



5.2 Aesthetics/Light and Glare



5.2 AESTHETICS/LIGHT AND GLARE

This section assesses the potential for aesthetic impacts using accepted methods of evaluating visual quality, as well as identifying the type and degree of change the Project would likely have on the character of the landscape. The analysis in this section is primarily based on information provided by the City and verified through site reconnaissance conducted by Michael Baker International (Michael Baker) on November 21, 2017. Photographic documentation and Project-specific documentation are utilized to supplement the visual analysis and to fulfill the requirements of CEQA.

5.2.1 EXISTING SETTING

The City is a nearly fully developed community located within southeastern Los Angeles County. The City is located within the County's East San Gabriel Valley Planning Region and the San Gabriel Mountain foothills (in the northern portion of the City). The Project is approximately 23.27 acres and is located between Sierra Madre Avenue and 10th Street, west of Todd Avenue, at 1025 North Todd Avenue (Assessor's Parcel Numbers 8617-001-029 and 8900-763-710); refer to [Exhibit 3-2, *Site Vicinity*](#). The Site is currently developed with a former commercial nursery (i.e., Colorama Wholesale Nursery). Existing on-site development includes an office, greenhouses, potting sheds, shade structures, an agricultural chemical storage building, a tractor repair building, parking areas, and other features typical of a wholesale nursery. However, it is acknowledged that the nursery is currently being decommissioned; materials are in the process of being recycled off-site and there are currently no plans for site improvements. The Site is relatively flat and gently slopes between elevations of 633 feet to 640 feet above mean sea level. There are also two ponds at the Site's northwest portion that are used for nursery irrigation. The ponds were formerly used to collect, treat, and recycle irrigation water from rain and nursery operations.

Surrounding land uses include a mixture of light industrial, recreational, and open space uses. Similar developed light industrial uses are present to the north, south, and west. Recreational uses (Azusa Greens Country Club and San Gabriel River) are present to the east and west, respectively.

VISUAL CHARACTER/QUALITY

A photographic inventory of the Site vicinity was conducted to document the existing visual character and quality of the Site and its surroundings; refer to [Exhibit 5.2-1, *Existing Condition Photographs*](#). The most prominent factors influencing the character of the Site and its surroundings are the industrial uses along North Todd Avenue, the Azusa Greens Country Club, and the San Gabriel Mountains.

The Site is located in the City's DWL (District West End Light Industrial District) zone, which is located in the western portion of the City and includes industrial, manufacturing, and technological uses. The Site is situated at the "North Portion of the West End Light Industrial District" and is bound to the northeast by the "Foothill Neighborhoods District." Visually, the Site vicinity is characterized by light industrial uses to the south, west, and north, and recreational (Azusa Greens Country Club) uses to the east. Surrounding industrial uses vary in building heights and setbacks. Building heights range from one to two stories for structures to the north and west, and ranging from 45 to 55 feet in height for buildings to the south. Overall building heights of surrounding



Southern view across the project site.



View of project site and industrial uses to the north.



Northern view across the project site.



View of Azusa Greens Country Club and residential uses to the northeast.



View of project site and industrial uses to the south.



Southern view along North Todd Avenue.



structures include additional height for façade and roofline articulation. Azusa Greens Country Club and residential uses to the east and north east are mostly screened by mature trees that line the golf course (Azusa Greens Country Club) along North Todd Avenue. The Site's character is consistent with the industrial character exhibited throughout the West End Light Industrial District. The existing nursery facility is relatively flat in character and provides long-range views toward the San Gabriel Mountain foothills to the north. Existing on-site views toward surrounding light industrial uses are also afforded.

SCENIC VIEWS AND VISTAS

There are no General Plan-designated scenic views or vistas within the City. Additionally, there are no unique or unusual features in the Site vicinity that comprise a dominant portion of a viewshed.¹ Notwithstanding, the San Gabriel Mountains, located approximately 0.7-mile north of the Site, are considered scenic resources, since they consist of undisturbed natural areas and offer distant vistas of mountain backdrops from portions of Azusa. The San Gabriel Mountains are aesthetically valuable to the City's residents, visitors, and recreational users. Local scenic roads provide panoramic views of the San Gabriel Mountains including Mt. Baldy and Mt. Wilson. Additionally, Azusa's trail system offers various viewpoints.

