

IV. Environmental Impact Analysis

IV. Environmental Impact Analysis

A. Aesthetics (Visual Character, Views, Light/Glare, and Shading)

1. Introduction

This section of the Draft EIR provides an analysis of the Project's potential impacts with regard to aesthetics, views, light and glare, and shading. A description of each of these topics is provided below. The analysis is based on the Project Site's physical aspects that influence visual character and views across the Project Site, as well as the nature and design of the proposed improvements and related visual changes to the Project Site. The analysis also considers the Project's consistency with relevant plans and regulations that address issues related to aesthetics, views, light and glare, and shading.

Adopted in 2013, Senate Bill (SB) 743 (Public Resources Code [PRC] Section 21099(d)) established new rules for evaluating certain types of projects' aesthetic and parking impacts under the California Environmental Quality Act (CEQA). PRC Section 21099(d) states: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment."

Specific definitions are provided in PRC Sections 21099 and 21064.3. PRC Section 21099(a) defines a "transit priority area" as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099(a) defines an "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area." PRC Section 21099(a) defines an "infill site" as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses."

This state law supersedes the aesthetic impact thresholds in the *2006 L.A. CEQA Thresholds Guide*, including those established for aesthetics, obstruction of views, shading, and nighttime illumination. The related City of Los Angeles Department of City Planning (DCP) Zoning Information (ZI) File No. 2452 provides further instruction concerning the definition of transit priority projects and states “[v]isual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the [*L.A. CEQA Thresholds Guide*] shall not be considered an impact for infill projects within TPAs pursuant to CEQA.”

The Project is a mixed-use project that includes 107 residential units, approximately 7,200 square feet of ground floor commercial retail uses, and 534,044 square feet of office uses. The Project Site is located on an infill site that is less than 0.5 mile from several major transit stops. Specifically, the Project Site is located approximately 700 feet from the Civic Center/Grand Park Los Angeles County Metropolitan Transportation Authority (Metro) Purple and Red Line station (located at the southwest corner of 1st Street and Hill Street) and 0.48 mile from the Pershing Square Metro Purple and Red Line station. In addition, the Metro Regional Connector 2nd Street/Broadway rail station and portal are currently under construction on-site. The Project Site is also served by numerous Metro bus lines, Los Angeles Department of Transportation (LADOT) DASH Transit Service, and bus service by several other providers, the majority of which provide a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. Therefore, as shown in Figure IV.A-1 on page IV.A-3, the Project is located in a transit priority area as defined in PRC Section 21099(a). In addition, the City’s Zone Information and Map Access System (ZIMAS) confirms the Project Site’s location within a transit priority area, as defined in ZI No. 2452. Accordingly, the Project qualifies as a mixed-use residential and/or employment center project on an infill site within a transit priority area. As described above, per SB 743 and ZI No. 2452, visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered an impact for such projects. Therefore, the analysis herein is provided for informational purposes only and shall not be used to determine whether the Project will result in significant impacts to the environment. As such, nothing in the aesthetic impact discussion in this Draft EIR shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

a. Aesthetics

Aesthetics refers to the overall visual quality of an area or within a given field of view. As such, the analysis of aesthetics focuses on the Project’s visual relationship with existing and planned land uses in the Project area. The analysis considers qualities related to aesthetics or visual character, such as density, massing, setbacks, materials, surrounding urban infrastructure, the existing aesthetic quality of the Project Site, and the

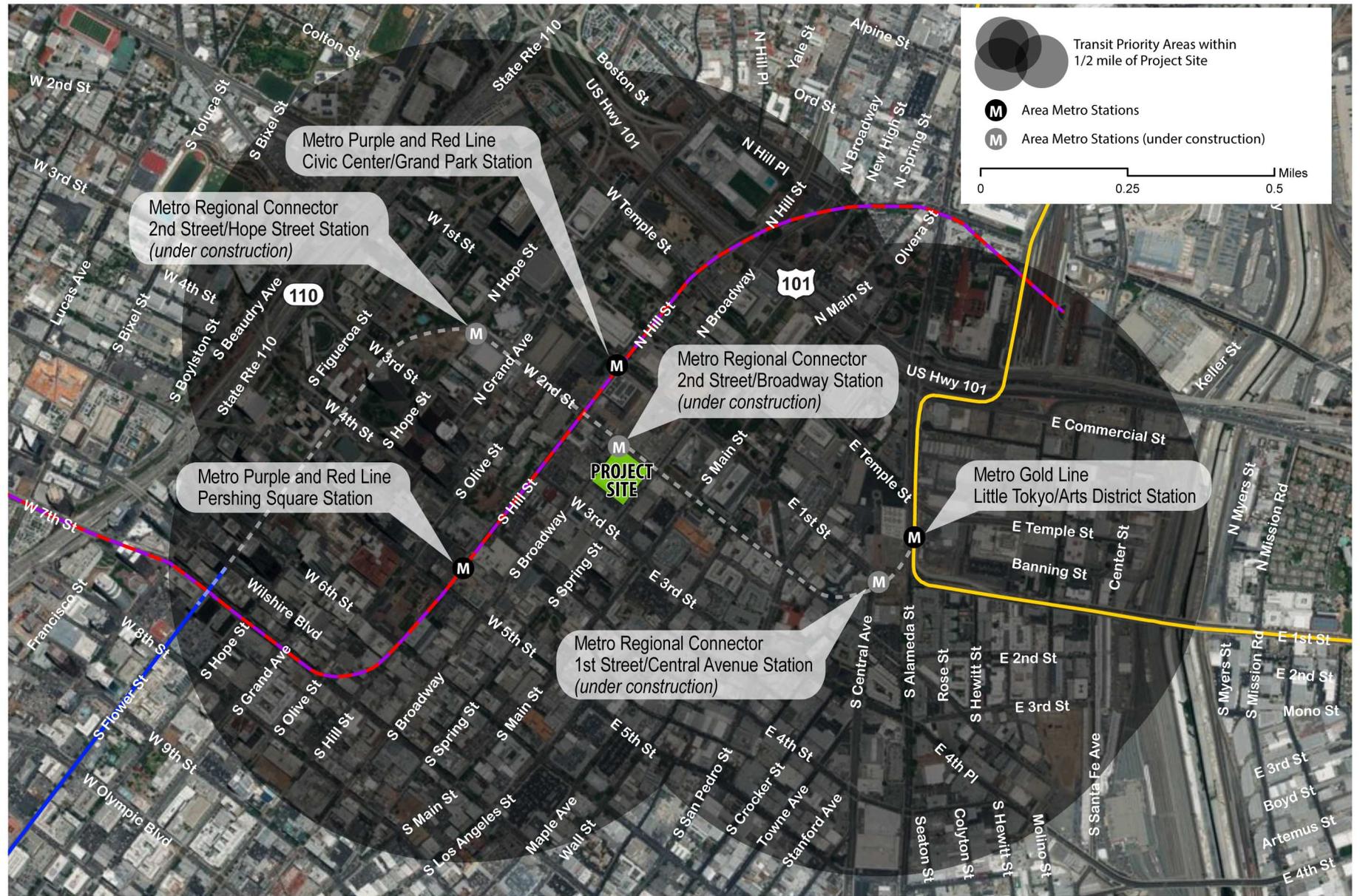


Figure IV.A-1
Project Site Location within a Transit Priority Area

Source: Eyestone Environmental, 2018; Esri Imagery, 2018.

general composition of aesthetic features, as well as the relationships between these elements. The presence of visual resources, both natural and man-made, can also affect the aesthetic character of an area.¹ Urban features that may contribute to a valued aesthetic character or image include structures of architectural or historic significance or visual prominence; public plazas, art or gardens; heritage oaks or other trees or plants protected by the City; consistent design elements (such as setbacks, massing, height, and signage) along a street or district; pedestrian amenities; landscaped medians or park areas; etc.² Therefore, the analysis also considers both distant natural features and proximate man-made/urban features with aesthetic value within a reasonable geographic scope around the Project Site. The visual quality impacts considered within the analysis include the alteration of the existing visual quality of the Project Site, the potential loss of existing features of aesthetic value, and the consistency of the Project with the surrounding aesthetic character of the urban environment. The analysis also considers the introduction of contrasting features that could contribute to a decline in overall visual character (e.g., the introduction of contrasting features that overpower familiar features, eliminate context or associations with history, or create visual incompatibility where there may have been apparent efforts to maintain or promote a thematic or consistent character).³ The analysis of Project impacts on aesthetics also includes an assessment of the Project's consistency with applicable regulations and plans that address visual quality.

b. Views

The analysis of views assesses the Project's potential impacts on visual access to valued public visual resources (e.g., mountain ranges, the urban skyline) within and surrounding the Project Site.⁴ The analysis considers the Project's distance from visual resources identified in the area, the topography of the Project area, and existing view obstructions. The analysis considers both focal views (i.e., views of a particular object, scene, setting, or feature of visual interest) and 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 public views of and from the Project Site are also identified and considered. Furthermore, a number of development characteristics, such as building height, mass, and density, are considered as they relate to the potential obstruction of valuable views.

