at the northeastern corner of Miner Street and East 22nd Street. The parking lot currently consists of an existing surface parking lot with 150 paved and marked stalls, an unpaved/unmarked area sufficient for approximately 500 additional cars, undeveloped land, an automotive building, a pump station, and the Red Car rail line, platform, and maintenance facility. The Proposed Project would require removal of the existing Red Car maintenance facility, loading platform, rail, and parking lot along Miner Street and removal of the Pacific Performance Racing building at the corner of Harbor Boulevard and 22nd Street. Additionally, the Proposed Project would install lighting for safety and visibility reasons and fencing around the entire proposed parking lot. Light and glare would increase, as compared to existing conditions with the installed parking lot lighting and lights from vehicles.

3.1.7.2 Amphitheater

The proposed 60-foot-tall Amphitheater would include stage lighting and two approximately 54-foot-high video screens on both sides of the stage. The Amphitheater would face outward, toward the water, and lighting would be directed out to sea, toward the southwest and away from residential

areas, the nearest of which are located approximately 60 feet above and 1,450 feet west of the Project Site. Light and glare from the additional stage lighting, audience spotlighting, and laser light shows could affect surrounding Port operations and nearby sensitive land uses, such as the residences west of the Project Site.

3.1.7.3 Fireworks

Fireworks may be launched from a barge at approximately 25 events per year and may last up to 20 minutes. Each event would undergo appropriate permitting from the U.S. Coast Guard, as necessary. Light and glare from the fireworks could affect surrounding Port operations and nearby sensitive land uses, such as the residences west of the Project Site.

3.1.7.4 Amusement Attractions

The Proposed Project would develop a 175-foot-diameter Ferris wheel, which would be located on the northern portion of the Project Site. The proposed Ferris wheel would be similar in structure and design to the 100-foot-diameter Ferris wheel included in and analyzed for the SPPM Project in the 2016 SPPM Addendum. Although the Ferris wheel is now proposed to be larger than the previously approved Ferris wheel, the surrounding physical character of the Port would support this change.

From the residential street, views would include cranes ranging upward, up 400 feet in height, large lattice-steel structures, and large palm trees. The elevation difference from the Project Site and the residential street is approximately 60 feet, and the trees on the street range from 50 to 80 feet tall. Therefore, not many views in the area are unobstructed, and those that are unobstructed still have views of the steel structures throughout the Port. Other attractions would also be developed in the City Park area of the Project Site and could include a double-decker carousel, wave swings, a drop tower, or other mechanical rides and amusement attractions found in similar waterfront destinations; these other attractions are not anticipated to exceed 75 feet in height.

3.1.8 Thresholds of Significance

Based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines (Environmental Checklist), the Proposed Project would have a significant aesthetic impact if it would cause any of the following to occur.

- **AES-1**: Would the Proposed Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Proposed Project is in an urbanized area, would the Proposed Project conflict with applicable zoning and other regulations governing scenic quality?
- **AES-2**: Would the Proposed Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

For the last area of concern, the *L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles* (City of Los Angeles 2006) lists the following factors relevant in considering visual impact significance:

- The change in ambient illumination levels as a result of Proposed Project sources; and

- The extent to which Proposed Project lighting would spill off the Project Site and affect adjacent light-sensitive areas.

Impact AES-1. Would the Proposed Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Proposed Project is in an urbanized area, would the Proposed Project conflict with applicable zoning and other regulations governing scenic quality?

Summary of 2009 SPW EIS/EIR Findings

The 2009 SPW EIS/EIR determined that construction and operation of the SPW Project would not contrast with the existing visual character or quality of areas seen from critical public viewing positions or the "valued aesthetic image" of those areas. Construction impacts would be temporary, and Project components would be within the established character of the Port with no unfavorable contrast. Therefore, no impacts would occur, and no mitigation was required.

Summary of 2016 SPPM Addendum Findings

The 2016 SPPM Addendum determined that the SPPM Project would not result in new significant impacts with regard to scenic quality or require new mitigation measures that were not already evaluated in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

The Project Site is located within an urbanized portion of the City. Therefore, the impact analysis of the Proposed Project is determined by its consistency with the City's applicable scenic quality regulations. As mentioned above, City plans that contain applicable scenic quality regulations include the *L.A. Waterfront Design Guidelines*, the City of Los Angeles's *General Plan 2035*, and the Los Angeles Planning and Zoning Code.

Construction

Proposed Project construction would be temporary, and the Proposed Project would not result in new significant impacts on aesthetics, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the 2009 SPW EIS/EIR and 2016 SPPM Addendum.