Section 4.1, *Aesthetics and Visual Quality*, of the *City of Azusa General Plan Environmental Impact Report* (General Plan EIR) identifies trails and routes of scenic interest that warrant consideration. The nearest trail with views of the San Gabriel Mountains includes the San Gabriel River Bike Path, located approximately 200 feet west of the Site. The nearest route that includes views of the Site and the San Gabriel Mountains includes North Todd Avenue. The following is a discussion of these views.

San Gabriel River Bike Path. Existing public views in the Site vicinity, which also include views toward visual resources (San Gabriel Mountains), include pedestrian/bicyclist views along the San Gabriel River Trail. However, due to the relatively flat topography, distance of the trail from the Site (approximately 200 feet), and orientation of trail views (looking north), compared to the Site (situated to the east), the Site is not readily visible within these scenic views.

North Todd Avenue. Motorists traveling along North Todd Avenue (along the Site's eastern boundary) experience views of the San Gabriel Mountains to the north. Per the General Plan, North Todd Avenue is not specified as a scenic route. Current uses that have views toward the Site include nearby industrial uses and motorists. Due to the presence of mature trees along North Todd Avenue, recreational uses to the east are not afforded readily available views. Further, there are no readily available sidewalk/bike paths along the Site, suggesting that there is little scenic value as a public view corridor for this section of North Todd Avenue. Thus, other than motorists traveling along North Todd Avenue, there are no residents, visitors, and/or recreational users that would have these particular views toward the Site and the San Gabriel Mountains, and North Todd Avenue, within the vicinity of the Site, is not considered a scenic route.

¹ For the purposes of this analysis, a viewshed is defined as the geographical area that is visible from a specific location. This includes all surrounding points that are in line-of-sight with that location and excludes points that are beyond the horizon or obstructed by terrain and other features (e.g., buildings, trees, topography). Conversely, a viewshed can also refer to the area from which an object can be seen.



STATE SCENIC HIGHWAYS

The State Scenic Highway System includes a list of highways that are either currently designated as scenic highways by the State or are eligible for that designation. Neither the California Department of Transportation (Caltrans) nor the County of Los Angeles identify any designated scenic highways within the City or in its immediate vicinity. However, Azusa Avenue (State Highway 39), to the north of I-210, is eligible to become a State scenic highway, but has not yet been officially designated.² Due to the distance of this segment of State Highway 39 (approximately 0.93-mile west) and intervening structures and vegetation, the Site is not located in the viewshed of this eligible State scenic highway.

LIGHT AND GLARE

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences and hotels are considered light sensitive, since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

Light and glare are currently generated within the Site as a result of the existing Colorama Wholesale Nursery operations, including daytime glare as a result of agricultural/irrigation practices as well as nighttime security lighting and vehicle headlights accessing the Site. Safety-oriented exterior and interior lighting sources are also produced from surrounding industrial uses, which contribute to existing lighting conditions in the area. Car headlights are present along North Todd Avenue, and street lighting is present to the south of the Site. Traffic signals associated with the Lagunitas Brewing Company are also present to the south of the Site, along North Todd Avenue.

² California Department of Transportation, *California Scenic Highway Mapping System*, http://www.dot.ca.gov/hq/LandArch/scenic_highways/, accessed on March 21, 2018.



5.2.2 REGULATORY SETTING

CITY OF AZUSA GENERAL PLAN

City policies pertaining to visual character are contained in The Built Environment Chapter of the *City of Azusa General Plan* (General Plan). These policies include the following, among others:

Policy 4.9: Require buildings within the West End Industrial District to be uniquely identifiable, distinguished in their architecture and site planning, and compatible with adjacent uses and districts.

Policy 6.2: Require all industrial buildings to be distinctive, constructed of high quality materials, and be of interesting and strong design. All buildings shall be visually attractive from the street, and from adjacent or nearby properties.

Policy 6.3: Require rooflines and building elevations to be visually attractive from all vantage points.