¹ *A visual resource is a natural or urban aesthetic feature that contributes to the valued aesthetic character of a site or area. As defined in Section A.1. Aesthetics of the L.A. CEQA Thresholds Guide (2006), natural features may include open space, native or ornamental vegetation/landscaping, topographic or geologic features, and natural water sources.*

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

³ *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, A.1. Aesthetics, p. A.1-2.*

⁴ *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, A.2. Obstruction of Views, p. A.2-1.*

c. 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. These effects have the potential to interfere with certain functions, including vision, sleep, privacy, and general enjoyment of the natural nighttime condition. The significance of the impact depends on the type of use affected, proximity to the affected use, the intensity of the light source, and the existing ambient light environment. As discussed in more detail below, according to the *L.A. CEQA Thresholds Guide*, land uses that are considered sensitive to nighttime light include, but are not limited to, residential, some commercial and institutional uses, and natural areas. These land uses are recognized as light-sensitive because they are typically occupied by persons who have expectations for privacy during evening hours and who are subject to disturbance by bright light sources (or in the case of natural areas, biological resources that are subject to disturbance by bright light sources). The analysis below considers the existing level of nighttime urban lighting in the Project vicinity and evaluates the potential for the nighttime lighting sources introduced by the Project to impact these light-sensitive uses.

Glare occurs during both daytime and nighttime hours. 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 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. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use. The analysis of glare provided below assesses the Project's potential impacts on glare-sensitive uses, which include light-sensitive uses and transportation corridors (i.e., roadways).

d. Shading

Shading refers to the effect of shadows cast upon adjacent areas by proposed structures. Shadows may provide positive effects, such as cooling effects during warm weather, or negative effects, such as the loss of natural light necessary for solar energy purposes, or the loss of warming influences during cool weather. Shadow effects depend on several factors, including the local topography, height and bulk of a project's structural elements, sensitivity of adjacent land uses, existing conditions of adjacent land uses, season, and duration of shadow projection. 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 (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 because sunlight can be important to function, physical comfort, or commerce. For the purposes of this analysis, 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.

Shading of existing sensitive uses can occur with the development of new structures generally located to the south of these existing uses (i.e., southwest through southeast compass points) due to the angle of the sun within the Los Angeles area. Nonetheless, the relative effects of shading from structures are site-specific.

2. Environmental Setting

a. Regulatory Framework

A number of plans, policies, and regulations related to visual character, views, and lighting are applicable to the Project, including the City of Los Angeles General Plan (General Plan), the Central City Community Plan (Community Plan), the City of Los Angeles Walkability Checklist, the Citywide Design Guidelines, the Broadway Theater and Entertainment District Design Guide, the Broadway Streetscape Master Plan, the Los Angeles Municipal Code (LAMC), and the California Code of Regulations.⁵ The Project is also subject to the guidelines included in the Downtown Design Guide. There are no regulations concerning shading at the local, regional, or statewide levels. Methods to assess shading impacts are presented in the *L.A. CEQA Thresholds Guide*, as further discussed below. Applicable plans and associated regulatory requirements are described below.

(1) City of Los Angeles General Plan

As discussed in greater detail in Section IV.F, Land Use, of this Draft EIR, the City's General Plan sets forth goals, objectives, and programs to guide land use policies and to meet the existing and future needs of the community. The General Plan consists of a series of elements, including some that are pertinent to a discussion of aesthetics. These

⁵ According to ZI No. 2452, SB 743 does "not limit the ability of the City to regulate, or study aesthetic related impacts pursuant to other land use regulations found in the Los Angeles Municipal Code (LAMC), or the City's General Plan, including specific plans."

include the General Plan Framework Element and the Conservation Element, which are discussed below.

(a) General Plan Framework Element

The City of Los Angeles General Plan Framework Element (Framework Element) provides direction regarding the City's vision for future development in the Project vicinity and includes an Urban Form and Neighborhood Design chapter to guide the design of future development. Although the Framework Element does not directly address the design of individual neighborhoods or communities, it embodies general neighborhood design policies and implementation programs that guide local planning efforts. The Framework Element also states that the livability of all neighborhoods would be improved by upgrading the quality of development and improving the quality of the public realm (Objective 5.5).⁶

The Urban Form and Neighborhood Design Chapter of the Framework Element establishes a goal of creating a livable city for existing and future residents with interconnected, diverse neighborhoods. "Urban Form" refers to the general pattern of building heights and development intensity and the structural elements that define the City physically, such as natural features, transportation corridors, activity centers, and focal elements. "Neighborhood Design" refers to the physical character of neighborhoods and communities within the City. With respect to neighborhood design, the Urban Form and Neighborhood Design Chapter encourages growth in areas that have a sufficient base of both commercial and residential development to support transit service.

The Open Space and Conservation Chapter of the Framework Element calls for the use of open space to enhance community and neighborhood character. The policies of this chapter recognize that there are communities where open space and recreational resources are currently in short supply and therefore suggests that pedestrian-oriented streets might serve as important resources for serving the open space and recreational needs of residents.

A detailed discussion of the Project's consistency with applicable objectives and policies of the Framework Element related to aesthetics is provided in Section IV.F, Land Use, of this Draft EIR.

⁶ *City of Los Angeles General Plan Framework, p. 5-14.*

(b) General Plan Conservation Element

Section 15, Land Form and Scenic Vistas, of the Conservation Element, adopted in September 2001, establishes the objective and policy for the protection of natural and scenic vistas as aesthetic resources. As stated therein, it is the City's policy to encourage development that would protect significant land forms and unique scenic features, such as ridgelines, bluffs, mountains, and other unique natural or geologic features. In addition, the City would also encourage, to the greatest extent practical, the preservation of public views and access to these visual resources.

The Project's consistency with applicable Conservation Element objectives and policies, including Section 15, is provided in Section IV.F, Land Use, of this Draft EIR.

(2) Central City Community Plan

The Project Site lies within the Central City Community Plan area of the City of Los Angeles. The Central City Community Plan, which was last updated in 2003 and is currently being updated, is one of 35 community and district plans established for different areas of the City intended to implement the policies of the Framework Element.⁷ The specific purpose of the 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 Central City Community within the larger framework of the City. While the primary aim of the Community Plan is to guide growth and development within the Community Plan area, some of the Community Plan's objectives relate to a discussion of aesthetics. Specifically, Chapter V, Urban Design, focuses on creating a pedestrian-oriented area through neighborhood design and scaling, as well as promoting open space, streetscape improvements, and pedestrian linkages within the Community Plan area.

The Project Site is located within the Historic Core of the Community Plan area, which extends from 1st Street to approximately 11th Street between Los Angeles Street and Hill Street. The Historic Core links the Central City districts to the west to the industrial, manufacturing, and distribution areas to the east. Pursuant to the Community Plan, the current land use designation for the Project Site is Regional Center Commercial,

⁷ *The City of Los Angeles Department of City Planning is currently updating the Central City Community Plan in conjunction with the Central City North Community Plan, whose areas together will make up Downtown Los Angeles (referred to as DTLA), in a combined planning process referred to as the DTLA 2040 Plan. Until such time as the updated Community Plan is adopted, the currently adopted plan remains in effect. See Section IV.F, Land Use, of this Draft EIR for further discussion.*

as further discussed in Section IV.F, Land Use, of this Draft EIR. The Project's consistency with applicable policies from the Community Plan also is discussed therein.

