

IV. Environmental Impact Analysis

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A. Aesthetics

1. Introduction

This section of the Draft EIR analyzes the Project's potential impacts regarding aesthetics, including potential impacts to views of scenic vistas, the visual character and quality of the Project Site and its surroundings including shading effects, and the Project's potential to create a new source of substantial light and glare. These topics are described in more detail below.

a. Scenic Vistas

The analysis regarding scenic vistas assesses the Project's potential impacts on visual access to valued visual resources (e.g., mountain ranges, the urban skyline, historic resources, etc.) visible from a public location surrounding the Project Site.¹ The analysis considers the Project's distance from valued visual resources identified in the vicinity of the Project Site, the topography of the Project Site and surrounding area, and existing view obstructions. The analysis considers panoramic views or vistas (i.e., views of a large geographic area for which the view may be wide and extend into the distance). Existing valued views of and from the Project Site are also identified and considered. A number of characteristics of the Project, such as building height, mass, and density, are considered as they relate to view obstruction.

b. Visual Character

The analysis of visual character focuses on the Project's visual relationship with existing and planned land uses in the vicinity of the Project Site. The analysis considers qualities related to visual character, such as density, massing, setbacks, materials, and the general composition of aesthetic features, as well as the relationships between these elements. The analysis also considers both natural and man-made features with aesthetic value. In addition, the loss of existing features of aesthetic value and the introduction of contrasting features that contribute to a decline in overall visual character (e.g., the introduction of contrasting features that overpower familiar features, eliminate context or

¹ City of Los Angeles, *L.A. CEQA Thresholds Guide, 2006, A.2. Obstruction of Views, p. A.2-1.*

associations with history, or create visual incompatibility where there may have been apparent efforts to maintain or promote a thematic or consistent character) are considered.²

c. Shading

Shading refers to the effect of shadows cast upon adjacent areas by proposed structures. Shadow effects depend on several factors, including the local topography, height and bulk of a project's structural elements, sensitivity of adjacent land uses, season, and duration of shadow projection. As discussed in more detail below, according to the City's 2006 L.A. CEQA Thresholds Guide, facilities and operations sensitive to the effects of shading include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses (e.g., schools, convalescent homes); commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor dining areas; nurseries; and existing solar collectors. These uses are considered sensitive to the effects of shading because they rely on sunlight to function, provide physical comfort, or support commerce.³ The City's L.A. CEQA Thresholds Guide provides guidance for analyzing conditions throughout the year. In accordance with that guidance, the two solstices (i.e., summer and winter) and two equinoxes (i.e., spring and fall) are analyzed to describe the variety of conditions that occur during the course of the year.

d. Light and Glare

Nighttime illumination of varying intensities is characteristic of most urban and suburban land uses, including those in the City of Los Angeles. New nighttime light sources have the potential to increase ambient nighttime illumination levels and result in spillover of light onto adjacent properties. The degree of the effect depends on the type of use affected, proximity to the affected use, the intensity of the light source, and the existing ambient light environment. Land uses that are considered sensitive to nighttime light include, but are not limited to, residential, some commercial and institutional uses, and natural areas such as a wetland.

Daytime glare is 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. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials from which the

² *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, A.1. Aesthetics, p. A.1-2.*

³ *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, A.3. Shading, p. A.3-1.*

sun can reflect, particularly following sunrise and prior to sunset. Daytime glare generation is typically related to sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year.

2. Environmental Setting

a. Regulatory Framework

A number of local plans, policies, and regulations related to visual character, views, and lighting are applicable to the Project, including the Citywide General Plan Framework Element (General Plan Framework), the Palms–Mar Vista–Del Rey Community Plan (Community Plan), the Citywide Design Guidelines, the City of Los Angeles Walkability Checklist, and the Los Angeles Municipal Code (LAMC). There are no regulations concerning shading at the local, regional, or statewide levels. Methods to assess the effects of shading are presented in the City’s L.A. CEQA Thresholds Guide, as further described below.

(1) City of Los Angeles General Plan Framework Element

The City of Los Angeles General Plan Framework Element provides direction regarding the City’s vision for future development in the City and includes an Urban Form and Neighborhood Design chapter to guide the design of future development. Although the General Plan Framework does not directly address the design of individual neighborhoods or communities, it embodies general neighborhood design policies and implementation programs that guide local planning efforts.

An analysis of the Project’s consistency with the General Plan Framework, including the Urban Form and Neighborhood Design Chapter and the Open Space and Conservation Chapter, is included in Section IV.G, Land Use, of this Draft EIR.

(2) Palms–Mar Vista–Del Rey Community Plan

The Palms–Mar Vista–Del Rey Community Plan is one of 35 community plans established for different areas of the City to implement the policies of the General Plan Framework. Adopted on November 20, 1985 and updated in 1997, the specific purpose of the Palms–Mar Vista–Del Rey Community Plan is to promote an arrangement of land use, circulation, and services that encourages and contributes to the economic, social and physical health, safety, welfare, and convenience of the Palms–Mar Vista–Del Rey community within the larger framework of the City. In addition, the Community Plan serves to guide the development, betterment, and change of the community to meet existing and anticipated needs and conditions, as well as to balance growth and stability, reflect

economic potentials and limits, land development and other trends, and to protect investment to the extent reasonable and feasible.

Also within the Community Plan, Chapter V, Urban Design, provides design policies for individual projects, such as commercial, industrial, and multiple residential projects. These design policies establish the minimum level of design and address design issues for parking and landscaping. In addition, the Urban Design Chapter includes community design and landscaping guidelines for streetscape improvements and landscaping in public spaces and rights-of-way.

While the primary aim of the Community Plan is to guide growth and development, a few of the Community Plan's objectives pertaining to land use are also related to aesthetic issues. The Project's consistency with applicable policies from the Community Plan that relate to aesthetics is discussed in Section IV.G, Land Use, of this Draft EIR.

(3) Citywide Design Guidelines

The Citywide Design Guidelines serve to implement the General Plan Framework's urban design principles and are intended to be used by City Planning Department staff, developers, architects, engineers, and community members in evaluating project applications, along with relevant policies from the General Plan Framework and Community Plans. By offering more direction for proceeding with the design of a project, the Citywide Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design. The Citywide Design Guidelines, which were adopted by the City Planning Commission in July 2013, are intended as performance goals and not zoning regulations or development standards, and therefore do not supersede regulations in the LAMC. The Project's consistency with the objectives of the Citywide Design Guidelines for pedestrian-oriented/commercial and mixed-use projects is discussed in Section IV.G, Land Use, of this Draft EIR.

(4) City of Los Angeles Walkability Checklist

The City of Los Angeles Walkability Checklist Guidance for Entitlement Review (Walkability Checklist) is part of a proactive implementation program for the urban design principles contained in the Urban Form and Neighborhood Design Chapter of the General Plan Framework. City Planning Department staff use the Walkability Checklist in evaluating a project's entitlement applications and in making findings of conformance with the policies and objectives of the General Plan and the local community plan. The Walkability Checklist is also intended to be used by architects, engineers, and all community members to create enhanced pedestrian movement, and access, comfort, and safety. The City Planning Commission adopted the Walkability Checklist in 2007 and

directed that it be applied to all projects seeking discretionary approval for new construction. The final Walkability Checklist was completed in November 2008.⁴

In the field of urban design, walkability is the measure of the overall walking conditions in an area. Different factors have been identified with regard to enhancing walkability in the private versus public realms. Specific factors influencing walkability within the private realm (project elements that are not in the public right-of-way/realm) include building orientation, building frontages, signage and lighting, on-site landscaping, and off-street parking and driveways. Contributors influencing walkability within the public realm include sidewalks, crosswalks/street crossings, on-street parking, and utilities. Street connectivity, access to transit, aesthetics, landscaping, and street furniture are additional components that are discussed in the Walkability Checklist as they also influence the pedestrian experience.

The General Plan Framework's Urban Design Form and Neighborhood Design Chapter recognizes that areas and communities within the City include a variety of unique elements. Thus, the General Plan Framework's urban design principles should not be uniformly applied throughout the City. Similarly, not every Walkability Checklist guideline is appropriate for every project. The primary goal is to consider the applicable guidelines in the design of a project, thereby improving pedestrian access, comfort, and safety in the public realm.

The Project's consistency with applicable design guidelines in the Walkability Checklist is discussed in Section IV.G, Land Use, of this Draft EIR.

(5) Los Angeles Municipal Code

Chapter 1 of the LAMC, referred to as the City of Los Angeles Planning and Zoning Code, sets forth regulations and standards regarding the allowable type, density, height, and design of new development projects. As discussed in Section II, Project Description, of this Draft EIR, the Project Site is zoned as [Q]M1-1 (Qualified Limited Industrial, Height District 1). Height District 1 within the M1 Zone normally imposes no height limitation and a maximum FAR of 1.5:1. However, pursuant to Ordinance No. 167,962, adopted in 1992, the Q conditions for the Project Site restrict building heights to 45 feet. The Project includes a Vesting Zone and Height District Change from [Q]M1-1 to (T)(Q)C2-2D pursuant to LAMC Section 12.32.Q to permit the Project's proposed height of 77 feet. The Q Conditions also provide that if any use not permitted in the MR1 Zone is developed on the Project Site, the FAR for such uses shall be limited to 0.5 to 1. In addition, per Ordinance

⁴ City of Los Angeles Department of City Planning, *Walkability Checklist Guidance for Entitlement Review*, November 2008.

No. 167,962, no portion of a building or structure shall exceed 35 feet in height within 50 feet of the Glencoe Avenue right-of-way. The Q conditions also establish recycling and graffiti removal requirements for the Project Site. The LAMC also sets forth specific regulations regarding lighting. Relevant LAMC provisions include the following:

- Chapter 1, Article 2, Sec. 12.21 A 5(k). All lights used to illuminate a parking area shall be designed, located and arranged so as to reflect the light away from any streets and adjacent premises.
- Chapter 1, Article 4.4, Sec. 14.4.4 E. No sign shall be arranged and illuminated in such a manner as to produce a light intensity greater than 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially-zoned property.
- Chapter 9, Article 3, Div. 1, Sec. 93.0117(b). No exterior light may cause more than 2 foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors on any property containing residential units; elevated habitable porch, deck, or balcony on any property containing residential units; or any ground surface intended for uses, such as recreation, barbecue or lawn areas, or any other property containing a residential unit or units.
- Chapter 9, Article 9, Division 5, Sec 99.05.106.8. Comply with lighting power requirements in the California Energy Code, California Code of Regulations, Title 24, Part 6. Meet or exceed exterior light levels and uniformity ratios for lighting zone 3 as defined in Chapter 10 of the California Administrative Code, Title 24, Part 1.