Policy 6.4: Require site development plans to:

- Incorporate physical and visual design elements that buffer industrial use from any nearby residential neighborhood or use;
- Provide elements that link commercial and industrial uses (sidewalks and paths, common architectural design, signage, landscape, etc.);
- Site commercial buildings around common open spaces and plazas accessible to the public; and
- Require single level, “at grade” parking facilities to be generously landscaped with shrubs and trees.

Policy 10.1: Require the consideration and mitigation of noise, light, vehicular, and other impacts on residential properties in the design of commercial and industrial development.

Policy 10.2: Require on-site lighting of institutional, commercial, and industrial uses be constructed or located so that only the intended area is illuminated, off -site glare is minimized, and adequate safety is provided.

Policy 10.6: Work with public and private organizations and individuals to minimize the land use impacts in and around the river, the canyons, and foothills, such impacts may include but not be limited to noise generation, natural resources encroachment, air quality degradation, aesthetic degradation, etc.



CITY OF AZUSA MUNICIPAL AND DEVELOPMENT CODE

Design Review

The *City of Azusa Municipal and Development Code* (Municipal Code) Section 88.51.032, *Design Review*, outlines the City's design review requirements that are applicable to non-residential projects, among others. The purpose of design review is to ensure that the design of proposed development and new land uses maintains and enhances the City's attractive appearance. Design review recognizes the aesthetics of the community, encourages the harmonious appearance of development, ensures that new uses enhance their sites and are compatible with surrounding uses, retains and strengthens the visual quality and attractive character of the City, assists developers in understanding the City's concerns for the aesthetics of development, and ensures that development complies with all applicable City standards and guidelines.

Construction Hours of Operation

Municipal Code Section 46-409, *Construction*, establishes limits on construction, in order to allow construction schedules to take advantage of the weather and normal daylight hours, and to ensure that nearby residents as well as nonresidential activities are not disturbed by the early morning or late-night activities. As specified in this Section, construction is permitted Monday through Saturday 7:00 a.m. to 6:00 p.m. Extended construction hours may only be allowed by the review authority through conditions of approval between 6:00 p.m. and 10:00 p.m. On Sundays and national holidays, construction activities may only be allowed by the review authority through conditions of approval between 9:00 a.m. and 5:00 p.m.

5.2.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form used during preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

- a) Have a substantial adverse effect on a scenic vista (refer to Impact Statement AES-2);
- b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway (refer to Section 8.0, *Effects Found Not To Be Significant*);
- c) Substantially degrade the existing visual character or quality of the site and its surroundings (refer to Impact Statements AES-1); and/or
- d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area (refer to Impact Statement AES-3).

Based on these standards, the effects of the Project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than



significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.2.4 IMPACTS AND MITIGATION MEASURES

VISUAL IMPACTS TO CHARACTER/QUALITY

AES-1 Would the Project substantially degrade the visual character/quality of the site or its surroundings?

Impact Analysis:

WAREHOUSE ONLY OPTION

Short-Term Visual Impacts

Construction of the Warehouse Only Option is anticipated to occur over approximately 21 months. Construction would occur in six phases: demolition, site preparation, grading, building construction, paving, and architectural coating. Although construction activities would be visible from adjacent industrial uses, nearby residents (situated greater than 380 feet northeast) would be screened from the Site by intervening trees. Views of the construction activities and staging area on the Site would be visible from motorists traveling along North Todd Avenue and West Sierra Madre Avenue. However, due to the industrial character of the area and the temporary nature of construction-related impacts, these visual impacts would cease upon completion and would be less than significant. Further, Standard Condition of Approval (SCA) AES-1, would also reduce impacts from visible equipment staging areas through the use of appropriate screening (i.e., temporary fencing with opaque material).