(3) Broadway Theater and Entertainment District Design Guide

The Broadway Theater and Entertainment District Design Guide (Broadway Design Guide), which is part of the General Plan, provides guidelines and standards for development projects along Broadway between 2nd Street and Olympic Boulevard, as well as on adjacent parcels in Downtown Los Angeles.⁸ The Broadway Design Guide provides guidance and direction on the rehabilitation of existing structures and the design of new buildings to improve the appearance, enhance the identity, and promote the pedestrian environment of the Broadway corridor and to encourage the development of a regional entertainment district centered around its 12 historic theaters.⁹ The goal of the Broadway Design Guide is to ensure that development along Broadway is cohesive, pedestrian-friendly, and vibrant. The vision is to achieve this through a consistent streetwall at the property line, with appropriate recesses for entrances; adequate transparency; appropriate signage; increased landscape detailing; and protection of historic structures. The Broadway Design Guide includes guidelines and standards that outline specific measures to promote and enhance the identity of the Broadway Theater and Entertainment District. The Project's consistency with applicable policies from the Broadway Design Guide is addressed in Section IV.F, Land Use, of this Draft EIR.

(4) Broadway Streetscape Master Plan

The Broadway Streetscape Master Plan (Streetscape Plan) strives to create a multi-modal, pedestrian-focused street supporting a thriving, revitalized historic theater district. The Streetscape Plan provides a vision for improvements to the Broadway corridor's public realm and offers a variety of design tools and streetscape elements, as well as criteria with which to apply these to the individual blocks of Broadway from 2nd Street to Olympic Boulevard.¹⁰ The design principles outlined in the Streetscape Plan consist of "keeping it simple;" avoiding historic recreations; striving for high levels of transparency; creating and highlighting pedestrian connections; enhancing the perception of safety; laying the foundation for a timeless streetscape; creating an environmentally responsible design; and stimulating private sector investment. The Streetscape Plan outlines design and location

⁸ *The Broadway Design Guide applies to development within the Broadway Theater and Entertainment Community Design Overlay District, which is a Community Design Overlay (CDO) district adopted by the City of Los Angeles.*

⁹ *Los Angeles Department of City Planning, Broadway Theater and Entertainment District Design Guide, July 9, 2009 (effective October 26, 2009).*

¹⁰ *Los Angeles Department of City Planning, Broadway Streetscape Master Plan, February 14, 2013.*

criteria for specific physical features relating to the reconfiguration of Broadway (e.g., transit stops, curb extensions, driveways, and streetlights) as well as a materials palette and guidelines for locating materials along Broadway. The Project's consistency with applicable guidelines in the Broadway Streetscape Master Plan is addressed in Section IV.F, Land Use, of this Draft EIR.

(5) Historic Broadway Sign Supplemental Use District

The Historic Broadway Sign Supplemental Use District (Broadway Sign District), adopted on January 20, 2016, encompasses the Broadway Theater and Entertainment District and parcels fronting intersecting streets from 1st Street to 12th Street. The Broadway Sign District was established to support and enhance the historic preservation, economic development, and revitalization of the Broadway Theater and Entertainment District and directly adjacent blocks and to reduce blight along the corridor.¹¹ In addition, the Broadway Sign District is intended to allow appropriate and economically viable signage that contributes to the historic nature of the Broadway District; limits visual clutter and blight by regulating signs; minimizes potential traffic hazards and protects public safety; utilizes off-site advertising rights to incentivize investment in the rehabilitation and reactivation of existing buildings and construction of new buildings on vacant and underutilized sites; and reinforces the authenticity of Broadway as one of California's oldest and most unique historic districts. The Broadway Sign District regulations include general standards, illumination standards, and specific design, size, and location standards for various types of signs. The Project's consistency with applicable regulations for projects within the Historic Broadway Sign Supplemental Use District is discussed in Section IV.F, Land Use, of this Draft EIR.

(6) Downtown Design Guide: Urban Design Standards and Guidelines¹²

The Downtown Design Guide: Urban Design Standards and Guidelines (Design Guide) provides guidance for creating a more livable and sustainable Downtown. The focus of the Design Guide is on the relationship of buildings to the street, including sidewalk treatment and the character of buildings where they adjoin the sidewalk. The successful treatment of these key features, coupled with attention to the details of a project in the first 30 to 40 vertical feet, forms the basis for providing high quality development at a

¹¹ Los Angeles Department of City Planning, *Historic Broadway Sign Supplemental Use District*, January 20, 2016.

¹² *Where comparable design guidelines differ, the Broadway Design Guide supersedes those in the Downtown Design Guide. Where the Broadway Design Guide is silent, the Downtown Design Guide shall remain applicable.*

human scale.¹³ The Design Guide also addresses architectural detail, signage, public art, and civic and cultural life. The Project Site is located within the Financial Core District per the Design Guide. The Project's consistency with applicable policies from the Design Guide are discussed in Section IV.F, Land Use, of this Draft EIR.

(7) Citywide Design Guidelines¹⁴

The Citywide Design Guidelines serve to implement the Framework Element's urban design principles and are intended to be used by Department of City Planning (DCP) staff, developers, architects, engineers, and community members in evaluating project applications, along with relevant policies from the Framework Element 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. As stated in the Citywide Design Guidelines, although each of the guidelines should be considered in a project, not all of them will be appropriate in every case, as each project will require a unique approach, and "flexibility is necessary and encouraged to achieve excellent design."¹⁵ The City's Urban Design Studio, which is part of the DCP, considers the Citywide Design Guidelines and other applicable planning documents when reviewing development proposals. Accordingly, the elements of the Citywide Design Guidelines are considered in the aesthetic impact analysis along with Project-specific input received during the City's urban design review processes, which has been applied to the Project as outlined in the Project design features below.

The Citywide Design Guidelines are divided into three sections: residential, commercial, and industrial. Within each section are a number of design principles and measures that address the different elements of site and building design and environmental sensitivity based on land use. Each section of the Citywide Design Guidelines is organized by overarching objectives, followed by a list of specific implementation strategies. The Project's consistency with the objectives of the Citywide Design Guidelines for pedestrian-

¹³ *City of Los Angeles, Downtown Design Guide, June 2017.*

¹⁴ *The Citywide Design Guidelines apply to all areas of the City, but are particularly applicable to those areas where geographically-specific design guidelines have not been adopted. In cases where the Citywide Design Guidelines conflict with a provision in a Community Plan Urban Design chapter or a specific plan, the community-specific requirements shall prevail.*

¹⁵ *Los Angeles Department of City Planning, Commercial Citywide Design Guidelines, Pedestrian-Oriented/Commercial and Mixed-Use Projects, May 2011, p. 5.*

oriented/commercial and mixed-use projects is discussed in Section IV.F, Land Use, of this Draft EIR.

(8) 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 Framework Element. DCP 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 enhance pedestrian movement, access, comfort, and safety, thereby contributing to improving the walkability of the City. 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 2008.¹⁶

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 (private areas of projects) 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.

As with the design principles included in the Urban Form and Neighborhood Design Chapter of the Framework Element, the guidelines provided in the Walkability Checklist are not 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.F, Land Use, of this Draft EIR.

Furthermore, as discussed in Section IV.J Transportation/Traffic, of this Draft EIR, Walk Score calculates a transit score based on the number and proximity of bus and rail routes, which generates a transit score of approximately 100 (considered "Rider's

¹⁶ *City of Los Angeles Department of City Planning, Walkability Checklist Guidance for Entitlement Review, November 2008.*

Paradise”) out of 100 for the Project Site.¹⁷ Similarly, Walk Score calculates bike scores based on topography, the number and proximity of bike lanes, and other cycling-related factors and gives the Project Site a bike score of approximately 79 (“Very Bikeable”) out of 100. Both of these factors contribute to the overall walkability and pedestrian environment of the Project Site and surrounding area.

(9) Los Angeles Municipal Code

The City of Los Angeles Planning and Zoning Code (LAMC Chapter 1) sets forth regulations and standards regarding the allowable type, density, height, and design of new development projects. As discussed further in Section IV.F, Land Use, of this Draft EIR, the entire Project Site is zoned [Q]C2-4D-CDO-SN (Commercial, Height District 4 with D limitation, Broadway Theater and Entertainment District Community Design Overlay, Historic Broadway Sign Supplemental Use District). Height District 4 has no height limit and permits a maximum floor area ratio (FAR) of 13:1; however, the site is subject to a D limitation, established by Ordinance No. 164,207, which further limits the maximum allowable FAR to 6.0:1. The Project Site is also subject to [Q] conditions, established by Ordinance No. 180,871 in 2009 as part of the adoption of the Broadway Theater and Entertainment District Design Guide. The [Q] conditions prohibit certain types of land uses, particularly on the ground floor along the streetwall; dictate building form and massing, including building heights and setbacks along the streetwall, lot coverage requirements for buildings over 150 feet in height, and ground floor treatments; and specify the location of parking and mechanical equipment. Signage regulations were originally included in the [Q] conditions but were later removed by Ordinance No. 184,055 in 2016 and replaced with the Broadway Sign District, discussed above.