(6) California Code of Regulations, Title 24

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

(a) California Building Code (Title 24, Part 1) and California Electrical Code (Title 24, Part 3)

The California Building Code (Title 24, Part 1) and the California Electrical Code (Title 24, Part 3) stipulate minimum light intensities for pedestrian pathways, circulation ways, and paths of egress.

(b) California Energy Code (Title 24, Part 6)

The California Energy Code stipulates allowances for lighting power and provides lighting control requirements for various lighting systems, with the aim of reducing energy consumption through efficient and effective use of lighting equipment. Section 130.2 sets

forth requirements for Outdoor Lighting Controls and Luminaire Cutoff requirements. All outdoor luminaires rated above 150 watts shall comply with the backlight, up light, and glare (BUG) in accordance with IES TM-15-11, Addendum A, and shall be provided with a minimum of 40 percent dimming capability activated to full on by motion sensor or other automatic control. This requirement does not apply to street lights for the public right of way, signs or building façade lighting.

Section 140.7 sets forth outdoor lighting power density allowances in terms of watts per area for lighting sources other than signage. The lighting allowances are provided by Lighting Zone, as defined in Section 10-114 of the California Energy Code. Under Section 10-114, all urban areas within California are designated as Lighting Zone 3. Additional allowances are provided for Building Entrances or Exits, Outdoor Sales Frontage, Hardscape Ornamental Lighting, Building Façade Lighting, Canopies, Outdoor Dining, and Special Security Lighting for Retail Parking and Pedestrian Hardscape.

Section 130.3 stipulates sign lighting controls with any outdoor sign that is ON both day and night must include a minimum 65 percent dimming at night. Section 140.8 of the CEC sets forth lighting power density restrictions for signs.

(c) California Green Building Standards Code (Title 24, Part 11)

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

- The minimum requirements in the California Energy Code for Lighting Zones 1–4 as defined in Chapter 10 of the California Administrative Code; and
- Backlight, Uplight, and Glare ratings as defined in the Illuminating Engineering Society of North America’s Technical Memorandum on Luminaire Classification Systems for Outdoor Luminaires (IESNA TM-15-07); and
- Allowable Backlight, Uplight and Glare ratings not exceeding those shown in Table A5.106.8 in Section 5.106.8 of the CALGreen Code; or
- Comply with a local ordinance lawfully enacted pursuant to Section 101.7, whichever is more stringent.

b. Existing Conditions

(1) Scenic Vistas

According to the City's L.A. CEQA Thresholds Guide, a scenic vista is generally described as a panoramic view (visual access to a large geographic area) of visual resources. As discussed in the L.A. CEQA Thresholds Guide, examples of panoramic views of visual resources might include an urban skyline, valley, mountain range, the ocean, or other water bodies. Visual resources in the vicinity of the Project Site include the Santa Monica Mountains to the north and the Pacific Ocean to the west of the Project Site. However, existing northerly views of the Santa Monica Mountains are limited and such views are primarily available from area roadways where there are gaps between existing buildings, including along Glencoe Avenue located east of the Project Site and Mindanao Way located south of the Project Site. Accordingly, large panoramic views of the Santa Monica Mountains are not available in the vicinity of the Project Site. Existing westerly views of the Pacific Ocean are obstructed by existing development, particularly the Stella Apartments located immediately west of the Project Site.

(2) Scenic Resources with a State Scenic Highway

As discussed in the Initial Study prepared for the Project, which is included as Appendix A of this Draft EIR, the Project Site is not located along a scenic highway as designated by the state.

(3) Visual Character

(a) Project Site

The Project Site comprises an approximate six-acre portion of the existing Marina Marketplace Shopping Center (Shopping Center). The Project Site is currently occupied by three structures, including a two-story Barnes & Noble bookstore located along the northeast corner of the Project Site, near the Maxella Avenue and Glencoe Avenue intersection; a single-story building providing a variety of retail uses located generally within the southern portion of the Project Site, along Glencoe Avenue; a two-story commercial and retail building located generally within the western portion of the Project Site; and surface parking and circulation areas. The existing buildings range in height from approximately 14 feet to 38 feet. Landscaping within the Project Site includes ornamental landscaping and hardscape features. Street trees and trees within the Project Site consist of various non-native species, including palm, pine, fig, gum, fern, cajeput, carrotwood, octopus, strawberry, and olive trees that are not subject to the City's Protected Tree Regulations.

Overall, as shown in the photographs of the Project Site from the adjacent public rights-of-way provided in Figure IV.A-1 through Figure IV.A-4 on pages IV.A-10 through IV.A-13, the visual character of the Project Site from Maxella Avenue is dominated by expanses of paved surface parking with intermittent breaks in asphalt-paved surfaces offered by the on-site structures and limited surrounding landscaping.

The visual character of the Project Site from Glencoe Avenue is dominated by the existing two-story Barnes & Noble bookstore located along the northeast corner of the Project Site, near the Maxella Avenue and Glencoe Avenue intersection and the single-story building located generally within the southern portion of the Project Site, along Glencoe Avenue.

(b) Surrounding Area

As shown in the photographs included in Figure IV.A-1 through Figure IV.A-4 , the area surrounding the Project Site is characterized by a mix of low- to high-rise buildings containing a variety of land uses. Predominantly mid- to high-rise, high-density commercial, office, and multi-family residential uses line Lincoln Boulevard/Pacific Coast Highway, generally transitioning to lower density multi-family neighborhoods to the east and west of Lincoln Boulevard/Pacific Coast Highway. Land uses surrounding the Project Site specifically include commercial, retail, and residential uses to the north-northeast, along Maxella Avenue within one- to four-story structures; four-story multi-family residential uses to the east, along Glencoe Avenue; additional Marina Marketplace shopping center-related commercial and retail uses and associated parking to the south; the six-story multi-family Stella apartment complex to the west; and the five-story Hotel MdR and associated parking located southwest of the Project Site.

(4) Shading

The area immediately surrounding the Project Site is predominately flat and comprised of low- to medium-rise buildings. The Project Site is currently developed with three low-rise (one- to two-story) buildings and surface parking. Sensitive uses in proximity to the Project Site include the multi-family residential uses and associated balconies of the Stella apartment complex located adjacent to the Project Site to the west as well as the multi-family residential uses and associated balconies/courtyards located across from the Project Site at Maxella Avenue and Glencoe Avenue. It is noted that while outdoor dining options are available as part of some of the restaurant uses located across the Project Site to the north, such options already include a variety of overhead cover such as umbrellas or partial roofs. Notwithstanding, the existing on-site buildings currently do not generate significant shadows on these uses because of their low-rise nature.

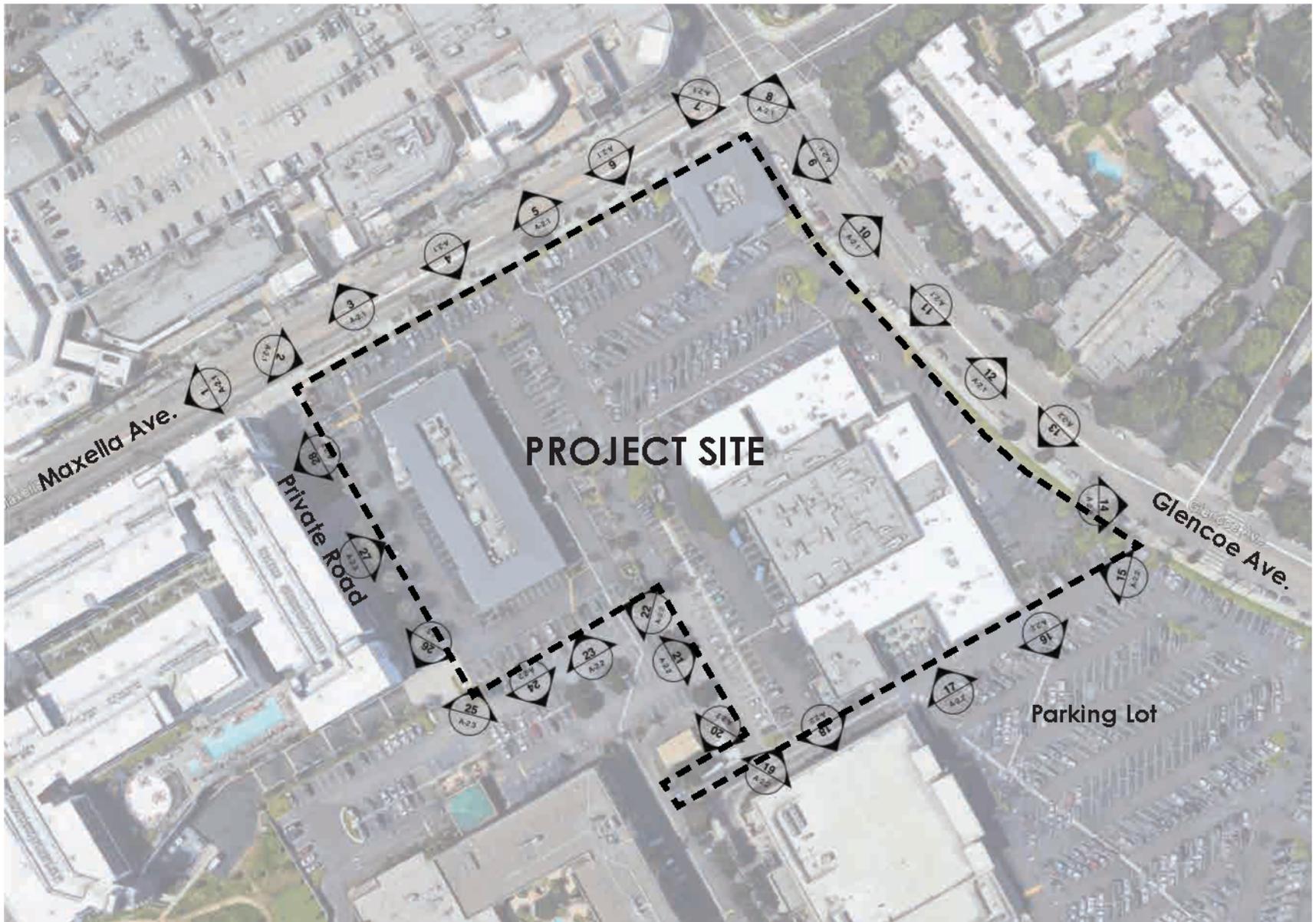


Figure IV.A-1

Key Map of Views of Existing Project Site and Surrounding Uses



Maxella Ave.