During construction, dump trucks and other trucks hauling grading materials, and for the delivery and removal of excavation equipment, cranes, other machinery, and the delivery of materials. As with on-site activities, the visual aspect of trucks loaded with debris and/or soils would be interesting to some viewers and unsightly to others. Proposed access to the Site for dump trucks, semi-trailers, and truck and trailers in the removal of excavated soils and delivery of heavy equipment would occur via access along North Todd Avenue in the eastern portion of the Site. As previously noted, there are no visually sensitive receptors located in the Site vicinity that would have views toward these activities. Given that construction activities are temporary and would occur in an industrial setting, construction would not substantially degrade the existing visual character or quality of the Site and its surroundings. SCA AES-1 would further reduce these less than significant impacts through preparation of a Construction Management Plan, which specifies requirements for equipment and vehicle staging areas, stockpiling of materials, fencing (i.e., temporary fencing with opaque material), and haul routes. Construction haul routes would also be designated on plans to avoid routes through sensitive uses in the City. Thus, the Project would result in less than significant construction-related impacts to the visual character and quality of the Site and its surroundings.



Long-Term Visual Impacts

The visual analysis of a Warehouse Only Option must consider its visual quality and compatibility in consideration of the area's visual sensitivity. The analysis provided below examines the Warehouse Only Option for compatibility with the character of the surrounding industrial land uses, in consideration of the following visual elements:

- Architectural features (e.g., repetition of design elements: materials, texture, colors, form, type of construction, details, and building systems);
- Scale (e.g., size relationships between adjacent buildings, and between buildings and adjacent open spaces); and
- Front, side, and rear setbacks.

The Warehouse Only Option involves development of an industrial use within an industrial area (i.e., the northern extent of the West End Industrial District). Although other uses (e.g., recreational and residential uses) are present in the vicinity, due to existing intervening structures and vegetation, these uses are not readily apparent in the Site's viewshed. The visual character of the Site and surrounding vicinity is industrial in character. Existing surrounding industrial structures range in height from one- to two-story buildings to the north and west to 45- to 55-foot buildings to the south. These structures are characterized as typical light industrial/business park uses.

The Warehouse Only Option consists of the demolition of the existing nursery and the construction of an industrial business park development. The Warehouse Only Option would convert relatively flat nursery operations into an industrial site made up of seven two-story buildings utilized for distribution/warehousing, office, and mezzanine uses; as illustrated in [Exhibit 3-4, *Landscape Plan*](#). The buildings would be surrounded by parking lots and paved areas, as well as ornamental landscaping throughout the Site. The mass and scale of the buildings would be similar to those of the surrounding land uses (concrete tilt-up panels and low-reflective glass), and would not be taller than 42 feet in height. The Warehouse Only Option proposes two color schemes/palettes for the exterior of each building. Of the seven proposed buildings, Buildings 1 and 5 are the largest buildings (of the two proposed color schemes), which are illustrated in [Exhibit 5.2-2, *Building 1 Elevations*](#), and [Exhibit 5.2-3, *Building 5 Elevations*](#). Proposed driveway treatments along North Todd Avenue would also provide some aesthetic relief for motorists traveling along North Todd Avenue.

The Warehouse Only Option is consistent with the Light Industrial General Plan land use designation, and is an allowable use under the DWL zone for the Site. As this zone allows for building heights up to 55 feet, the Warehouse Only Option would meet the intent of the building height character for the site and surrounding area. Further, the Warehouse Only Option would exceed the required 10-foot minimum setback along North Todd Avenue. Last, the Warehouse Only Option would exceed the required landscaped area (10 percent of parking lot), as the Warehouse Only Option would landscape 24 percent of the proposed parking lot area.

The Warehouse Only Option would be required to meet the City's design standards for industrial development per the Municipal Code. The incorporation of all City-required applicable design standards, including the City's design review process, would reduce the potential for the degradation



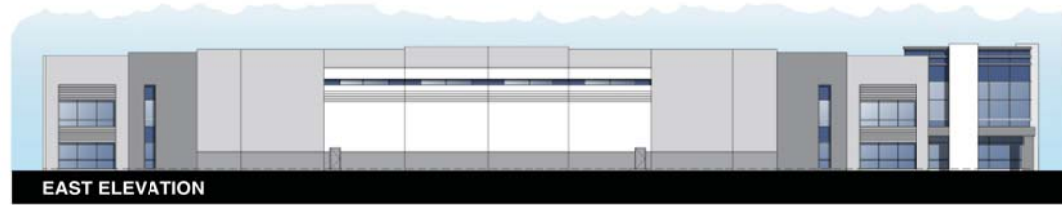
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

Source: HPAArchitecture, July 17, 2017.