In addition, the LAMC sets forth specific regulations regarding lighting. Relevant LAMC provisions include:

- Chapter 1, Article 2, Section 12.21-A.5(k). All lights used to illuminate a parking area shall be designed, located and arranged so as to reflect the light away from any streets and adjacent premises.
- Chapter 1, Article 2, Section 12.21-A.16(e)(3). Adequate lighting shall be provided to ensure safe access to bicycle parking facilities in accordance with Section 12.21 A.5(k).

¹⁷ *Walk Score (www.walkscore.com) calculates the transit score of an address by locating nearby bus/rail transit routes and stops. Walk Score measures how easy it is to live a car-lite lifestyle.*

- Chapter 1, Article 4.4, Section 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, Division 1, Section 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.

The Project's consistency with these LAMC provisions is evaluated in Section IV.F, Land Use, of this Draft EIR.

There are no regulations concerning shading at the local, regional, or statewide levels. Shading impacts are addressed through CEQA review, pursuant to guidance in the *L.A. CEQA Thresholds Guide*, as discussed further below.

(10) California Code of Regulations, Title 24

Title 24 of the California Code of Regulations (CCR), 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 and California Electrical Code

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

The California Energy Code (CEC; Title 24, Part 6) 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. CEC 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) ratings in accordance with Illuminating Engineering Society (IES) Technical Memorandum (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.

CEC 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 CEC Section 10-114. 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.

CEC 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. CEC Section 140.8 sets forth lighting power density restrictions for signs.

(c) California Green Building Standards Code

The California Green Building Standards Code (Title 24, Part 11) 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 for Lighting Zones 1–4 as defined in Chapter 10 of the California Administrative Code; and
- BUG ratings as defined in the IES TM-15-07; and
- Allowable BUG 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) Aesthetics

(a) Project Site

The 2.71-acre Project Site is bounded by Broadway on the west, 2nd Street on the north, Spring Street on the east, and surface parking areas and multi-family residential

buildings to the south. The Project Site is also the future site of the Metro Regional Connector 2nd Street/Broadway rail station and portal. The northern portion of the Project Site (i.e., the area proposed for Project development) was formerly developed with a surface parking lot and is currently in use as a staging and excavation area for construction of the Metro rail station and portal.¹⁸ As described in Section II, Project Description, of this Draft EIR, Metro will have exclusive control and use of this portion of the Project Site until September 2021, when control of the lot (with the exception of the portal area) will revert back to the Applicant. Metro will create a small plaza surrounding the portal (which the Project Applicant plans to later improve and integrate with the Project's open space, as described further below). In addition, Metro's current plans call for the restoration of a paved surface on those areas of the northern portion of the Project Site outside of the new Metro portal and plaza following the completion of Metro's construction activities. Prior to the commencement of construction for the Metro station and portal, the perimeter of the surface parking lot was surrounded by approximately 6-foot-high green metal fencing with intermittent rolling gates that provided access to the parking lot. Currently, construction-related signage and intermittent barriers are located around the staging area perimeter.

The southern portion of the Project Site contains a five-story, approximately 67-foot-tall parking structure that includes rooftop and two subterranean levels of parking. The primary façades of the parking structure, along Broadway and Spring Street, contain varying building materials and articulation, including an engraved mural on each façade. The northern façade, which is located directly adjacent to a narrow pedestrian pathway and Metro's construction staging area, consists of varied building materials and identification signage on the structure; the southern façade, which is located adjacent to a surface parking area, consists of a blank wall.

Current landscaping on the Project Site is limited to street trees and a narrow landscaped parkway that traverses the center of the site along the northerly edge of the existing parking structure. Trees in these areas include: 19 on-site trees and 12 on-site palms that meet the City's minimum size threshold for regulation as non-protected trees (i.e., trees with a trunk diameter at breast height (dbh) greater than 8 inches); and six street trees along Broadway and Spring Street, none of which meet the definition of a protected tree as defined in the City's Municipal Code, although all are at least 8 inches dbh.^{19,20} The

¹⁸ *As this portion of the Project Site was in use as a construction staging area at the time of publication of the Project's Notice of Preparation (NOP) of an EIR, the construction staging activities represent existing conditions on-site (in addition to the existing parking structure on the southern portion of the site, which remains in use) for purposes of this analysis.*

¹⁹ *Palms often are not considered trees because they lack a vascular cambium, which causes tree trunk diameters to expand over time; thus, they are listed separately herein. Palms are not specifically addressed in City requirements.*

landscaped parkway also includes shrubs and limited areas of turf, along with park benches. There are park perimeter fencing and gates located at either end of the parkway, on Broadway and Spring Street.

Lighting on the Project Site consists of street lighting along Broadway, Spring Street, and 2nd Street, and pole-mounted lighting on the roof level of the parking structure. Due to Metro's construction activities, the northern portion of the Project Site currently contains construction-related lighting. Signage is limited to directional/informational signs at the parking structure entrances and exits on Broadway and Spring Street, as well as informational and construction-related signs posted on the fence that surrounds Metro's staging area.

The existing Project Site is depicted in the photographs provided in Figure IV.A-2 on page IV.A-18. As depicted in Figure IV.A-2, Photo 1 and Photo 2, due to Metro's ongoing use of the northern portion of the Project Site as a construction staging area, the overall visual character of this area is somewhat unappealing. Although the construction area is largely screened at ground level, the transitional nature of the property is evident from the surrounding roadways. As depicted in Figure IV.A-2, Photo 3 and Photo 4, the existing parking structure in the southern portion of the Project Site generally blends in with the overall urban fabric of the area. Figure IV.A-3 on page IV.A-19 shows additional photographs of the Project Site prior to Metro construction, when the former surface parking lot was in use.²¹

(b) Surrounding Area

The Project Site is located within the Central City Community Plan area of the City of Los Angeles, which is highly urbanized and largely built out with mid- and high-rise structures. The area surrounding the Project Site contains an eclectic mix of buildings that vary in age, architecture, heights, massing, and materials, with surface parking lots and parking garages interspersed throughout the area, as well as landscaping along some of the streets and within small plazas and other open space areas. Newer mid- and high-rise structures of a contemporary design are often located among older buildings with a more

²⁰ *Psomas, Tree Inventory Report for the Tribune—South Parcel Project Site at 213 South Spring Street in the City of Los Angeles, California, Revised September 9, 2016; see Appendix A.*

²¹ *As previously indicated, the northern portion of the Project Site (i.e., the area proposed for Project development) was formerly developed with a surface parking lot but is currently in use as a staging and excavation area for construction of the Metro rail station and portal. As this portion of the Project Site was in use as a construction staging area at the time of publication of the Project's NOP, the construction staging activities represent existing conditions on-site (in addition to the existing parking structure within the southern portion of the site, which remains in use) for purposes of this analysis.*



Photo 1: Northern Portion of the Project Site, with the Parking Structure in the Background, Looking Southwest from 2nd Street and Spring Street



Photo 2: Construction Area in the Northern Portion of the Project Site, Looking North from Broadway



Photo 3: Western Façade of the Parking Structure, Looking Southeast from Broadway



Photo 4: Southern/Eastern Façade of the Parking Structure, Looking Northwest from Spring Street

Figure IV.A-2
Existing Site Photographs

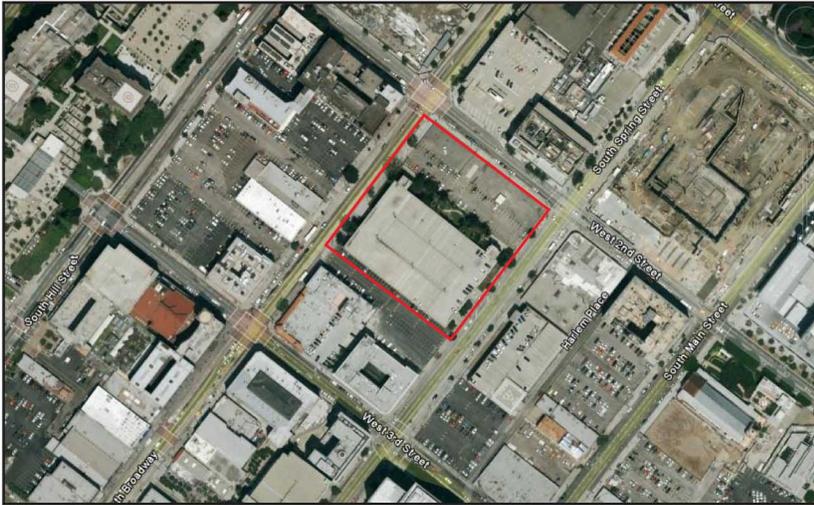


Photo 1: Aerial photo of the Project Site with the former surface parking lot



Photo 2: View of the former surface parking lot and existing parking structure from north side of 2nd Street at Spring Street