2. Maxella Ave.



3. Maxella Ave.



4. Maxella Ave.



Maxella Ave.



6. Maxella Ave.



7. Maxella Ave. & Glencoe Ave.



8. Maxella Ave. & Glencoe Ave.



Glencoe Ave.



10. Glencoe Ave.



11. Glencoe Ave.



12. Glencoe Ave.

Figure IV.A-2

Views of Existing Project Site and Surrounding Uses



3. Glencoe Ave.



14. Glencoe Ave.



15. Shopping Center



16. Shopping Center



7. Shopping Center



18. Shopping Center



19. Shopping Center



20. Shopping Center



1. Shopping Center



22. Shopping Center



23. Private Road



24. Private Road

Figure IV.A-3
Views of Existing Project Site and Surrounding Uses



5. Private Road



26. Private Road



27. Private Road



28. Private Road

Figure IV.A-4
Views of Existing Project Site and Surrounding Uses

(5) Light and Glare

Given the types of uses in the vicinity of the Project Site, existing nighttime light levels are characterized as medium to high. Artificial nighttime light levels are associated with the surrounding retail, restaurant, and residential uses, which typically utilize moderate levels of exterior lighting for security, signage, parking, architectural building highlighting, and landscaping. Other exterior lighting sources include pole-mounted street lights as well as vehicle headlights along adjacent streets (i.e., Maxella Avenue and Glencoe Avenue). Interior lighting from windows of the surrounding commercial and residential uses also contribute to the ambient artificial light levels. Existing light sources on the Project Site include light poles in the surface parking areas, signage lighting for the existing buildings, and exterior building lighting.

Daytime glare is generally associated with reflected sunlight from buildings with highly reflective surfaces such as glass, shiny surfaces, and metal. The existing buildings on the Project Site presently do not generate substantial glare since most of the building façades have stucco or painted finishes and low reflectivity windows. The Project Site also includes surface parking lots with minimal sources of glare, such as daytime glare emanating from sunlight reflecting off parked vehicles within the Project Site. However, these glare sources are not considerable in the context of the urban environment.

In the immediate vicinity of the Project Site, the nearest off-site receptors that are considered sensitive relative to light and glare include existing multi-family residential uses adjacent to the Project Site as part of the Stella apartment complex as well as multi-family residential uses across the Project Site at Maxella Avenue and Glencoe Avenue. Motorists traveling along roadways in the vicinity of the Project Site may also be sensitive to daytime glare.

3. Project Impacts

a. Thresholds of Significance

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

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

Threshold (b): Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings or other locally recognized desirable aesthetic natural feature within a state-designated scenic highway; or

Threshold (c): Substantially degrade the existing visual character or quality of the site and its surroundings; or

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

For this analysis, the Appendix G Thresholds listed above are relied upon. The analysis utilizes factors and considerations identified in the City's 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions.

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

(1) 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; and
- Applicable guidelines and regulations.

(2) Obstruction of Views

- The nature and quality of recognized or valued views (such as natural topography, settings, man-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); and
- The extent to which the project affects recognized views available from a length of a public roadway, bike path, or trail as opposed to a single, fixed vantage point.

(3) Shading

As set forth in the L.A. CEQA Thresholds Guide, a potentially significant impact occurs if shadow-sensitive uses will be shaded by project-related structures for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (between early April and late October).⁵ Shadow-sensitive uses include routinely usable outdoor spaces associated with residential, recreational, or institutional (e.g. schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors.

(4) Nighttime Illumination

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

b. Methodology

(1) Scenic Vistas

The analysis regarding scenic vistas evaluates the changes to existing views that may result from development of the Project. The intent of the analysis is to determine if valued view resources are visible in the Project area and whether visual access to such resources would be blocked or diminished as a result of the Project. In general, views are

⁵ *Timeframes have been adjusted from those specified in the City of Los Angeles CEQA Thresholds Guide to account for the new Daylight Saving Time period (second Sunday in March through the first Sunday in November), which went into effect in 2007 (per the Energy Policy Act of 2005) to reduce energy consumption. Prior to this change, the spring equinox occurred within Pacific Standard Time and was, therefore, subject to shading analysis between the hours of 9:00 A.M. and 3:00 P.M.*

closely tied to topography and distance from a view resource. The identification of available views within the Project area was accomplished through field surveys and topographic analysis. The analysis is based on the Project's characteristics, particularly building height, and an evaluation of simulated composite photographs showing existing and future conditions based on the Project design, as viewed from a range of distances and variety of directions relative to the Project Site.

The L.A. CEQA Thresholds Guide provides that the analysis of project impacts to visual resources should address views from public places, such as designated scenic highways, corridors, parkways, roadways, bike paths, and trails. To determine whether a potential view impact would occur, a five-step process is used to weigh several considerations, as follows:

- Step 1: Define the view resources that could be affected by Project development.
- Step 2: Identify the potential obstruction of valued view resources as a result of development of the Project Site.
- Step 3: Evaluate whether a potential obstruction would substantially alter the view. The evaluation of an alteration in views is subjective and dependent on many factors. In this case, an obstruction in the view of a particular view resource is considered substantial if it exhibits all of the following traits: (1) the area viewed contains a valued view resource; (2) the obstruction of the resource covers more than an incidental/small portion of the resource; and (3) the obstruction would occur from a public vantage point.
- Step 4: Consider whether the Project includes design features that offset the potential alteration or loss of views of a particular view resource.
- Step 5: Consider whether the view blockage is permanent, as viewed from a scenic vantage point; or whether the blockage would be of limited duration, such as when viewed from a moving vehicle or temporary blockages associated with construction activities.

This process is aided by an evaluation of computer-generated photographs that simulate future on-site conditions based on a 3D model of the Project, as shown on Figure IV.A-6 through Figure IV.A-10 on pages IV.A-25 through IV.A-29 in the impact analysis below. Each visual simulation includes a photograph of existing conditions and a corresponding simulated image of Project conditions, as viewed from a variety of locations representative of short-range and longer range views of the Project Site from throughout the surrounding area.

(2) Scenic Resources within a State Highway

The assessment method will identify whether there are state-designated scenic highways within the project area. If so, the assessment would evaluate to what extent the scenic character of the state highway would be changed by the Project.

(3) Visual Character

The analysis of visual character considers the visual character of the area immediately surrounding the Project Site and the impacts of the Project with respect to the existing aesthetic environment. The analysis considers the physical aspects of the Project and its associated regulatory requirements and project design features, described below, as well as an evaluation of simulated composite photographs showing existing and future conditions at representative locations. The analysis is based on the following three-step process:

- Step 1: Describe the massing, height, and general scale of the proposed buildings. Consider other factors such as setbacks and open space, which may be anticipated on the basis of the Project's design features.
- Step 2: Compare the expected appearance of the Project Site after Project implementation to the existing site appearance and character of adjacent uses and determine whether and/or to what extent a change of the visual character of the area could occur (considering factors such as the blending/contrasting of new and existing buildings given the proposed use, density, height, bulk, setbacks, signage, architectural style, etc.); and
- Step 3: Compare the anticipated appearance of the Project to standards within existing plans and policies which are applicable to the Project and the Project Site, including any zone changes or variances (regulatory analysis).

(4) Shading

The analysis of a project's potential shading impact focuses on changes in shading conditions for those off-site uses and activities that are dependent on access to natural light. According to the L.A. CEQA Thresholds Guide, facilities and operations sensitive to the effects of shading include routinely useable outdoor spaces associated with residential, recreational or institutional land uses; commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor dining areas; nurseries; and existing solar collectors. These uses are considered sensitive because sunlight is important to their function, physical comfort, or commerce.

In determining the effects of shading, the locations of sensitive uses in the surrounding area are identified, and Project-generated shadows are modeled using the proposed building heights and the distance from these buildings to the off-site sensitive uses. Shading impacts are evaluated in accordance with the *L.A. CEQA Thresholds Guide*. Shadows are modeled and plotted for representative hours during the winter solstice, summer solstice, fall equinox, and spring equinox. Specifically, shadow lengths are plotted for the following time periods by season:

Season	Date	Time of Day
Winter Solstice (PST)	December 21	9 A.M. PST to 3 P.M. PST
Summer Solstice (PDT)	June 21	9 A.M. PDT to 5 P.M. PDT
Fall Equinox (PDT)	September 22	9 A.M. PST to 5 P.M. PDT
Spring Equinox (PDT)	March 21	9 A.M. PDT to 5 P.M. PDT

PST = Pacific Standard Time
PDT = Pacific Daylight Savings Time

These hours represent the period of the day relevant to the assessment of impacts pursuant to the thresholds of significance set forth in the L.A. CEQA Thresholds Guide (referred to above and discussed below). For the purpose of establishing the hours in which significant impacts may occur, winter is described as occurring during Pacific Standard Time, which occurs between the first Sunday of November through the second Sunday in March; and spring, summer, and fall are described as occurring during Pacific Daylight Time, which occurs between the second Sunday in March and the first Sunday of November.⁶ The hours selected for analysis (i.e., 9:00 A.M. to 3:00 P.M./5:00 P.M.) represent the period of the day relevant to the assessment of impacts pursuant to the thresholds of significance set forth in the L.A. CEQA Thresholds Guide.

The projected shadows of the Project for the selected hours shown above are based on a 3D model of the Project that identifies the specific building footprints and maximum building heights, as shown in Figure IV.A-11 through Figure IV.A-14 on pages IV.A-35 through IV.A-38 in the impact analysis below. Based on the projected shadows, the Project's incremental effect on the duration of shading on each of the identified sensitive uses is determined and assessed against the thresholds of significance outlined below.