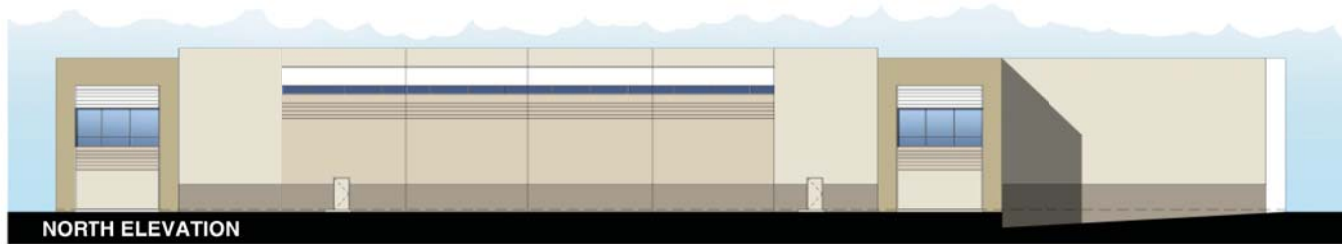
NOT TO SCALE

Michael Baker
INTERNATIONAL

05/18 | JN 163170

CANYON CITY BUSINESS CENTER
ENVIRONMENTAL IMPACT REPORT
Building 1 Elevations

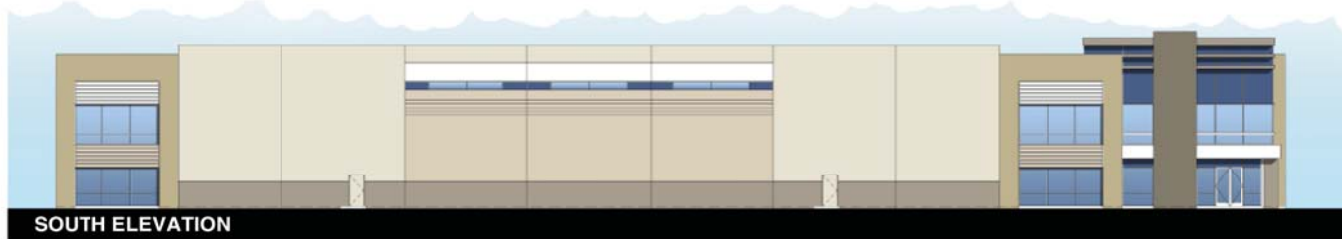
Exhibit 5.2-2



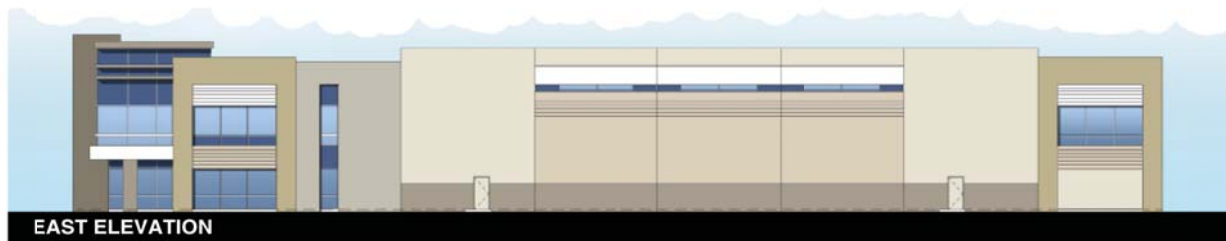
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

Source: HPAArchitecture, July 17, 2017.

NOT TO SCALE

Michael Baker
INTERNATIONAL

05/18 | JN 163170

CANYON CITY BUSINESS CENTER
ENVIRONMENTAL IMPACT REPORT
Building 5 Elevations

Exhibit 5.2-3



of character/quality impacts to less than significant. Therefore, as the Warehouse Only Option is consistent with the intent of the character for the Site and surrounding area, the Warehouse Only Option is not anticipated to have a significant impact pertaining to the degradation of character/quality with the incorporation of the Municipal Code standards and regulations and implementation of the City's design review process.