208 E. 22nd Street Parking Lot

The proposed parking lot is not near any protected or designated scenic vistas or highways. The entire surface parking-lot boundary, except for entrance and exit lanes, would be fenced. Lighting would be installed for visibility and safety purposes. As detailed in Impact **AES-2**, below, the Proposed Project would adhere to applicable lighting regulations and design, material, and signage guidelines. Therefore, the 208 E. 22nd Street Parking Lot component of the Proposed Project would not result in

new significant impacts on aesthetics, substantially increase the severity of a previously analyzed impact, nor require new mitigation measures that have not already been evaluated in the 2009 SPW EIS/EIR.

Amphitheater

The Amphitheater would be comprised of an approximately 60-foot-tall, 12,000-square-foot stage building. The upland residences are approximately 1,450 feet west and 60 feet above the Project Site. Therefore, with the setback and the Amphitheater height, the Amphitheater would protect upland views of the water. The design of the Amphitheater would create a variety of scale, decrease in height as it approaches the water, add visual variety compared to surrounding developments, and create a further visual and physical connection between the waterfront and upland areas, as compared to the underutilized parking lot that currently exists in the Project Site. The 2016 SPPM Addendum proposed the Discovery Sea Amusement Section of the larger SPPM project at this location.

As detailed in Impact **AES-2**, below, the Proposed Project would adhere to applicable lighting regulations and design, material, and signage guidelines. Therefore, the Amphitheater component of the Proposed Project would not result in new significant impacts on aesthetics, substantially increase the severity of a previously analyzed impact, nor require new mitigation measures that have not already been evaluated in the 2009 SPW EIS/EIR.

Fireworks

The Port already conducts firework shows; therefore, the introduction of fireworks in the Proposed Project area would be consistent with current Port operations. Although additional shows would be added each year, all firework shows would comply with City of Los Angeles Municipal Code, Section 57.5608, *Fire Displays* (City of Los Angeles 2023). Because firework shows are already conducted by the Port, the Proposed Project would not be introducing a foreign event to the Project Site. Therefore, impacts would be less than significant.

Amusement Attractions

The Proposed Project would develop the Ferris wheel consistent with the previously approved SPPM Project. Although the Ferris wheel is now proposed to be larger than the previously approved Ferris wheel, the surrounding physical character of the Port would support this change. From the residential street, views include cranes, large lattice-steel structures, and large palm trees. The elevation difference from the Project Site and the residential street is approximately 60 feet, and the trees on the street range from 50 to 80 feet tall. A total of approximately 40 cranes, ranging in height from 245 to 394 feet, exist at the nearby container terminals at Berths 226–236, Berths 302–306, and Berths 400–406. These existing larger structures are already a part of the surrounding Port environment; therefore, the attractions included in the Proposed Project would be consistent with the surrounding environment. Not many existing views in the area are unobstructed, and those that are unobstructed still have views of the steel structures throughout the Port. The Ferris wheel would adhere to all applicable scenic regulations.

Other attractions would also be developed in the City Park area of the Project Site and could include a double-decker carousel, wave swings, a drop tower, or other mechanical rides and amusement attractions found in similar waterfront destinations and are not anticipated to exceed 75 feet in height. The design of the attractions would create a variety of scale, visual variety compared to surrounding

developments without straying from the existing character, and further visual and physical connection between the waterfront and upland areas, as compared to the undeveloped lot that currently exists at the Project Site. As detailed in Impact **AES-2**, below, the Proposed Project would adhere to applicable lighting regulations and design, material, and signage guidelines. Therefore, the proposed amusement attractions would adhere to all applicable scenic-quality regulations, and impacts would be less than significant.

As detailed above, no components of the Proposed Project would conflict with any applicable regulations governing scenic quality, nor result in any new significant impacts not previously considered in the 2009 SPW EIS/EIR or 2016 SPPM Addendum. Therefore, the Proposed Project would remain consistent with the previous determination of less-than-significant impacts.

Previous Mitigation Measures Applicable to the Proposed Project

No previous mitigation measures are applicable to the Proposed Project.

New Mitigation Measures Applicable to the Proposed Project

Impacts would remain consistent with the previous determination of less than significant, and no new mitigation measures would be required.

Significance after Mitigation

The Proposed Project, including the 208 E. 22nd Street Parking Lot, would not lead to a new, significant environmental effect or a substantial increase in the severity of previously identified significant effects. Proposed Project impacts would be less than significant, and no mitigation would be required.

Impact AES-2. Would the Proposed Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Summary of 2009 SPW EIS/EIR Findings

The 2009 SPW EIS/EIR determined that, by following applicable light and glare guidelines, the construction and operation of the SPW Project would not create significant light and glare impacts. Therefore, no impacts would occur. The 2009 SPW EIS/EIR also stated that the Proposed Project would not cause substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within view from a state scenic highway. No additional impacts were identified.