⁶ *Timeframes have been adjusted from those specified in the L.A. CEQA Thresholds Guide to account for the new Daylight Saving Time period (second Sunday in March through the first Sunday in November), which went into effect in 2007 (per the Energy Policy Act of 2005) to reduce energy consumption. Prior to this change, the spring equinox (March 21) occurred within Pacific Standard Time and was, therefore, subject to shading analysis between the hours of 9:00 A.M. and 3:00 P.M.*

(5) Light and Glare

The analysis of light and glare identifies the location of off-site light- and glare-sensitive land uses and describes the existing ambient conditions on the Project Site and vicinity. The analysis describes the Project's proposed light and glare sources and evaluates the extent to which Project lighting may spill off the Project Site onto off-site light-sensitive uses. The analysis considers the affected street frontages, the direction in which the light would be focused, and the extent to which the Project would illuminate sensitive land uses. The analysis also considers the potential for reflected sunlight from building surfaces (glare) and the extent to which such glare would interfere with the operation of a motor vehicle or other activities.

c. Analysis of Project Impacts

(1) Project Design Features

The following project design features are proposed.

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

Project Design Feature AES-PDF-2: The Project Applicant will ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner (i.e., free of trash, graffiti, peeling postings and of uniform paint color or graphic treatment) throughout the construction period.

Project Design Feature AES-PDF-3: Outdoor lighting used during construction will be shielded and/or aimed such that the light source cannot be seen from adjacent residential properties, the public right-of-way, or from the above. However, construction lighting shall not be so limited as to compromise the safety of construction workers.

Project Design Feature AES-PDF-4: New on-site utilities that may be required to serve the Project shall be installed underground.

Project Design Feature AES-PDF-5: Mechanical, electrical, and roof top equipment (including Heating, Ventilation, and Air Conditioning [HVAC] systems), as well as building appurtenances, shall be integrated into the Project's architectural design (e.g., placed behind parapet walls) and be screened from view from public rights-of-way.

Project Design Feature AES-PDF-6: All new outdoor lighting required for the Project shall be shielded and directed towards the interior of the

Project Site such that the light source does not project directly upon any adjacent property.

Project Design Feature AES-PDF-7: Glass used in building façades will be anti-reflective or treated with an anti-reflective coating in order to minimize glare (e.g., minimize the use of glass with mirror coatings). 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 shall be permitted.

(2) Project Characteristics

The following discussion summarizes the design elements of the Project that are considered in the assessment of operational impacts related to aesthetics:

(a) Project Design and Building Heights

The proposed multi-family residential and neighborhood-serving commercial uses would be provided within three buildings (herein referred to as Building 1, Building 2, and Building 3) that would be organized around an outdoor pedestrian paseo that would be orientated both east–west across the Project Site and north–south through the center of the Project Site and connect to a public plaza along the northwestern portion of the Project Site and a publicly accessible, privately maintained open space area along the southwestern portion of the Project Site. Building 1, Building 2, and Building 3 would each comprise seven stories and would reach an approximate height of 77 feet above grade level. Above the second story of Building 1, Building 2, and Building 3 would be a podium level, which would include amenities such as pools, a spa, and outdoor kitchens with lounges and seating. Along Glencoe Avenue, Building 2 and Building 3 would feature building step backs to reduce building bulk and to form landscaped terraces on the seventh floor that would, in conjunction with the amenity deck at the podium level, serve to reduce the apparent height and bulk of these buildings when viewed from Glencoe Avenue.

The proposed mixed-use buildings would be designed in a contemporary architectural style. Cantilevered balcony decks, horizontal overhangs, and canopies would be integrated with vertical fins and other architectural elements, such as balcony and stair railing and shading devices. These architectural elements would provide horizontal and vertical articulation that would serve to break up the building planes and modulate building massing. A variety of exterior finishes, materials, and textures would be integrated into the overall design of the various buildings, including tile or stone veneer, storefront windows, aluminum louvers, wood or simulated wood, exterior plaster, glass railings, and integrated signage and lighting.

(b) Setbacks and FAR

Building 1 would be set back approximately 43 feet from the property line along Maxella Avenue and approximately 15 feet from the property line on the west. Building 2 would be set back approximately 11 feet from the property line along Maxella Avenue. Building 2 and Building 3 would be set back approximately 10 to 15 feet from the property line along Glencoe Avenue. Building 3 would also be set back approximately 20 feet from the primary shopping center access driveway located south of the Project Site ingress and egress to Glencoe Avenue.

The Project would include approximately 573,548 square feet of net new floor area, corresponding with a total floor area ratio (FAR) of approximately 2.6:1. The Project Site is zoned by the Los Angeles Municipal Code as [Q]M1-1 (Qualified Limited Industrial, Height District 1). Height District 1 within the M1 zone normally imposes no height limitation and a maximum FAR of 1.5:1. However, pursuant to Ordinance No. 167,962, adopted in 1992, the Q conditions for the Project Site restrict building heights to 45 feet.

(c) Landscaping and Open Space

The Project would provide a variety of open space and recreational amenities. To enhance the streetscape, a landscaped public plaza would be provided at the northwest corner of the Project Site, along Maxella Avenue, that would connect to a landscaped pedestrian paseo. From here, the pedestrian paseo would extend south to a proposed publicly accessible, privately maintained open space area that would be provided near the southwest corner of the Project Site. Trees and other landscaping features would also be planted throughout the Project Site and along Maxella Avenue and Glencoe Avenue to activate these streets and provide a pedestrian-friendly environment.

(d) Lighting and Signage

The Project would include low-level exterior lights adjacent to the proposed buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the Project Site. All lighting would comply with current energy standards and codes as well as design requirements while providing appropriate light levels. Project lighting would be designed to provide efficient and effective on-site lighting while minimizing light trespass from the Project Site, reducing sky-glow, and improving nighttime visibility through glare reduction. Specifically, all on-site exterior lighting, including lighting fixtures on the pool deck, would be automatically controlled via photo sensors to illuminate only when required and, pursuant to Project Design Feature AES-PDF-7, above, would be shielded or directed toward areas to be illuminated to limit spill-over onto nearby residential uses. Where appropriate, interior lighting would be equipped with occupancy sensors and/or timers that would automatically extinguish lights when no one is present. All exterior

and interior lighting shall meet high energy efficiency requirements utilizing light-emitting diode (LED) or efficient fluorescent lighting technology. New street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.

Proposed signage would be designed to be aesthetically compatible with the proposed architecture of the Project Site and with the requirements of the Los Angeles Municipal Code. Proposed signage would include identity signage, either blade or monument, on the three major Project Site corners (northwest, northeast, and southeast), building and tenant signage, and general ground level and way-finding pedestrian signage. No off premises or billboard advertising is proposed as part of the Project. The Project would also not include signage with flashing, mechanical, or strobe lights. In general, new signage would be architecturally integrated into the design of the proposed buildings and would establish appropriate identification for the residential and commercial uses. Project signage would be illuminated via low-level, low-glare external lighting, internal halo lighting, or ambient light. Exterior lighting for signage would be directed onto signs to avoid creating off-site glare. Illumination used for Project signage would comply with light intensities set forth in the LAMC and as measured at the property line of the nearest residentially zoned property.

(3) View Simulations

To supplement the analysis of the Project's potential impacts related to scenic vistas and visual character provided below, visual simulations of the Project at buildout are provided on Figure IV.A-6 through Figure IV.A-10 on pages IV.A-25 through IV.A-29. A view location map showing the locations of each vantage point is provided in Figure IV.A-5 on page IV.A-24. The visual simulations are based on an architectural 3-D digital model of the Project and are intended to generally depict the Project's building heights and massing in the context of the surrounding area. A corresponding photograph showing the existing view for comparison is also included in Figure IV.A-6 through Figure IV.A-10. The following discussion summarizes the principal characteristics of each view.

- View 1: Looking South-Southeast from Glencoe Avenue. As shown on Figure IV.A-6 on page IV.A-25, the Project would visually fill in the existing site with new structures. While the Project would increase the massing and height within the Project Site compared to existing conditions, as described above, Building 2 and Building 3 would feature building step backs along Glencoe Avenue to reduce building height at the sidewalk line and form landscaped terraces on the seventh floor that would, in conjunction with the amenity deck at the podium level, serve to reduce the apparent height of these buildings when viewed from Glencoe Avenue. Additionally, as shown,