Photo 3: View from the former surface parking lot towards the west (northwest)



Photo 4: View across the former surface parking lot towards the east

Figure IV.A-3
Site Photographs—Former Surface Parking Lot

classic design. The parcels adjacent to the Project Site primarily consist of mid-rise commercial and residential buildings and several surface parking lots, as depicted in the photographs provided in Figure IV.A-4 on page IV.A-21. Specifically, located to the west across Broadway is a 10-story office building and surface parking lot. To the north across 2nd Street, is Los Angeles Times Square, which includes an 11-story office building (Mirror Building) and a six-level parking structure fronting 2nd Street. To the east across Spring Street are single-story commercial buildings and a six-level parking structure. To the immediate south, and within the same block as the Project Site, is a surface parking lot and six-story apartment building (Hosfield Building, now known as the Victor Clothing Company Building) fronting Broadway, as well as a surface parking lot and five-story apartment building (Douglas Building Lofts) fronting Spring Street.

While contemporary high-rise buildings dominate the visual landscape several blocks to the west of the Project Site, the immediate Project vicinity is characterized by low- and mid-rise development, including several iconic buildings, both old and new. As discussed in Section IV.C, Cultural Resources, of this Draft EIR, there are several historic resources located in close proximity to the Project Site, including the Times-Plant Complex, the Mirror Building, and the Executive Building, located to the north of the Project Site; the Douglas Building, the Irvine-Byrne Building, and the Victor Clothing Company Building located to the south; and the Higgins Building, located to the east. More contemporary buildings within the Project vicinity include the new 11-story U.S. Federal Courthouse on Broadway between 1st and 2nd Streets, the 10-story Los Angeles Police Department (LAPD) Headquarters, and the 15-story Caltrans buildings to the north and east, respectively. Additional iconic buildings are located throughout the Downtown area, including City Hall, Walt Disney Concert Hall, the Bradbury Building, and the Eastern Columbia Building.

As illustrated in the photographs provided in Figure IV.A-4, the aesthetic character of the surrounding area is typical of a dense urban setting, with old and new buildings of varying heights and architectural styles. The visual character of the Project area and Downtown as a whole includes newer development that incorporates mixed uses with mid- and high-rise buildings of contemporary design.

(2) Views

(a) *Visual Resources*

A visual resource is a natural or urban aesthetic feature that contributes positively to the aesthetic character of a site or area. Natural features may include, but are not limited to, open space, native or ornamental vegetation/landscaping, topographic or geologic features, and natural water sources. Urban features that may contribute to an area's



Photo 1: Looking East along 2nd Street from 2nd Street and Spring Street



Photo 2: Looking North along Spring Street from just South of the Project Site



Photo 3: Adjacent Development South of the Project Site



Photo 4: Broadway, just Southwest of the Project Site

Figure IV.A-4
Existing Vicinity Photographs

aesthetic character or image include structures of architectural or historic significance or visual prominence; public plazas, art, or gardens; heritage oaks or other trees or plants protected by the City; consistent design elements (such as setbacks, massing, height, and signage) along a street or district; pedestrian amenities; landscaped medians or park areas; etc.²²

As previously discussed, the northern portion of Project Site consists of a former surface parking lot that is currently in use as a staging area for construction and excavation of the Metro Regional Connector 2nd Street/Broadway rail station and portal. The southern portion of the Project Site contains a five-story parking structure. There are no buildings on the Project Site that qualify as historic resources. Furthermore, there are no protected trees or unique geologic or topographic features located on-site. As such, there are no visual resources located within the Project Site.

Visual resources also include off-site resources that may be viewed within the same viewshed as the Project Site from nearby or distant vantage points. Visual resources within the Project area that are visible from public locations include the Downtown Los Angeles skyline to the west and northwest, the more distant San Gabriel Mountains to the north, and Walt Disney Concert Hall to the northwest. However, other than intermittent views along public roadways or across surface parking lots in the area, due to the relatively flat topography and the surrounding dense urban development, views of these resources are often limited, partial, distant, and/or non-existent from ground level in the Project area. Visual resources from focal viewpoints closer to the Project Site include the historic resources within the Project vicinity, which are described in Section IV.C, Cultural Resources, of this Draft EIR.

The off-site visual resources identified for this analysis include:

- The Downtown Los Angeles skyline, beginning approximately three blocks west of the Project Site.
- The distant San Gabriel Mountains, located approximately 7 miles north of the Project Site.
- The Times-Plant Complex, consisting of the Los Angeles Times Building and the Plant Building, located north of the Project Site along 1st Street and Spring Street, which was determined eligible for the National Register.

²² City of Los Angeles, *L.A. CEQA Thresholds Guide, 2006, Section A.1, Aesthetics*.

- The Mirror Building, located directly across 2nd Street from the Project Site, which was determined eligible for listing in the National Register and was automatically listed in the California Register.
- The Executive Building, located on the southeast corner of 1st Street and Broadway, which was identified as appearing eligible for listing in the California Register, as well as for local listing or designation.²³
- The Higgins Building, located on the southwest corner of 2nd Street and Main Street, which is a City of Los Angeles Historic-Cultural Monument (HCM #403).
- The Douglas Building, located on the northwest corner of Spring Street and 3rd Street, within the same block as the Project Site, which is a City of Los Angeles HCM (HCM #966).
- The Irvine-Byrne Building, located on the northwest corner of 3rd Street and Broadway, which is a City of Los Angeles HCM (HCM #544) and is listed in the National and California Registers as a contributor to the Broadway Theater and Commercial District.
- The Victor Clothing Company Building (formerly known as the Hosfield Building), located on the east side of Broadway between 2nd and 3rd Streets, within the same block as the Project Site, which is listed in the National and California Registers as a contributor to the Broadway Theater and Commercial District.
- Walt Disney Concert Hall, located on Grand Avenue between 1st and 2nd Streets, which was designed by renowned architect Frank Gehry.
- The Broadway Theater and Commercial District, which is listed in the National Register and located south of the Project Site along Broadway, from north of 3rd Street to Olympic Street.²⁴

In addition to the above, several urban features in the Project vicinity contribute to the aesthetic character of the Project area and Downtown Los Angeles, including public plazas, pedestrian amenities, and park areas. However, at locations near the Project Site

²³ *The field surveys conducted between 2010 and 2017 as part of the Department of City Planning's Office of Historic Resources' SurveyLA efforts identified and evaluated resources that may be eligible for designation, but did not result in any actual designations. However, in September 2018 the City's Cultural Heritage Commission recommended designation of Times Mirror Square, including the Executive Building, as a Historic-Cultural Monument. Regardless of its historic status, the Executive Building is considered to be a visual resource for purposes of this analysis.*

²⁴ *The boundaries of the Broadway Theater and Commercial District differ from those of the Broadway Theater and Entertainment Community Design Overlay District. For discussion of Project compliance with the CDO, please refer to Section IV.F, Land Use, of this Draft EIR.*

from which these features are visible, views of such the resources are often substantially blocked by adjacent development unless the viewer is positioned adjacent to the specific resource.

The Central City Community Plan designates the Harbor Freeway (CA-110), which runs north/south approximately 0.6 mile to the west of the Project Site, as a scenic freeway, as it offers northbound views of the Downtown Los Angeles skyline and the San Gabriel Mountains in the distance.²⁵ While the actual freeway is not considered a visual resource for purposes of this analysis, views from CA-110 that could include the Project Site will be considered.

(b) Views from the Project Site

Existing public views within the greater Project area include focal views and panoramic views or vistas of the visual resources identified above. However, as previously discussed, many scenic vistas of visual resources in the Project vicinity are limited due to the predominantly flat terrain of the area and the dense, intervening structures that block long-range, expansive views. Thus, views of these resources are limited, partial, distant, and/or non-existent. Focal views closer to the Project Site are also typically substantially blocked by adjacent buildings unless the viewer is positioned directly in front of the resource. In general, the local roadways offer the most long-range views, which also are obstructed in some locations by intervening bridges, overpasses, etc.