WAREHOUSING AND MANUFACTURING OPTION

Since the Warehousing and Manufacturing Option would result in the same construction activities and building footprint, massing, and heights as the Warehouse Only Option, a less than significant impact would result for both short- and long-term visual impacts to character/quality.

Standard Conditions of Approval:

SCA AES-1 Concurrent with the Grading Permit Application, a Construction Management Plan shall be submitted for review and approval by the Director of Economic and Community Development. The Construction Management Plan shall, at a minimum, indicate the equipment and vehicle staging areas, stockpiling of materials, fencing (i.e., temporary fencing with opaque material), and haul routes. The designation of construction haul routes would route traffic to avoid residential areas in the City. The requirement for a Construction Management Plan shall be included in Project specifications, subject to verification by the Director of Economic and Community Development prior to final plan approval.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SCENIC VIEWS AND VISTAS

AES-2 Would the Project have a substantial adverse effect on a scenic view or vista?

Impact Analysis:

WAREHOUSE ONLY OPTION

As discussed in the existing conditions above, two public areas are further considered in this analysis for the purposes of scenic views/vistas, and are discussed as follows:

San Gabriel River Bike Path. Existing public views in the Site vicinity, which also include views toward visual resources (San Gabriel Mountains), include pedestrian/bicyclist views along the San Gabriel River Trail. However, due to the relatively flat topography, distance of the trail from the Site (approximately 200 feet), and orientation of trail views (looking north), compared to the Site (situated to the east), the Site is not readily visible within these scenic views. Thus, development of the Warehouse Only Option would not impact scenic views along the San Gabriel River Bike Path. No impacts would result.



North Todd Avenue. Motorists traveling along North Todd Avenue (along the Site's eastern boundary) experience views of the San Gabriel Mountains to the north. Per the General Plan, North Todd Avenue is not specified as a scenic route. Current uses that have views toward the Site include nearby industrial uses and motorists. Due to the presence of mature trees along North Todd Avenue, recreational uses to the east are not afforded readily available views. Further, there are no readily available sidewalk/bike paths along the Site, suggesting that there is little scenic value as a public view corridor for this section of North Todd Avenue. Thus, other than motorists traveling along North Todd Avenue, there are no residents, visitors, and/or recreational users that would have these particular views toward the Site and the San Gabriel Mountains. North Todd Avenue, within the vicinity of the Site, is not considered a scenic route. Therefore, no impacts involving a scenic corridor along the Site vicinity would result.

WAREHOUSING AND MANUFACTURING OPTION

Since the Warehousing and Manufacturing Option would result in the same building footprint, massing, and height as the Warehouse Only Option, no impact would occur.

Standard Conditions of Approval: No standard conditions of approval are applicable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

LIGHT AND GLARE

AES-3 Would the Project result in significant impacts to daytime and/or nighttime views in the area as a result of light and glare?

Impact Analysis:

WAREHOUSE ONLY OPTION

Short-Term Construction Lighting

Per Municipal Code Section 46-409, construction activities are anticipated to occur during the day hours (Monday through Saturday 7:00 a.m. to 6:00 p.m.), in which case, potential construction-related lighting impacts would not occur. However, pursuant to the code, should construction require extended construction hours between 6:00 p.m. and 10:00 p.m., nighttime lighting associated with construction activities might be needed. The nearest residential uses are located approximately 380 feet northeast of the Site, and are considered light-sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. However, due to the presence of intervening structures and vegetation, lighting impacts during construction for off-site residents is not anticipated to occur. Thus, impacts would be less than significant.



Long-Term Operational Lighting

Development of the Warehouse Only Option would result in a reduction of daytime glare (as existing nursery facilities/irrigation practices would no longer occur and the proposed buildings would result in similar daytime glare as the existing surrounding industrial uses). However, the Warehouse Only Option would increase lighting on the Site due to increased building interior and exterior lighting, security lighting, and vehicle headlights.