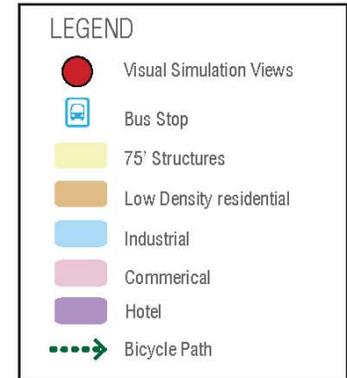
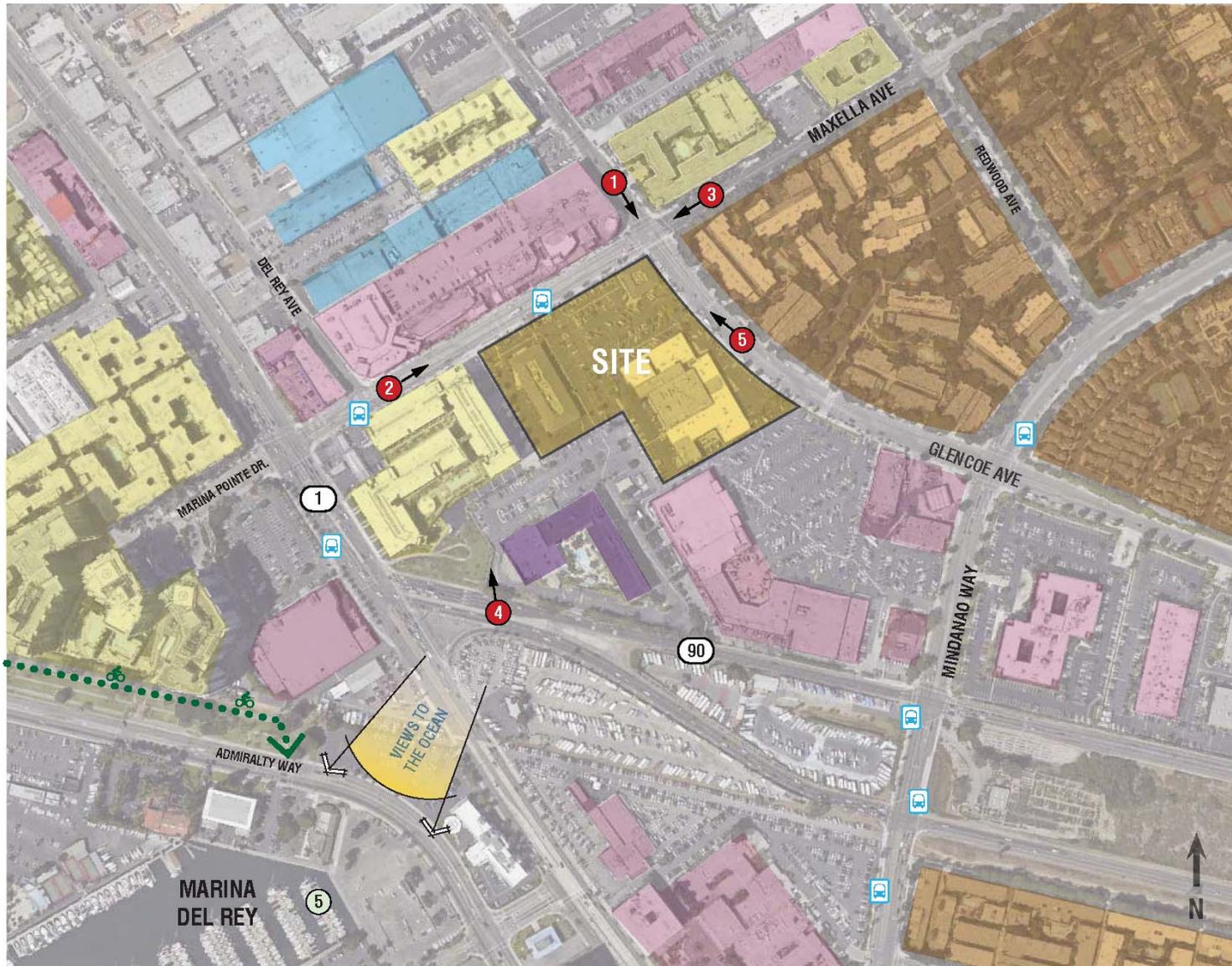
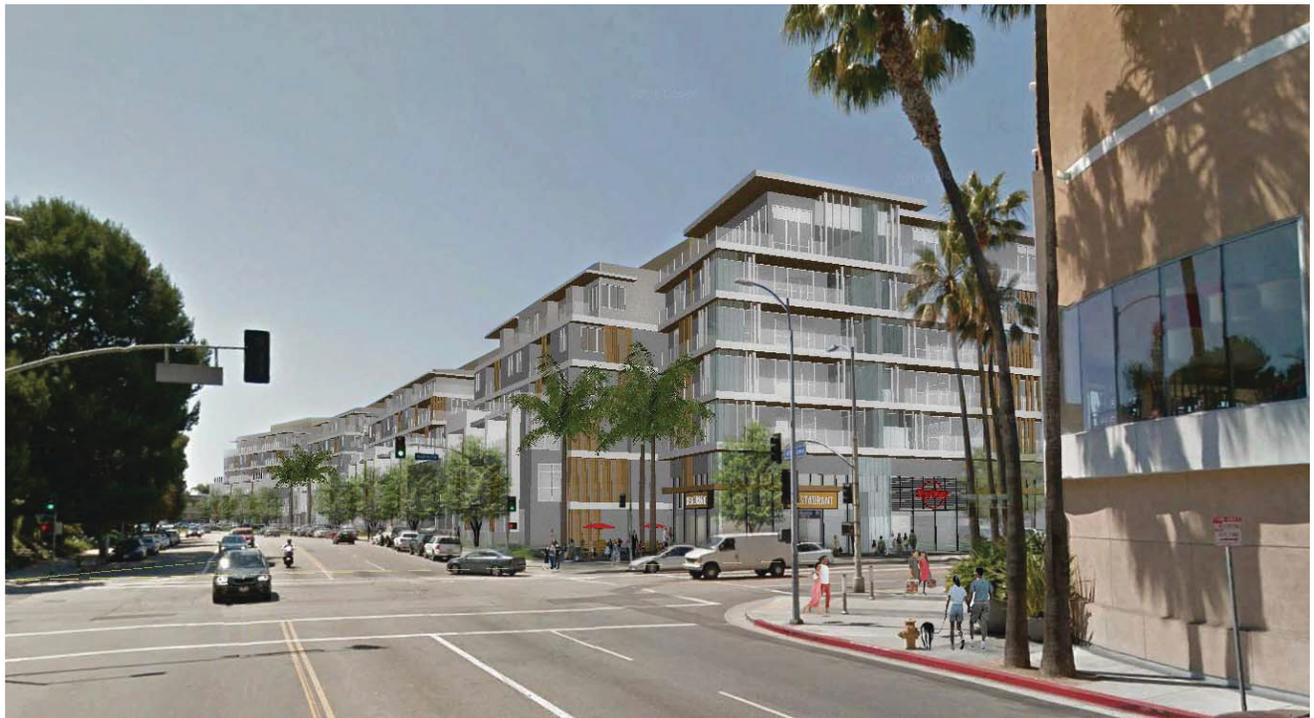