Summary of 2016 SPPM Addendum Findings

The 2016 SPPM Addendum determined that although the SPPM Project would introduce an Amphitheater and Ferris wheel, which would introduce lighting in the area, light-sensitive residents would be located more than 60 feet above and approximately 500 feet or more away from the Project Site and would not be exposed to spill light. Furthermore, because this area is adjacent to downtown commercial and office buildings, night lighting would not affect light-sensitive areas. Additionally,

the Proposed Project would follow applicable light and glare guidelines. Therefore, it was determined that the 2016 SPPM Addendum would not result in new significant impacts for light and glare that had not already been evaluated in the 2009 SPW EIS/EIR.

Impacts of the Proposed Project

The Project Site is located within an urbanized portion of the City. Therefore, the impact analysis of the Proposed Project will be determined based on its consistency with applicable scenic quality regulations. As mentioned above, City plans that contain applicable scenic quality regulations include the *L.A. Waterfront Design Guidelines*, the City of Los Angeles's *General Plan 2035*, and the Los Angeles Planning and Zoning Code.

Construction

Similar to the 2016 SPPM Addendum, construction would be temporary, and impacts would remain consistent with the previous determination of less than significant.

208 E. 22nd Street Parking Lot

The Proposed Project would install lighting in the proposed parking lot for safety and visibility purposes. The lighting would adhere where appropriate to the *L.A. Waterfront Design Guidelines*, IESNA standards, the City of Los Angeles Bureau of Street Lighting, the IDA, and the City of Los Angeles Planning and Zoning Code. Therefore, potential impacts resulting from light and glare would be less than significant.

Amusement Attractions

Ferris Wheel

The Proposed Project would develop the Ferris wheel consistent with the previously approved SPPM Project. Although the previously approved Ferris wheel was to be 100 feet in diameter, the new proposal would increase the diameter to 175 feet. Even though the diameter would be increased from the previously approved Project, the impacts would remain similar. Light-sensitive residents would be located more than 60 feet above and approximately 500 feet or more away from the Project Site and would not be exposed to spillover light. Furthermore, because this area is adjacent to downtown commercial and office buildings, night lighting would create additional effects on light-sensitive areas. Additionally, the Proposed Project would follow applicable light and glare guidelines. Therefore, the Ferris wheel would have less-than-significant impacts related to light and glare.

Other Attractions

The lighting proposed for the other amusement attractions does not represent a substantial change from the Ferris wheel, which was analyzed in the 2016 SPPM Addendum, because the lighting would blend in with the night lighting of Port operations and would not adversely affect light-sensitive areas. The 2016 SPPM Addendum also contains a discussion of the Discovery Sea Amusement Area uses, which the Proposed Project would implement as amusement attractions and be located in the former City a park area.

Amphitheater

A lighting photometric narrative report was developed for the Proposed Project's Amphitheater (see Appendix B) to determine what lighting impacts the Amphitheater could have on the surrounding harbor environment. The report breaks down the Proposed Project into several features, including the loading dock area, stage building, event lawn/audience-seating area, VIP/concessions/restroom building, ticket booth, and green room. Each feature contains different kinds of lighting fixtures that vary in light production levels. The conclusions drawn are as follows:

- All photometric calculations presented are shown at the ground/water plane, per industry standards;
- All lighting fixtures would include light-emitting diode (LED) sources, either white lighting at 3000K (i.e., warm white) Color Temperature or Programmable Color Changing;
- All fixtures and their associated outputs would be either under Dimmer or DMX Control, so brightness would be infinitely adjustable;
- The number of events/concerts would vary on a seasonal basis; and
- There is a significant decrease in light levels at the Water Way Areas adjacent to the Amphitheater site.

As detailed in Section 3.1.4, *Regulatory Setting*, the Proposed Project would be required to adhere to the City of Los Angeles Planning and Zoning Code and the *L.A. Waterfront Design Guidelines* to ensure any impacts would be less than significant. As shown in Appendix B, the Amphitheater lighting, including stage lighting, would face inward, toward the Project Site, and away from the nearest residences to the west and would not affect residential developments where lighting would exceed two foot-candles[1]. As such, Amphitheater lighting and stage lighting would not affect nearby residences, as shown in Appendix B. Therefore, the Amphitheater would be consistent with the City of Los Angeles Planning and Zoning Code.

Lighting associated with the Proposed Project would be designed in consideration of the *L.A. Waterfront Design Guidelines*, which include lighting recommendations to minimize light pollution, spill light, and glare, while promoting goals to create an attractive and safe daytime and nighttime waterfront that supports economic growth. Additionally, the Proposed Project would adhere to IESNA standards, the City of Los Angeles Bureau of Street Lighting, the IDA, and the City of Los Angeles Planning and Zoning Code.