Due to intervening development, including the mid- and high-rise structures on surrounding parcels, and the area's relatively flat topography, views from the Project Site are generally short in range and limited to the urban landscape within the immediate vicinity (i.e., buildings, roadways, billboards, and street trees). Views to the north of the Project Site are largely obstructed by the 11-story office building (Mirror Building) and six-story parking structure located across from the Project Site on 2nd Street. Views to the east of the Project Site are dominated by the low-rise commercial buildings and the mid-rise parking structure located along Spring Street. However, views of the upper levels of the historic Higgins Building are available from certain east-facing vantage points. Views to the west of the Project Site are largely dominated by high-rise buildings, with low- and mid-rise buildings and a surface parking area framing the short-range westerly view. Views to the south of the Project Site are substantially blocked due to the buildings on the same block as the Project Site.

²⁵ *City of Los Angeles, Generalized Land Use—Central City (map), July 7, 2009.*

A scenic vista is generally described as a panoramic view (offering visual access to a large geographic area) or a focal view (visual access to a particular object, scene, or feature of interest), according to the *L.A. CEQA Thresholds Guide*. There are currently no scenic vistas available from the Project Site.

(c) Views from the Surrounding Project Area

Public views from vantages within the surrounding area are limited due to dense urban development and flat terrain. Surrounding views consist of the urban landscape with a varied composition of mid- to high-rise buildings, both old and new, occupied by commercial, residential, office, and parking uses. While intermittent, pedestrian-level, long-range views of the San Gabriel Mountains may be available from certain roadway segments in the area (e.g., Broadway and Spring Street), such views are extremely limited. Most private views of the San Gabriel Mountains are similarly obstructed by existing development, although private views of the mountains may be available from the upper levels of high-rise buildings in the area. In addition, public views of Walt Disney Concert Hall are available along westbound 2nd Street; similar private views are available from certain buildings on 2nd Street, such as the Higgins Building.²⁶

Public viewing locations or vantage points of the Project Site include public streets and sidewalks adjacent to the Project Site and in the surrounding area, and other public areas surrounding the Project Site offering elevated views of the Project area. Under existing conditions, short-range views of the Project Site are obstructed from most public vantages and are generally only available to viewers at adjacent locations, including pedestrians and motorists along Spring Street, Broadway, and the open segments of 2nd Street. Private views of the existing parking structure on-site are available from the windows of nearby apartment buildings (i.e., the Victor Clothing Company Building and the Douglas Building) to the south, as the properties are only separated by a surface parking area. The existing on-site parking structure and former surface parking area also are visible from the upper stories of other buildings in the immediate vicinity, with visual access to the parking structure available from more distant elevated locations due to the greater height of that structure.

The Project Site may be visible within scenic vistas of visual resources, such as the Downtown Los Angeles skyline to the west and the San Gabriel Mountains to the north, as well as from segments of CA-110. However, as the northern portion of the Project Site currently is not developed with any structures and the southern portion contains a five-story

²⁶ *It is noted that Related Project No. 21 (Grand Avenue Project) is proposed at 100 S. Grand Avenue, on the north side of 2nd Street, which would obstruct some views of Walt Disney Concert Hall from vantage points to the east.*

structure, the Project Site is not clearly discernible among the mid- and high-rise structures that comprise Downtown Los Angeles. In addition, more distant public vantage points within the San Gabriel Mountains to the north and the Hollywood Hills to the northwest offer intermittent panoramic views of Downtown, including the Project area, and the Los Angeles basin.

(3) Light and Glare

(a) Lighting

As the Project vicinity is highly urbanized and consists of dense commercial and residential development, the area is characterized by moderate to high ambient, nighttime, artificial light levels. Typical of an urban area, night lighting in the Project vicinity includes several types of artificial light sources, including street lights, vehicle lights, light emanating from the interior of residential and commercial buildings, illuminated signs, accent lighting, and pole lights within surface parking areas. All adjacent streets are lighted. More specifically, existing light and glare sources on the Project Site consist of pole-mounted lighting on the roof level of the parking structure, construction-related lighting associated with the new Metro 2nd Street/Broadway rail station and portal within the northern portion of the Project Site, vehicle headlights within the parking structure, and surrounding pole-mounted streetlights, which collectively generate moderate light levels typical of a heavily urbanized area. Light-sensitive uses, primarily consisting of residential uses, are located throughout the general Project area. In the immediate vicinity, the nearest off-site receptors that are considered light-sensitive and have views of the Project Site are the middle or upper floors of the apartment buildings located south of the Project Site within the same block (i.e., Douglas Lofts and Hosfield Building), as well as those in the middle and upper floors of the building one block to the east (i.e., Higgins Building).

Daytime glare is generally associated with reflected sunlight from buildings with reflective surfaces such as glass, shiny surfaces, metal, or other reflective materials. As previously described, the Project Site's former surface parking lot is currently in use as a construction staging area and a parking structure. The equipment associated with Metro's construction activities may generate limited (and temporary) opportunities for glare. Some daytime glare also may emanate from sunlight reflecting off parked vehicles within the rooftop level of the parking structure. However, this glare source is not considerable in the context of the dense urban environment. In the immediate Project vicinity, the nearest off-site receptors that are considered sensitive to daytime glare and have views of the Project Site include the residential uses in the middle or upper floors of buildings located to the south on the same block (i.e., Douglas Lofts and Hosfield Building), as well as those in the middle and upper floors of the building one block to the east (i.e., Higgins Building). In addition, motorists traveling along roadways in the Project vicinity may be sensitive to daytime glare, depending on the time of day and time of year.

(4) Shade/Shadow

As described above, the northern portion of the Project Site is not developed with any structures and thus, does not cast shadows. The southern portion of the Project Site contains a five-story, 67-foot-tall parking structure that does cast shadows. However, due to the relatively low height of this structure, shadows do not extend far beyond the Project Site boundaries. Further, given the number and density of mid- and high-rise buildings and the presence of street trees throughout the Project area, shading is a common and expected occurrence in the Project vicinity and throughout Downtown. As with any dense downtown core, much of the area is shaded throughout the day, particularly during the winter months when the sun is lower in the sky.

As previously noted, shade-sensitive uses under the *L.A. CEQA Thresholds Guide* include routinely usable outdoor spaces associated with residential, recreational, or institutional land uses (e.g., schools and 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 because sunlight is important to their function, physical comfort, or commerce. The uses adjacent to the Project Site are dominated by commercial, residential, and parking uses, and limited routinely usable outdoor spaces are interspersed throughout these uses. Specifically, shade-sensitive uses in the Project vicinity include an open space area to the northeast of the Project Site on the northeast corner of Spring Street and 2nd Street that is often used as a dog park; outdoor dining areas, including sidewalk cafes to the east of the Project Site on Spring Street and Main Street; a landscaped rooftop terrace and sports courts atop a parking structure located within Times Mirror Square, north of the Project Site;²⁷ City Hall Park, located approximately two blocks northeast of the Project Site; and Grand Park, the eastern end of which is located approximately two blocks north of the Project Site and includes a playground, dog park, and large lawn area. In addition, there are solar collectors on the roof of the Federal Courthouse building located approximately one block northwest of the Project Site on Broadway and 1st Street and on a portion of the Kawada Hotel building located at the southeast corner of 2nd Street and Hill Street, approximately one block east of the Project Site. There are additional plazas, outdoor dining and seating areas, and sidewalk cafes interspersed throughout the Downtown area. However, due to the urban nature of the area, many of these uses are typically shaded for at least portions of the day under existing conditions.

²⁷ *The rooftop sports courts located within Times Mirror Square were formerly associated with a tenant of the building and are no longer used (the basketball nets have been removed from the courts). Furthermore, the parking structure on which the sports courts are located is planned for removal under a separate development project (Related Project No. 121).*

(a) Winter and Summer Solstices

The “solstice” is defined as either of the two points on the ecliptic path (i.e., the path of the earth around the sun) that lie midway between the equinoxes (separated from them by an angular distance of 90 degrees). At the solstices, the sun’s apparent position on the celestial sphere reaches its greatest distance above or below the celestial equator—about 23.5 degrees of the arc. At the winter solstice, around December 21, the sun is directly overhead the Tropic of Capricorn at noon; at the summer solstice, around June 21, the sun is directly overhead the Tropic of Cancer at noon. In the Northern Hemisphere, the shortest and longest days of the year occur on these dates, marking the beginning of winter and summer, respectively. Measuring shadow lengths for the winter and summer solstices represents the extremes of the shadow patterns that occur throughout the year. Shadows cast on the summer solstice are the shortest shadows of the year, becoming progressively longer until the winter solstice, when the shadows are the longest of the year.