Figure IV.A-5
View Location Map



Existing View

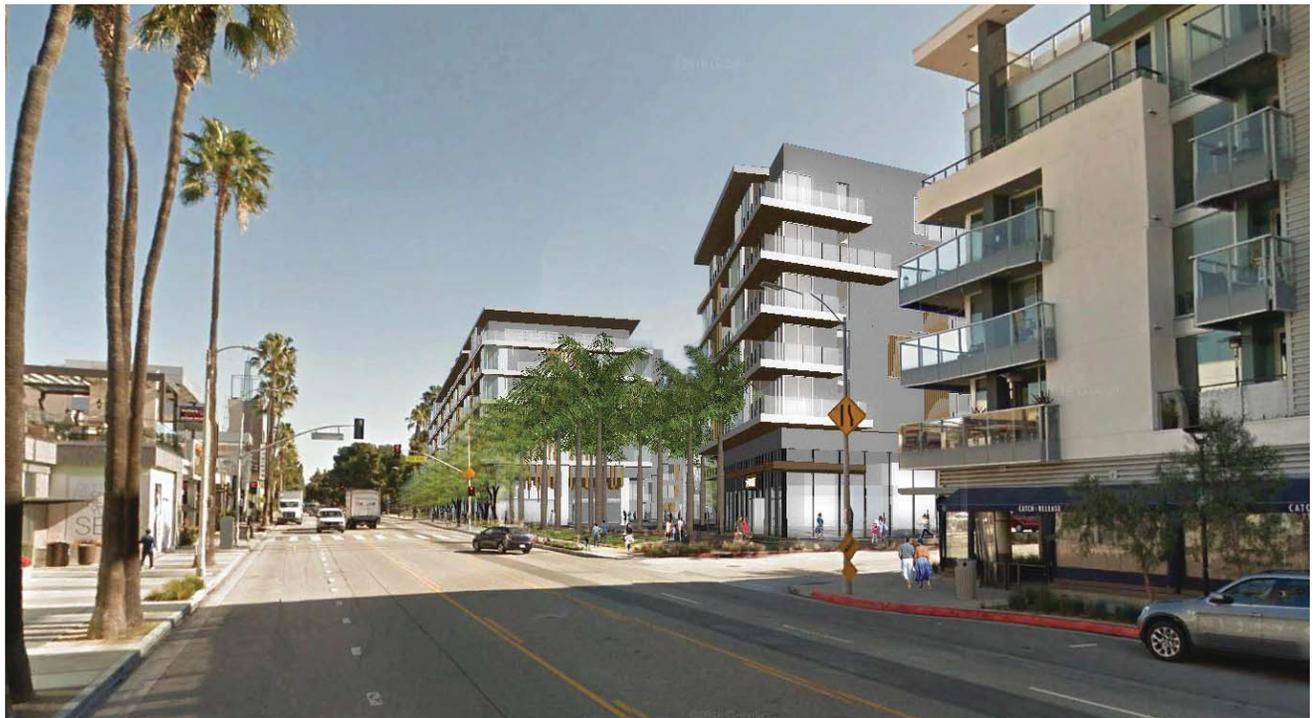


Proposed View

Figure IV.A-6
Existing and Proposed Views
Location 1



Existing View

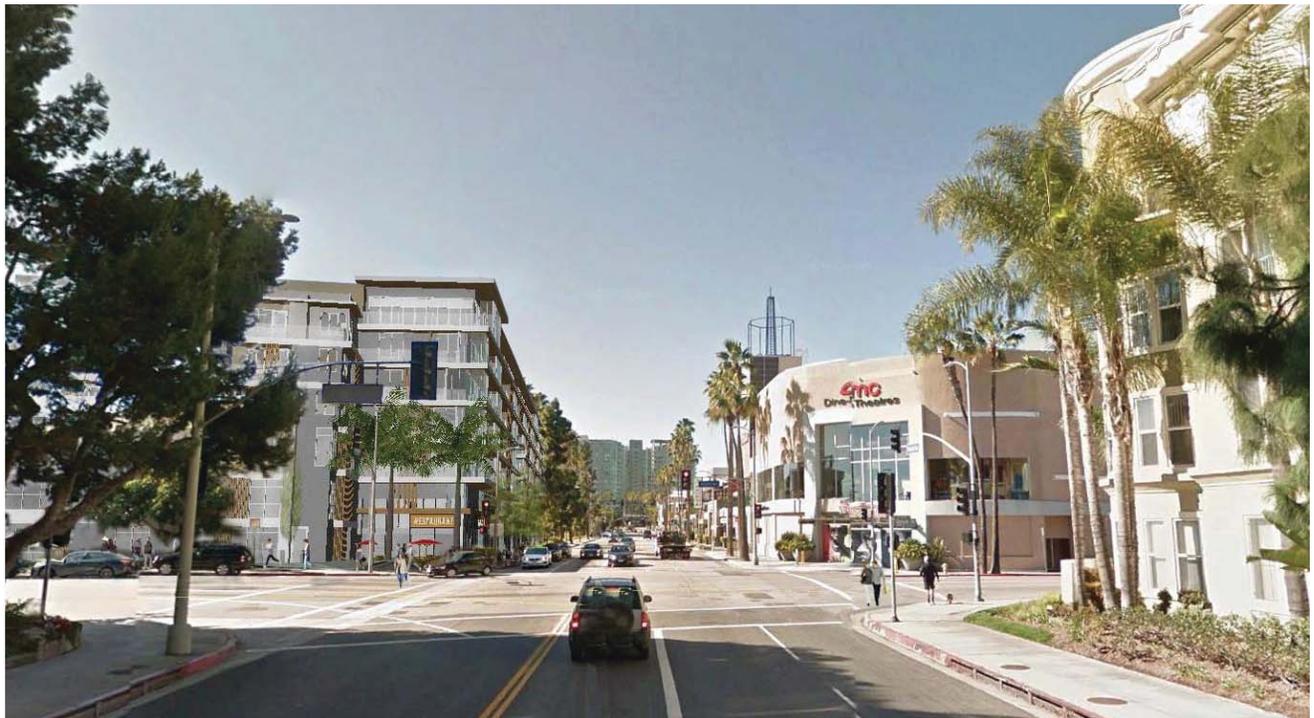


Proposed View

Figure IV.A-7
Existing and Proposed Views
Location 2



Existing View



Proposed View

Figure IV.A-8
Existing and Proposed Views
Location 3



Existing View

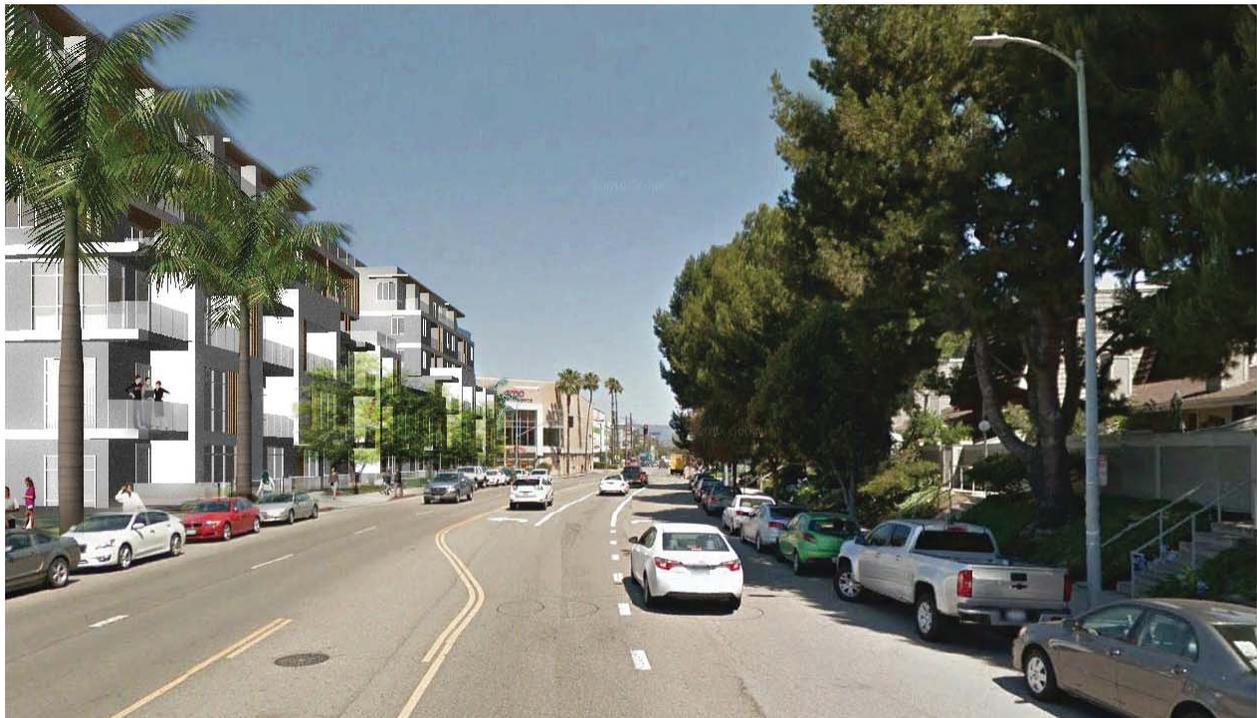


Proposed View

Figure IV.A-9
Existing and Proposed Views
Location 4



Existing View



Proposed View

Figure IV.A-10
Existing and Proposed Views
Location 5

the proposed buildings would be consistent with the scale and varied height of the surrounding structures.

- View 2: Looking East along Maxella Avenue. As shown on Figure IV.A-7 on page IV.A-26, while the Project would increase the massing and height within the Project Site compared to existing conditions, the Project's distinctive elements and break in massing offered by the proposed landscaped pedestrian plaza along Maxella Avenue would soften the visual change and appear as an extension of the existing urban environment. In particular, the proposed buildings would feature similar heights and setbacks as the adjacent Stella apartment complex and include compatible design elements.
- View 3: Looking West along Maxella Avenue. Similar to View 2, Looking East along Maxella Avenue, this view looking west along Maxella Avenue, as shown on Figure IV.A-8 on page IV.A-27, further demonstrates the Project's compatibility in scale and overall design with the surrounding varied uses, including aligning the proposed buildings with the adjacent Stella apartment complex to feature a cohesive design along the Maxella Avenue frontage. As shown, the proposed buildings would be compatible with the scale of the existing AMC Theatre.
- View 4: Looking North from Marina Expressway. As shown in Figure IV.A-9 on page IV.A-28, only a limited portion of the Project would be visible from this location. However, the Project would appear as an extension of the existing built environment. In particular, the proposed building visible from this location would feature similar heights and design elements as the adjacent Stella apartment complex.
- View 5: Looking North from Glencoe Avenue. As shown in Figure IV.A-10 on page IV.A-29, the Project would introduce new elements and increase the height and massing along Glencoe Avenue compared to existing conditions. As previously described, Building 2 and Building 3 would feature building step backs along Glencoe Avenue to form landscaped terraces on the seventh floor that would, in conjunction with the amenity deck at the podium level, serve to reduce the apparent height of these buildings when viewed from Glencoe Avenue and provide a transition from the lower multi-family residential uses across the Project Site to the Project's mid-rise buildings. In addition, as shown, the proposed buildings would be compatible with the scale of the existing AMC Theatre.

(4) Project Impacts

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

As summarized in Section VI, Other CEQA Considerations, of this Draft EIR and evaluated in the Initial Study prepared for the Project included in Appendix A of this Draft

EIR, the Project would be developed west of Glencoe Avenue and within the boundaries of the existing Marina Marketplace shopping center. As such, existing views of the Santa Monica Mountains looking north from Glencoe Avenue would not be obstructed by the Project. Furthermore, while the Project is expected to obstruct a portion of the very limited views of the Santa Monica Mountains available from Mindanao Way looking north across the Project Site, such views are already mostly obstructed by existing development within the Marina Marketplace shopping center and do not represent a scenic vista wherein large expanses of the Santa Monica Mountains are visible. The most prominent views of the Santa Monica Mountains available in the vicinity of the Project Site from Glencoe Avenue would remain with the Project. In addition, as previously discussed, views of the Pacific Ocean across the Project Site to the west are completely obstructed by existing development west of the Project Site, including the Stella Apartments and high-rise towers along Lincoln Boulevard. Therefore, as concluded in the Initial Study, the Project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

Threshold (b): Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings or other locally recognized desirable aesthetic natural feature within a state-designated scenic highway?

As summarized in Section VI, Other CEQA Considerations, of this Draft EIR and evaluated in the Initial Study prepared for the Project, which is included as Appendix A of this Draft EIR, there are no scenic resources within the Project Site, and the Project Site is not located along a City or state-designated scenic highway. Therefore, as determined in the Initial Study, the Project would not substantially damage scenic resources within a scenic highway, and impacts would be less than significant.

Threshold (c): Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

(a) Construction

Construction activities generally cause a temporary contrast to and disruption in the general order and aesthetic character of an area. Although temporary in nature, construction activities may cause a visually unappealing quality in a community.

Construction of the Project would require that the Project Site be cleared. Specifically, the existing on-site buildings, surface parking areas, and landscaping would be removed. As such, during construction activities for the Project, the visual character and quality of the Project Site and adjacent roadways would be altered due to the removal of the existing structures; site preparation, grading, and excavation; the staging of construction equipment and materials; and the construction of building foundations and

proposed structures. Some of the construction activities would be visible to pedestrians and motorists on adjacent streets, as well as to viewers within nearby buildings. However, the appearance of the Project Site during construction would be typical of construction sites in urban areas. In addition, in accordance with Project Design Feature AES-PDF-1, provided above, temporary construction fencing would be installed along the periphery of the Project Site to screen much of the construction activity from view at the street level. Also, as set forth in Project Design Feature AES-PDF-2, above, pedestrian walkways and construction fencing accessible to the public would be monitored for graffiti removal throughout the construction period.

The Project would also require the removal of ornamental trees within the Project Site. The removal of these trees would temporarily reduce the visual quality of the Project Site during the construction phase of the Project. However, all existing trees to be removed within the Project Site would be replaced in accordance with City requirements. While not anticipated, should any street trees be removed, street trees would be replaced in accordance with City policy. In addition, the Project would provide ample on-site landscaping to enhance the streetscape, including a landscaped public plaza and a landscaped pedestrian paseo that would extend north-south and east-west through the Project Site. As such, the removal of existing on-site trees during construction of the Project would not substantially or permanently alter or degrade the existing visual character of the Project area.

Overall, while affecting the visual character of the Project Site and vicinity on a temporary basis, Project construction activities would not substantially degrade the existing visual character or quality of the Project Site and surrounding area. **Impacts to the existing visual character and quality of the Project Site and its surroundings during construction of the Project would be less than significant.**

(b) Operation

(i) Analysis of Potential Impacts to Visual Character and Quality

The Project Site is currently developed with three buildings, surface parking areas, and landscaping. Specifically, the Project Site is currently occupied by a two-story Barnes & Noble bookstore located along the northeast corner of the Project Site, near the Maxella Avenue and Glencoe Avenue intersection; a single-story building providing a variety of retail/restaurant uses located generally within the southern portion of the Project Site, along Glencoe Avenue; a two-story commercial and retail building located generally within the western portion of the Project Site; and surface parking and circulation areas. In terms of the visual character and quality of the existing Project Site, the visual character of the Project Site can be described as urban commercial. Given the uses adjacent to the Project Site, as shown in the visual simulations provided above, the visual character of the Project

Site is that of a developed site with three, low-scale freestanding buildings and expanses of surface parking.

The Project would visually alter the Project Site by removing the existing structures and associated surface parking areas and introducing a new mixed-use development that would include residential and retail/restaurant uses that would be integrated by landscaped pedestrian walkways and landscaped pedestrian-oriented open space, creating a unified site. The Project Site does not include natural open space that would be graded or developed as a result of the Project.