Lighting and Glare from Proposed Structures. Existing sources of light in the Site vicinity include street lighting, building illumination, signage, and security lighting. Implementation of the Warehouse Only Option would create new sources of light and glare in the form of lighting emanating from building interiors, exterior lighting, and lighting for the purposes of safety. The Project would be subject to Municipal Code Section 88.31.030, *Outdoor Lighting*, which establishes lighting standards to ensure that light trespass (spill light), light pollution, and glare have a negligible impact on surrounding properties, particularly residential uses. Based on the location of surrounding residential uses (380 feet northeast) and intervening structures and vegetation, compliance with the Municipal Code requirements would ensure potential light and glare impacts from proposed structures would be less than significant.

Vehicle Headlights. Implementation of the Warehouse Only Option would introduce increased vehicles at the existing Site driveway, at the new Project driveway, and along North Todd Avenue. Existing vehicles already use North Todd Avenue and the existing Site driveway. Although the Warehouse Only Option would increase these sources of light, particularly along the western boundary of the Azusa Greens Country Club, existing vegetation and slopes along North Todd Avenue afford screening of these light sources. Therefore, a less than significant impact would occur.

Vehicles using North Todd Avenue to access the Site would also result in an increase the amount of light produced in the Site vicinity as a result of vehicle headlights. However, due to the developed nature of the surrounding industrial uses and presence of mature landscaping, the increased amount of vehicle headlights would not impact sensitive receptors. Therefore, a less than significant impact would occur.

WAREHOUSING AND MANUFACTURING OPTION

Since the Warehousing and Manufacturing Option would result in the same building footprint and driveway/circulation access as the Warehouse Only Option, and be subject to the same Municipal Code requirements, a less than significant impact would occur.

Standard Conditions of Approval: No standard conditions of approval are applicable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



5.2.5 CUMULATIVE IMPACTS

The cumulative impacts discussed below rely upon the list of cumulative development projects in Table 4-1, *Cumulative Projects List*, Section 4.0, *Basis of Cumulative Analysis*, of this EIR. The analysis below discloses the cumulative impacts from those projects listed in Table 4-1, and the Project's contribution to that cumulative impact. The nearest cumulative projects to the Site in Table 4-1 are the phased industrial park to the south (A18, which includes the Lagunitas Brewing Company) and an independent senior housing development (A10) located at the Azusa Greens Country Club to the east of the Site; refer to Exhibit 4-1, *Cumulative Projects Map*.

VISUAL CHARACTER/QUALITY

- Would the Project, combined with other related cumulative projects, cause a cumulatively considerable degradation of the visual character/quality of the development sites and their surroundings?

Impact Analysis:

WAREHOUSE ONLY OPTION

Short-Term Visual Impacts

Cumulative development would occur in the Site vicinity, including build-out of the industrial park development to the south, and development of the independent senior housing development to the east. Development of these cumulative projects would be evaluated on a project- and site-specific basis, including proximity to visually sensitive receptors, the visual sensitivity of the respective development sites, and duration of demolition and construction. It is assumed that cumulative development would progress in accordance with the Municipal Code. Each project would be analyzed in order to ensure the construction-related Municipal Code restrictions are consistently upheld. Cumulative construction-related impacts to visual character would be less than significant with compliance with the City's Municipal Code.

Per Impact Statement AES-1, Project construction activities could result in short-term less than significant visual impacts at the Site due to staging equipment, soil piles, truck hauling, etc. These impacts from Project construction activities are considered to be short-term and would cease upon Project completion. Further, compliance with SCA AES-1 would further reduce these less than significant impacts. Thus, the Warehouse Only Option would not cumulatively contribute to the degradation of character/quality during construction.

Long-Term Visual Impacts

Impacts to visual character would be dependent upon project- and site-specific variables, including proximity to visually sensitive receptors, the visual sensitivity of the respective development sites, and the compatibility of a project's architectural style, scale, and setbacks with the surrounding land uses. The potential impacts of other projects on the visual character of a development site and its surroundings would be evaluated on a project-by-project basis. It is assumed that cumulative development would progress in accordance with the City's Municipal Code. Potential impacts to the visual character of a development site and its surroundings would be minimized through the design



of developments that incorporate architectural features (i.e., material, texture, color, form, type of construction, detail, and building system) and building scales compatible with the surrounding land uses. Potential impacts would be further minimized through incorporation of appropriate setbacks, landscaping design, and buffering and screening techniques. The development review process would verify compliance with Municipal Code requirements regarding elements that influence a development site's character. Each project would undergo design review and be analyzed in order to ensure the regulations of the Municipal Code are consistently upheld. Thus, cumulative impacts to long-term character/ quality would be less than significant.