(b) Fall and Spring Equinoxes

At the time of the fall equinox, around September 22, and the spring equinox, around March 21, night and day are nearly the same length, and the sun crosses the celestial equator moving southward or northward (in the Northern Hemisphere). The fall equinox (also referred to as the autumnal equinox) marks the first day of the season of autumn and the spring equinox (also referred to as the vernal equinox) marks the first day of the season of spring.

3. Project Impacts

a. Methodology

(1) Aesthetics

The analysis of aesthetics considers the visual quality of the Project Site and the immediately surrounding area and the impacts of the Project with respect to the existing aesthetic environment. Based on field visits and photographic documentation, as well as the Project’s physical aspects in light of the proposed site plan, landscape plan, building elevations, conceptual renderings, and other Project design information, the analysis compares future conditions to existing conditions. The analysis also takes into account the proposed Project design features. The analysis is based on the following:

- Step 1: Describe the aesthetic characteristics and design of the proposed building within its urban context. Consider factors such as aesthetic character and quality, massing and scale, setbacks and open space that 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 the character of the surrounding vicinity 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, density, height, bulk, setbacks, signage, architectural styles, etc.); and
- Step 3: Compare the anticipated appearance of the Project to standards within existing adopted plans and policies which are applicable to the Project and the Project Site, including any zone changes or variances (regulatory analysis).

(2) Views

The analysis of views evaluates the changes to existing views that may result from development of the Project. The intent of the analysis is to determine if 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 closely tied to topography and distance from a view resource. The identification of available views within the Project area was accomplished through field surveys, photographic documentation, and topographic analysis. The analysis is based on the Project's characteristics, particularly building height and massing, as well as landscaping that may alter a scenic vista.

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. Resources considered include both distant natural features and proximate man-made/urban features within a reasonable geographic scope around the Project Site (i.e., could be viewed in conjunction with the Project Site).
- 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 "substantiality" of an alteration in views is somewhat subjective and dependent on many factors. 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.

(3) 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 lighting conditions in the Project area. The analysis evaluates the Project's proposed light and glare sources and the extent to which Project lighting may spill off the Project Site or illuminate the night sky, thereby affecting off-site light-sensitive uses. The analysis also describes the affected street frontages, the direction in which light would be focused, and the extent to which the Project would illuminate off-site sensitive land uses. In addition, the analysis considers the potential for sunlight to reflect off of building surfaces (glare) and the extent to which such glare could interfere with the operation of motor vehicles or other activities.

(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. As previously described, 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. PDT 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.²⁸

The Project's projected shadows for the hours shown above have been determined based on a 3D model of the Project that identifies the specific building footprint and maximum building height. 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.

b. Thresholds of Significance

As discussed above, the Project is located in a transit priority area, as defined in SB 743 and ZI No. 2452. Because the Project qualifies as a mixed-use residential and/or employment center project on an infill site within a transit priority area, the Project's aesthetic impacts cannot be considered significant impacts on the environment pursuant to SB 743 and PRC Section 21099. However, the following analysis is provided for informational purposes.

²⁸ *Timeframes have been adjusted from those specified in the L.A. CEQA Thresholds Guide to account for the new Daylight Savings 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.*

(1) State CEQA Guidelines Appendix G

If SB 743 and ZI 2452 did not apply, in accordance with the State CEQA Guidelines Appendix G (Appendix G), the Project would have a significant impact related to aesthetics (including visual character, views, and light and glare) 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 and glare which would adversely affect day or nighttime views in the area.*

Appendix G of the State CEQA Guidelines does not address questions applicable to shading. Thus, for purposes of the analysis herein, the shading threshold included in the 2006 L.A. CEQA Thresholds Guide, which is outlined below, will apply.

(2) 2006 L.A. CEQA Thresholds Guide

The L.A. CEQA Thresholds Guide states that the determination of significance shall be made on a case-by-case basis, considering the following criteria to evaluate aesthetic impacts (including visual character, view, and light and glare impacts):

(a) 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.

(b) Obstruction of Views

- The nature and quality of recognized or valued views (such as natural topography, settings, manmade 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.

(c) Nighttime Illumination

- The change in ambient nighttime 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.

(d) Shading

- If shadow-sensitive uses would 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 early November and early March), or for more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (between early March and late November).²⁹

²⁹ Timeframes have been adjusted from those specified in the City of Los Angeles CEQA Thresholds Guide to account for the new Daylight Savings 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 (Footnote continued on next page)

For this analysis, which is provided for informational purposes only, the City will use Appendix G as the thresholds of significance with respect to aesthetics/visual character, views, and light and glare. The criteria identified above from the *L.A. CEQA Thresholds Guide* will be used where applicable and relevant to assist in analyzing the Appendix G threshold questions. However, as Appendix G does not include a threshold that addresses shading, the criteria identified above from the *L.A. CEQA Thresholds Guide* will be used in assessing impacts related to shading, as follows:

Threshold (e): Would shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. PST or for more than four hours between the hours of 9:00 A.M. and 5:00 P.M. PDT?

c. Analysis of Project Impacts

(1) Project Design Features

The following Project design features are proposed with regard to aesthetics, views, light and glare, and shading:

- AES-PDF-1:** The Project Applicant shall 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.
- AES-PDF-2:** New on-site utilities that may be required to serve the Project shall be installed underground.
- AES-PDF-3:** Glass used in building façades shall be low-reflective or treated with an anti-reflective coating in order to minimize glare (e.g., limit 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.

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.

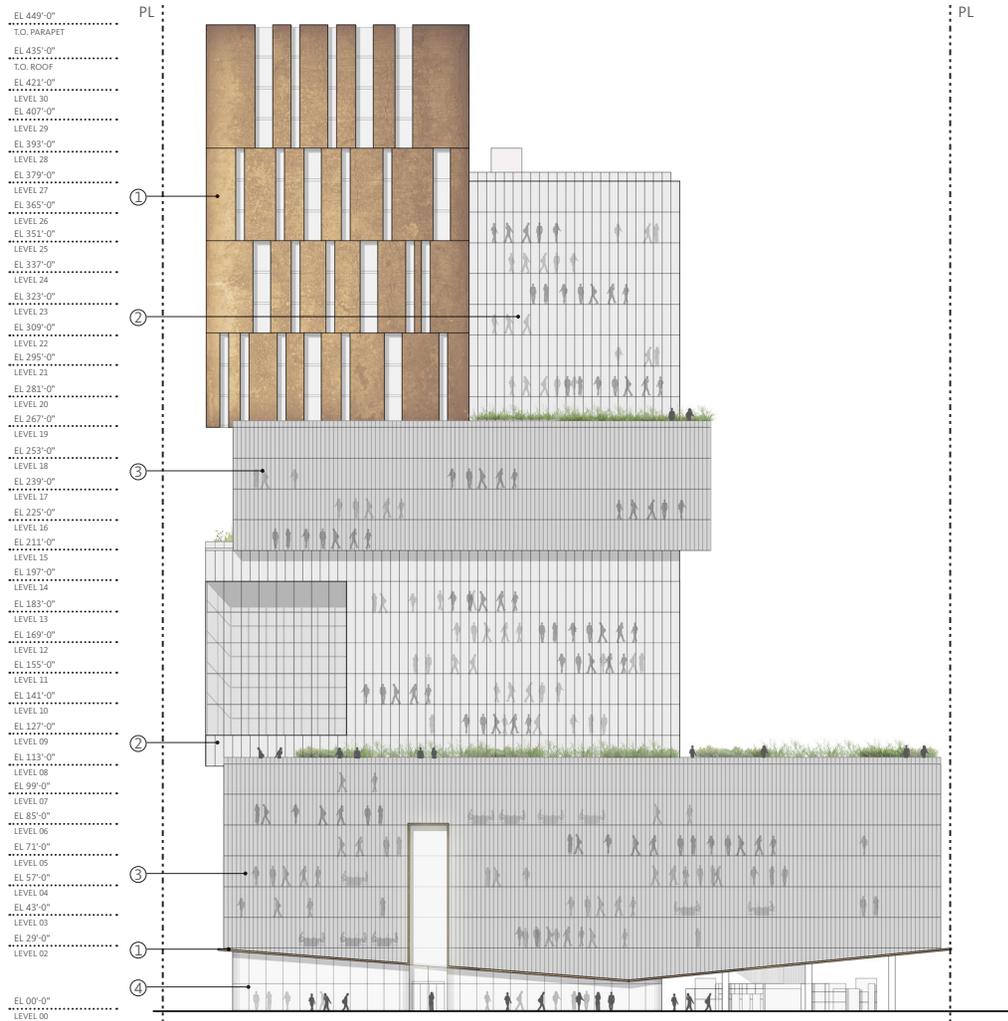
(2) Relevant Project Characteristics

As described in Section II, Project Description, of this Draft EIR, the Project involves the development of a 30-story, 449-foot-tall, mixed-use building.³⁰ The 2.71-acre Project Site also would house the Metro Regional Connector 2nd Street/Broadway rail station and portal, which are currently under construction. Based on a total of 688,401 square feet of floor area (including the Metro portal), development on the Project Site would have an FAR of 5.83:1.