The proposed uses would be provided within three buildings that would feature compatible massing, heights, and design elements consistent with the other mid-rise multi-family residential and commercial uses found in the vicinity of the Project Site, such as the existing adjacent Stella apartments (six stories high) to the west and the two-story commercial uses across Maxella Avenue to the north, that feature a more contemporary design. Therefore, the Project would provide a complementary visual connection between the Project Site and the Project vicinity.

Relative to the surrounding development, the aesthetic environment reflects a multitude of interspersed low-, mid-, and high rise structures with commercial and residential uses with more recent developments featuring a more contemporary design. The Project design complements the varying design elements of the multi-family residential and commercial uses adjacent to the Project Site. In particular, as shown in the visual simulations provided above, the Project would incorporate design elements that would be similar to and compatible with the adjacent Stella apartment complex as well as the commercial uses across Maxella Avenue. In addition, the Project would incorporate stepbacks along Glencoe Avenue to provide a transition to the lower scale multi-family residential uses to the east of the Project Site. Additionally, proposed parking on-site would be designed to maximize efficiency and minimize visual impacts. Specifically, the existing on-site surface parking, which currently does not contribute to the valued visual character of the area, would be replaced with primarily subterranean parking located internal to the Project Site and would be largely screened from view along surrounding streets by the proposed buildings. This design element would be a continuation of the existing visual character that comprises adjacent developments wherein parking is provided internal to the Project Site and street frontages are activated.

With regard to massing, the Project would result in greater density and scale of development at the Project Site when compared with existing conditions. As illustrated in the visual simulations above, the design of the Project would be consistent with the existing development surrounding the Project Site. Specifically, the majority of the surrounding properties include little to no surface parking fronting the street, as the surrounding mix of buildings front primary streets. In addition, the appearance of bulk and mass would be

softened by building articulation, landscaping, and open space. As such, the Project's massing would not contrast sharply with existing surrounding development.

The Project's height would be compatible with the existing character of the area by locating the proposed buildings and implementing appropriate design elements adjacent to existing buildings of similar scale. For example, the Project would incorporate stepbacks along Glencoe Avenue to provide a transition to the lower scale multi-family residential uses to the east of the Project Site. As detailed in the visual simulations provided in Figure IV.A-6 through Figure IV.A-10 on pages IV.A-25 through IV.A-29, the proposed heights would not create a substantial contrast in the context of the varied low-, mid-, and high-rise developments that characterize the vicinity of the Project Site.

Proposed signage would also contribute to the visual character of the Project Site and vicinity. The Project would incorporate signage consistent with the signage regulations of the LAMC, including the location of signs, size of signs, sign illumination, and types of signage. Signage along the street frontages would be of a proper scale to motorists and pedestrians. In addition, signage would be visually integrated with the proposed development on the Project Site and would further add visual interest and texture to building façades.

The Project would add to the visual character of the existing Project Site by replacing the existing surface parking lot area with new buildings and a variety of landscaped areas. The proposed landscaping and streetscape improvements, including landscaped public plazas at the corners of the Project Site, which would total 39,355 square feet, would enhance the pedestrian environment and provide connections between the on-site and adjacent uses.

Overall, development of the Project's buildings and associated landscaping would visually "fill in" open parking areas within the site and would complement the surrounding existing urban environment, thus creating a visual connection between the Project Site and the surrounding uses. In summary, the Project's design, massing, and scale would be compatible with the existing uses that set the aesthetic character of the Project Site vicinity. **The Project would not substantially degrade the existing visual character or quality of the site and its surroundings, and impacts to the existing visual character and quality of the Project Site and its surroundings during operation of the Project would be less than significant.**

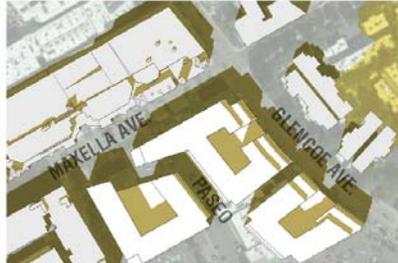
(ii) Analysis of Potential Shading Impacts

Figure IV.A-11 through Figure IV.A-14 on pages IV.A-35 through IV.A-38 depict the potential shadows that would be cast by the Project. As previously described, sensitive uses in proximity to the Project Site include the multi-family residential uses and associated

WINTER SOLSTICE
(December 21)



09:00am



01:00pm



10:00am



02:00pm



11:00am



03:00pm



12:00pm

Figure IV.A-11
Project Shadows
Winter Solstice

SPRING EQUINOX
(March 21)



09:00am



01:00pm



05:00pm



10:00am



02:00pm



11:00am



03:00pm



12:00pm



04:00pm

Figure IV.A-12
Project Shadows
Spring Equinox

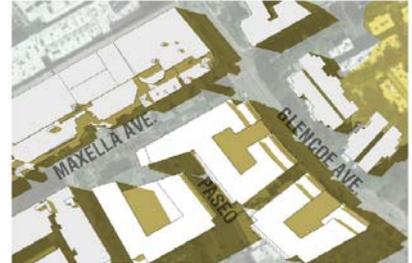
SUMMER SOLSTICE
(June 21)



09:00am



01:00pm



05:00pm



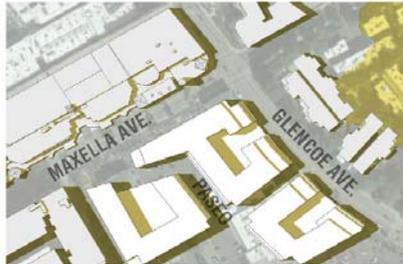
10:00am



02:00pm



11:00am



03:00pm



12:00pm



04:00pm

Figure IV.A-13
Project Shadows
Summer Solstice

FALL EQUINOX
(September 21)



09:00am



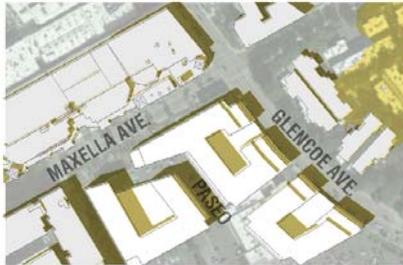
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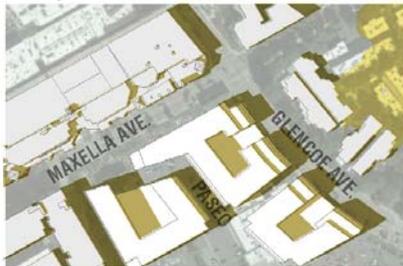
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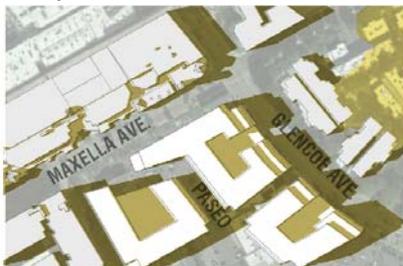
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04:00pm

Figure IV.A-14
Project Shadows
Fall Equinox

balconies of the Stella apartment complex located adjacent to the Project Site to the west as well as the multi-family residential uses and associated balconies/courtyards located across from the Project Site at Maxella Avenue to the north/northeast and Glencoe Avenue to the east. In addition, outdoor dining areas are located north of the Project Site, along Maxella Avenue. However, it is noted that the outdoor dining areas already include a variety of overhead cover such as umbrellas or partial roofs.

Winter Solstice

Shadow impacts are typically greatest during the winter months due to the sun's low position in the sky, with the resultant longer shadows stretching roughly from the northwest to the northeast during daytime hours. As shown in Figure IV.A-11 on page IV.A-35, Project shadows during the winter would extend in a northerly direction and would move from northwest to northeast across the surrounding area. Specifically, Project shadows would extend north across Maxella Avenue toward the retail and restaurant uses across the Project Site from approximately 9:00 A.M. to 10:00 A.M. By 11:00 A.M., Project shadows would extend off of these uses. Project shadows would also extend east across Glencoe Avenue and would begin to shade the adjacent multi-family residential uses along Glencoe Avenue at approximately 2:00 P.M. and would continue through 3:00 P.M. As such, the Project would not shade potentially routinely useable outdoor spaces associated with sensitive uses for more than three hours between 9:00 A.M. and 3:00 P.M. Therefore, shading impacts during the winter would be less than significant.

Spring Equinox

As shown in Figure IV.A-12 on page IV.A-36, Project shadows during the spring would extend in a northerly direction and would move from northwest to northeast across the surrounding area. As shown, Project shadows would extend across Maxella Avenue and Glencoe Avenue from approximately 9:00 A.M. to 5:00 P.M. Project shadows would not extend to any of the sensitive uses surrounding the Project Site. As such, the areas shaded by the Project during the spring would not include potentially routinely useable outdoor spaces. Therefore, shading impacts during the spring would be less than significant.

Summer Solstice

During the summer solstice, Project shadows would be the shortest due to the higher position of the sun and would move from west to east, as shown in Figure IV.A-13 on page IV.A-37. Specifically, Project shadows would primarily extend within the Project Site and into the surrounding roadways (Maxella Avenue and Glencoe Avenue) from approximately 9:00 A.M. to 5:00 P.M. The areas shaded by the Project during the summer would not include potentially routinely useable outdoor spaces associated with the sensitive

uses surrounding the Project Site. Therefore, shading impacts during the summer would be less than significant.

Fall Equinox

As shown in Figure IV.A-14 on page IV.A-38, Project shadows during the fall would extend in a northerly direction and would move from northwest to northeast across the surrounding area. Project shadows would primarily extend within the Project Site and into the surrounding roadways (Maxella Avenue and Glencoe Avenue) from approximately 9:00 A.M. to 5:00 P.M. Project shadows would extend east across Glencoe Avenue and would begin to shade the adjacent multi-family residential uses along Glencoe Avenue at approximately 4:00 P.M. and would continue through 5:00 P.M. As such, the Project would not shade potentially routinely useable outdoor spaces associated with sensitive uses for more than three hours between 9:00 A.M. and 3:00 P.M. Therefore, shading impacts during the fall would be less than significant.

Based on the analysis above, the Project would not substantially degrade the existing visual character or quality of the site and its surroundings relative to shading. As such, the Project's shading impacts would be less than significant.