As discussed in Impact Statement AES-1, implementation of Warehouse Only Option would result in less than significant impacts pertaining to the degradation of character/quality upon compliance with the Municipal Code and the City's design review process. The Warehouse Only Option would be constructed consistent with the intent for the District West End Light Industrial District and would be similar in character to the surrounding industrial development. Thus, the Warehouse Only Option would not contribute to cumulatively considerable impact involving the degradation of character/quality.

WAREHOUSING AND MANUFACTURING OPTION

Since the Warehousing and Manufacturing Option would result in similar construction impacts and the same building footprint, massing, and height as the Warehouse Only Option, less than significant impacts would occur pertaining to short- and long-term cumulatively considerable visual impacts.

Standard Conditions of Approval: Refer to SCA AES-1.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SCENIC VIEWS AND VISTAS

- Would the Project, combined with other related cumulative projects, have a cumulatively considerable adverse effect on a scenic vista?

Impact Analysis:

WAREHOUSE ONLY OPTION

The San Gabriel Mountains, located north of Azusa, Glendora, Covina, Duarte, and Irwindale are a scenic resource offering distant vistas of mountain backdrops. Cumulative impacts involving view blockage of scenic resources could occur as development progresses in the area. As discussed above, two cumulative projects are situated in the Site vicinity. Although development of these cumulative projects would continue to reduce overall views toward these visual resources, no specific public views are afforded that constitute a possible scenic vista or scenic corridor in the Project's viewshed. Further, these cumulative projects would not affect the existing views along the San Gabriel River Bike Path. Thus, cumulative considerations in the Project's viewshed are considered less than significant.



As discussed in Impact Statement AES-2, the Warehouse Only Option would maintain the existing designated scenic views along the San Gabriel River Bike Path. Further, overall impacts of view blockage along North Todd Avenue are not considered sensitive visual impacts, resulting in no impacts to scenic views. Thus, the Warehouse Only Option would not contribute to a cumulatively considerable visual impact to scenic views or vistas.

WAREHOUSING AND MANUFACTURING OPTION

Since the Warehousing and Manufacturing Option would result in the same building footprint, massing, and heights as the Warehouse Only Option, no impact would result.

Standard Conditions of Approval: No standard conditions of approval are applicable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

LIGHT AND GLARE

- Would the Project, combined with other related cumulative projects, cumulatively contribute to considerable light/glare impacts?

Impact Analysis:

WAREHOUSE ONLY OPTION

The potential impacts of cumulative projects related to light and glare would be evaluated on a project-by-project basis. It is assumed that cumulative development would progress in accordance with the Municipal Code. Potential impacts to the light/glare conditions of a development site and its surroundings would be minimized through the design of developments that incorporate lighting requirements related to shielding and placement. The development review process would verify compliance with Municipal Code requirements regarding elements that influence a development site's character. Each project would undergo design review and be analyzed in order to ensure the regulations of the Municipal Code are consistently upheld. Cumulative impacts to light and glare would be less than significant.

As discussed in Impact Statement AES-3, the Warehouse Only Option's short-term construction lighting impacts would be less than significant. Thus, the Warehouse Only Option would not result in a cumulatively considerable contribution to light and glare during construction. Further, although operation of the Warehouse Only Option would introduce new sources of light and glare, compliance with the Municipal Code would ensure the Warehouse Only Option's potential for increased light and glare would be less than significant. Thus, with implementation of the Municipal Code, the Warehouse Only Option would not contribute to the creation of cumulatively considerable new lighting or glare.



WAREHOUSING AND MANUFACTURING OPTION

Since the Warehousing and Manufacturing Option would result in the same building footprint, massing, heights, and circulation/driveway configuration as the Warehouse Only Option, a less than significant impact would occur with compliance with the Municipal Code.

Standard Conditions of Approval: No standard conditions of approval are applicable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.2.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No unavoidable significant impacts related to aesthetics/light and glare have been identified following implementation of the City's Municipal Code requirements and standard conditions of approval.



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