The analysis of lighting for the Proposed Project includes not only the lighting around the seating area, but also the stage lighting and LED screens, as well as any other light feature within the Proposed Project. Appendix B displays a diagram of the lighting locations throughout the Amphitheater area. The different light sources are displayed on the diagram, as well as in a table that describes the calculation type, units, and other statistics related to the light output. The lighting fixtures would be contained within the Proposed Project area, and their impact from the outside is presented in Appendix B in units of foot-candles. The measurements max out at around 52 foot-candles closest to the stage; however, the measurements drop off dramatically outside of the confines

[1] A *foot-candle* is a unit of illumination equal to that given by a source of one candela at a distance of 1 foot (equivalent to 1 lumen per square foot).

of the Amphitheater area. Foot-candle measurements range from about 5 and tapering to less than 1 within the dock bordering the Amphitheater. By the time light reaches approximately 100 feet into the water, foot-candles are measured to be less than 1, with a majority of the measurements being less than 0.5.

Appendix B further displays the light study in a heatmap, also measured in foot-candles, which demonstrates that impacts from lighting would be minimal outside of the immediate Amphitheater area. Based on adherence to lighting requirements discussed in the preceding paragraph, and as shown in Appendix B, the Proposed Project's lighting would increase from what was analyzed in the 2009 SPW EIR and 2016 SPPM Addendum, however, the increase would not have a significant effect on nearby passing vessels or residences. Therefore, impacts related to light and glare would be new when compared to the previous determination of "no impact" and would instead be upgraded to less than significant with no mitigation required; therefore, no residual impacts would occur.

Fireworks

The proposed fireworks of the Proposed Project do not represent a substantial change in the visual landscape from what was evaluated in the 2009 SPW EIS/EIR and the 2016 SPPM Addendum. The new light sources proposed would not represent a substantial change over the existing ambient illumination levels associated with the night lighting of port operations, given that the Port already uses the area for firework shows. Although the Proposed Project would increase the frequency of the firework shows, the illumination levels per show would not constitute a significant change. The Proposed Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the 2009 SPW EIS/EIR. Therefore, impacts resulting from operation of the Proposed Project would be less than significant.

Previous Mitigation Measures Applicable to the Proposed Project

No previous mitigation measures are applicable to the Proposed Project.

New Mitigation Measures Applicable to the Proposed Project

No new mitigation measures would apply to the Proposed Project.

Significance after Mitigation

The Proposed Project, including the 208 E. 22nd Street Parking Lot, would not lead to a new significant environmental effect nor a substantial increase in the severity of previously identified significant effects. The potential light and glare impacts of the Amphitheater would be new when compared with the 2009 SPW EIR and would be upgraded to less than significant with no mitigation required. However, no residual impacts would occur.

3.1.9 Impact Summary

Table 3.1-1 presents a summary of impact determinations for the Proposed Project that are related to aesthetics.

Table 3.1-1. Summary of Potential Impacts on Aesthetics Associated with the Proposed Project

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
Proposed Project			
Impact AES-1: Would the Proposed Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Proposed Project is in an urbanized area, would the Proposed Project conflict with applicable zoning and other regulations governing scenic quality?	The 2009 SPW EIS/EIR findings of "less-than-significant impacts" remains valid for the Proposed Project.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
Impact AES-2: Would the Proposed Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	The 2009 SPW EIS/EIR findings of "no impact" is no longer valid for the Proposed Project. Impacts are now less than significant.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
Alternative 1 – No Project Alternative			
Impact AES-1: Would the Proposed Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Proposed Project is in an urbanized area, would the Proposed Project conflict with applicable zoning and other regulations governing scenic quality?	The 2009 SPW EIS/EIR findings of "less-than-significant impacts" remains valid for Alternative 1.	No mitigation is required.	No new or substantially more severe significant impacts would occur.

Environmental Impacts	Impact Determination	MM(s)	Impact After Mitigation
Impact AES-2: Would the Proposed Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	The 2009 SPW EIS/EIR findings of "no impact" remains valid for Alternative 1.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
Alternative 2 – Half-Capacity Amphitheater Alternative			
Impact AES-1: Would the Proposed Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Proposed Project is in an urbanized area, would the Proposed Project conflict with applicable zoning and other regulations governing scenic quality?	The 2009 SPW EIS/EIR findings of "less-than-significant impacts" remains valid for Alternative 2.	No mitigation is required.	No new or substantially more severe significant impacts would occur.
Impact AES-2: Would the Proposed Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	The 2009 SPW EIS/EIR findings of "no impact" remains valid for Alternative 2.	No mitigation is required.	No new or substantially more severe significant impacts would occur.

EIR = Environmental Impact Report; EIS = Environmental Impact Statement; MM = mitigation measure; SPW = San Pedro Waterfront

3.1.9.1 Mitigation Monitoring Program

Impacts to visual and aesthetic resources would be less than significant. No mitigation measures are required.

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