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

(a) Construction

Lighting needed during construction of the Project has the potential to generate light spillover to off-site sensitive land uses in the vicinity of the Project Site, including the residential uses to the north-northeast, along Maxella Avenue; multi-family residential uses to the east, along Glencoe Avenue; the Stella apartment complex to the west; and the Hotel MdR located southwest of the Project Site. While the majority of Project construction would occur during daylight hours (during a typical eight-hour work day), construction activities could potentially require the use of artificial lighting if construction were to occur in the evening until 9:00 P.M., as permitted per the LAMC. Additionally, artificial lighting may be required during the winter months when daylight is no longer sufficient earlier in the day. Outdoor lighting sources, such as floodlights, spot lights, and/or headlights associated with construction equipment and hauling trucks, typically accompany nighttime construction activities. To the extent evening construction includes artificial light sources, such use would be temporary and would cease upon completion of Project construction. In addition, construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements. Additionally, as identified in Project Design Feature AES-PDF-3, above, construction lighting would be shielded and/or aimed so that no direct beam illumination would fall outside of the Project Site boundary. Construction lighting, while potentially bright, would be focused on the particular area

undergoing work. Accordingly, uses which are not adjacent to the construction site would not be anticipated to be substantially affected by construction lighting. Therefore, with adherence to existing LAMC regulations and Project Design Feature AES-PDF-3, light resulting from construction activities would not significantly impact off-site sensitive uses, substantially alter the character of off-site areas surrounding the construction area, adversely impact day or nighttime views in the area, or substantially interfere with the performance of an off-site activity.

Daytime glare could potentially occur during construction activities if reflective construction materials were positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities. Furthermore, the glare from vehicles that currently park on the Project Site would be similar or cause greater visual impacts than any temporary construction glare that may be generated during construction activities. Additionally, as set forth in Project Design Feature AES-PDF-1, temporary construction fencing would be placed along the periphery of the Project Site to screen construction activity from view at the street level from off-site locations. Therefore, there would be a negligible potential for daytime or nighttime glare associated with construction activities to occur.

Based on the above analysis, construction activities associated with the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, impacts from Project-related sources of artificial light and glare during construction would be less than significant.

(b) Operation

The Project would replace the existing on-site buildings and parking areas and would increase the number of vehicle trips to and from the Project Site. However, the Project would eliminate sources of glare from vehicles that currently park on the existing surface parking lot. New sources of artificial lighting that would be introduced by the Project would include: low-level interior lighting visible through the windows of the buildings; signage lighting; architectural lighting on the buildings, including lighting associated with podium uses and activities; low-level security and wayfinding lighting; and landscape lighting. New sources of glare would include building surfaces and Project-related vehicles.

The proposed lighting sources would be similar to other lighting sources in the Project vicinity and would not generate artificial light levels that are out of character with the

surrounding area. All exterior lights would be directed towards the interior of the Project Site to avoid light spillover onto adjacent sensitive uses. The stepped back design of the Project would further ensure that lighting on the upper levels and the podium is concentrated in the central portion of the building, and would provide space along the building edges to serve as a buffer for rooftop light spillover. Project lighting would also meet all applicable LAMC lighting standards. As required by LAMC Section 93.0117(b), exterior light sources and building materials would not cause more than 2 foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors on any property containing residential units; an elevated habitable porch, deck, or balcony on any property containing residential units; or any ground surface intended for uses such as recreation, barbecue or lawn areas, or any other property containing a residential unit or units.

As described in Section II, Project Description, of this Draft EIR, Project signage would include building identity signage, building and tenant signage, and general ground level and wayfinding pedestrian signage. No off-premise or billboard advertising is proposed as part of the Project. The Project would also not include signage with flashing, mechanical, or strobe lights. In general, new signage would be architecturally integrated into the design of the proposed buildings and would establish appropriate identification for the residential and commercial uses. Project signage would be illuminated via low-level, low-glare external lighting, internal halo lighting, or ambient light. Exterior lighting for signage would be directed onto signs to avoid creating off-site glare. Illumination used for Project signage would comply with light intensities set forth in the LAMC and as measured at the property line of the nearest residentially zoned property.

With regard to glare, the Project would be designed in a contemporary architectural style and would feature various surface materials. Building materials could include tile or stone veneer, storefront windows, aluminum louvers, wood or simulated wood, exterior plaster, and glass railings. As provided above in Project Design Feature AES-PDF-8, the Project would use non-reflective glass or glass that has been treated with a non-reflective coating in all exterior windows and building surfaces to reduce potential glare from reflected sunlight. Metal building surfaces would be used as accent materials and would not cover expansive spaces. Therefore, these materials would not have the potential to produce a substantial degree of glare. In addition, the proposed parking areas would be enclosed, which would eliminate the reflection potential from parked cars as viewed from surrounding areas and roadways during the day and night, and would substantially reduce lighting levels from vehicle headlights during the night compared to existing conditions. While headlights from vehicles entering and exiting the Project's driveways would be visible from the surrounding uses during the evening hours, such lighting sources would be typical for the Project area and would not be anticipated to result in a substantial adverse impact.

Based on the above, lighting and glare associated with Project operation would not result in a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Light and glare impacts during operation of the Project would be less than significant.

d. Cumulative Impacts

As indicated in Section III, Environmental Setting, of this Draft EIR, there are 39 related projects in the vicinity of the Project Site. The related projects generally consist of infill development and redevelopment of existing uses, including mixed-use, residential, office, hotel, and institutional developments. As shown in Figure III-1 in Section III, Environmental Setting, of this Draft EIR, there are two related projects in proximity to the Project Site. These include Related Project No. 3, a proposed mixed-use residential and office development at 4210 South Del Rey Avenue and Related Project No. 18, the Stella Phase 2 multi-family residential development. These proposed developments comprise a variety of uses consistent with existing uses in the area. In terms of the cumulative analysis included herein, only those projects that would be sufficiently close to influence the visual character of the immediate Project area, that fall within the same viewshed as the Project, or that affect the same off-site sensitive uses could pose cumulative effects in conjunction with the Project, are discussed further below.

(1) Scenic Vistas

As previously discussed, visual resources in the vicinity of the Project Site include the Santa Monica Mountains to the north and the Pacific Ocean to the west of the Project Site. However, existing northerly views of the Santa Monica Mountains are limited as such views are primarily available from area roadways where there are gaps between existing buildings, including along Glencoe Avenue located east of the Project Site and Mindanao Way located south of the Project Site. Accordingly, large panoramic views of the Santa Monica Mountains are not available in the vicinity of the Project Site. Existing westerly views of the Pacific Ocean are obstructed by existing development, particularly the Stella apartment complex located immediately west of the Project Site and the 18-story multi-family residential building along Lincoln Boulevard at Maxella Avenue.

In general, related projects have the potential to block views from local streets and other public vantages throughout a project area. With respect to the Project, the views most likely to be affected on a cumulative basis are views of the Santa Monica Mountains to the north. However, as discussed above, the Project would not significantly affect views of the Santa Monica Mountains. As illustrated in Figure III-1 in Section III, Environmental Setting, of this Draft EIR, none of the related projects are located within the same field of view as the Project and the visual resources in the vicinity of the Project Site. **As such, given the location of related projects to the Project Site and the identified visual**

resources in the vicinity of the Project Site, cumulative impacts to scenic vistas would be less than significant.

(2) Visual Character and Quality

Cumulative impacts regarding visual character and quality may occur if any of the related projects are located in close enough proximity to the Project Site to combine with the Project and result in significant adverse changes in the visual quality and character of the surrounding area. With respect to visual character and quality, the nearby related projects are located northwest and west of the Project Site and the related project sites are currently obstructed by existing intervening development. As such, the nearby related projects would not be anticipated to combine with the Project to adversely affect the visual quality and character of the area. Additionally, the nearby related projects represent infill development, and, in general, would reinforce existing and emerging land use patterns (e.g., mid- and high-rise development) in the area rather than introduce new development characteristics to the Project area. Furthermore, as with the Project, these related projects would be anticipated to be compatible with the low- to high-rise development in the vicinity of the Project Site. In addition, similar to the Project, future developments, including the related projects, would be subject to the City's design review processes and discretionary review to ensure consistency with adopted guidelines and standards that address aesthetics (e.g., LAMC height limits, density, setback requirements, and specific Community Plan design guidelines, etc.). As with the Project, related projects would also comply with the signage requirements of the LAMC, as applicable, including the location of signs, size of signs, sign illumination, and types of signage. **As such, cumulative impacts to visual character and quality would be less than significant.**

(3) Shading

As discussed above, the Project would not shade shadow-sensitive uses for more than the specified periods. In addition, as with Project shadows, the shadows associated with the nearby related projects would commence primarily to the north and extend across the landscape towards the east. Given the location, distance, and pattern of shadows of nearby related projects, these related projects would not shade the same uses as the Project. **Therefore, the Project would not combine with related projects to result in shading impacts to shadow-sensitive uses. Therefore, cumulative shading impacts would be less than significant.**

(4) Light and Glare

Development of the Project, as well as the related projects in the area, would introduce new or expanded sources of artificial light. Consequently, ambient light levels are likely to increase in the overall Project area.

The Project and nearby related projects described above would include typical land uses for the Project area, which would not significantly alter the existing lighting environment currently experienced in the area. Additionally, cumulative lighting would not be expected to interfere with the performance of off-site activities given the moderate ambient nighttime artificial light levels already present. Furthermore, the Project's and related projects' adherence to applicable City requirements regarding lighting would control the Project's potential artificial light sources to a sufficient degree so as not to be considered cumulatively considerable. As with the Project, related projects would also comply with the signage requirements of the LAMC, as applicable, including the requirements for sign illumination. Similarly with regard to glare, the Project's and nearby related projects' proposed uses would be compatible with other mixed-use residential development in the vicinity of the Project Site. In addition, it is anticipated that the Project and other future development projects would be subject to discretionary review to ensure that significant sources of glare are not introduced. As with the Project, related projects would include standard design features related to use of low-level lighting and shielding, as well as use of non-reflective surfaces to minimize the potential for glare. **Therefore, the Project's contribution to light and glare impacts would not be cumulatively considerable, and cumulative light and glare impacts from development of the Project and the related projects would be less than significant.**

e. Mitigation Measures

Project-level and cumulative impacts with regard to aesthetics, views, light and glare, and shading would be less than significant, and no mitigation measures are required.

f. Level of Significance After Mitigation

Project-level and cumulative impacts with regard to aesthetics would be less than significant.