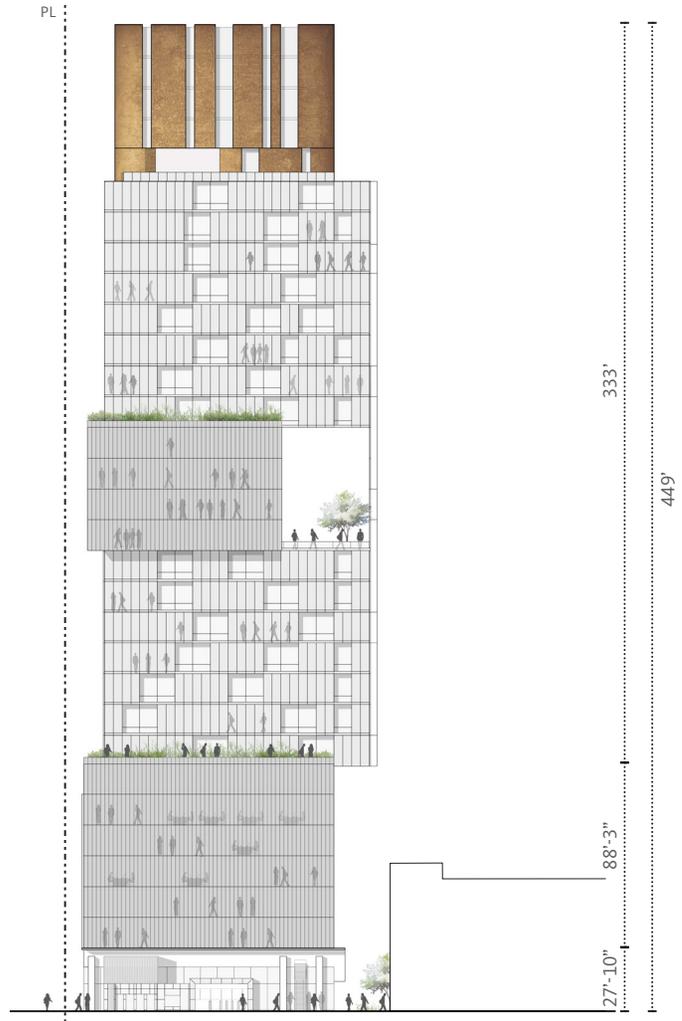
The ground floor of the proposed building would include commercial spaces fronting 2nd Street and Spring Street, as well as the interior of the site (i.e., facing the Metro portal and the pedestrian paseo), with a residential lobby and loading area located along Spring Street. Office space would be provided on levels 2 through 22, and the residential uses would be on levels 23 through 30. As shown in the building elevations (Figure IV.A-5 and Figure IV.A-6 on pages IV.A-36 and IV.A-37, respectively), as well as the conceptual renderings (Figure II-4 through Figure II-6 in Section II, Project Description, of this Draft EIR), the proposed building has been designed as a series of stacked volumes of varying sizes (floorplates), with shifting footprints and alternating types of curtain walls, capped by a bronze-colored (or other metallic) façade. Levels 1 through 7 would comprise one volume and serve as the building podium, with levels 2 through 7 extending over the Metro portal. Levels 8 through 14 would comprise the next volume, which would be stepped back substantially from Broadway and slightly from 2nd Street. Levels 15 through 18 and levels 19 through 26 also would be separate volumes, with the footprint of each shifting back and forth in relation to the adjacent streets. Levels 27 through 30 would comprise the smallest volume, which would be stepped back the furthest from both Broadway and 2nd Street. The highest two volumes, levels 27 through 30 and the eastern half of levels 19 through 26, would include a bronze-colored (or other metallic) façade. Overall, the height and massing of the building would shift away from Broadway toward Spring Street, as illustrated in the north and south building elevations included in Figure IV.A-5 and Figure IV.A-6, respectively. The shifting volumes in the building design would create a series of rooftop decks and terraces, which would include landscaped terraces, rooftop gardens, gathering spaces, and a swimming pool. Private balconies also would be provided on various levels. The Project would include a total of 27,765 square feet of usable common open space and 800 square feet of usable private open space.

The façade of the building would primarily consist of glass, aluminum, and bronze-colored metal. The façades of the ground level commercial uses would consist of

³⁰ *The height of the building would measure 435 feet at the highest roofline and 449 feet at the top of the highest parapet, which would be set back from the roofline.*



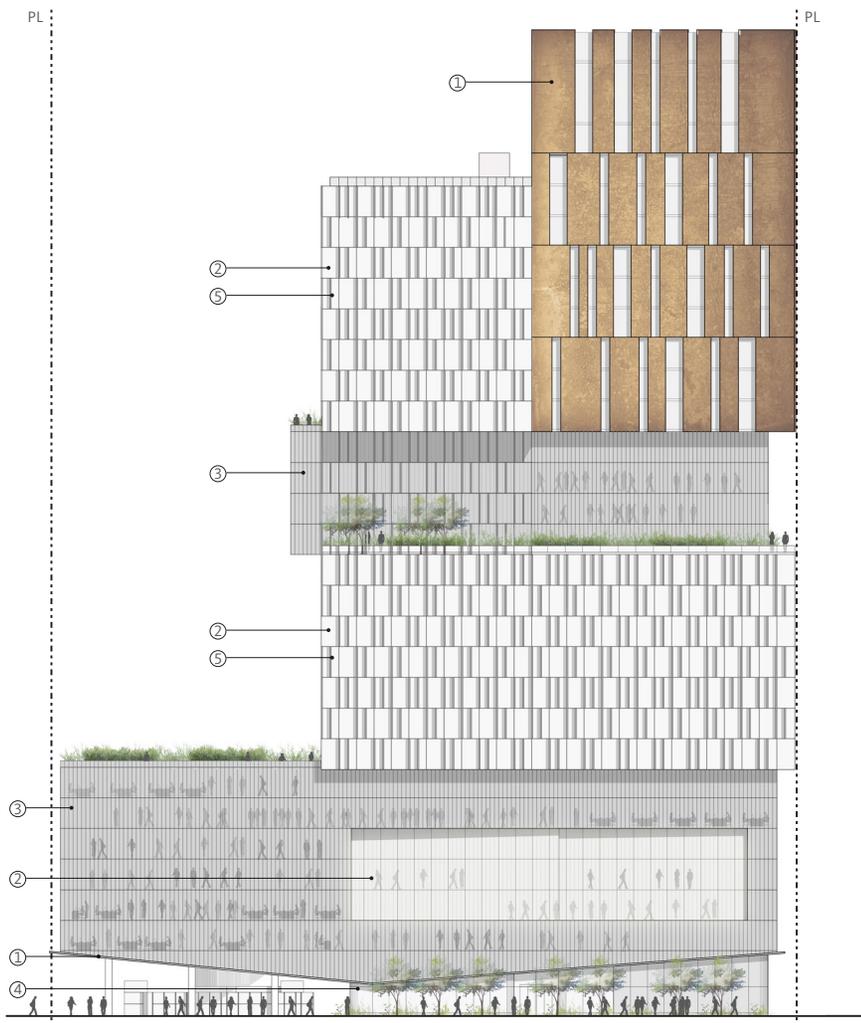
NORTH/2ND STREET ELEVATION



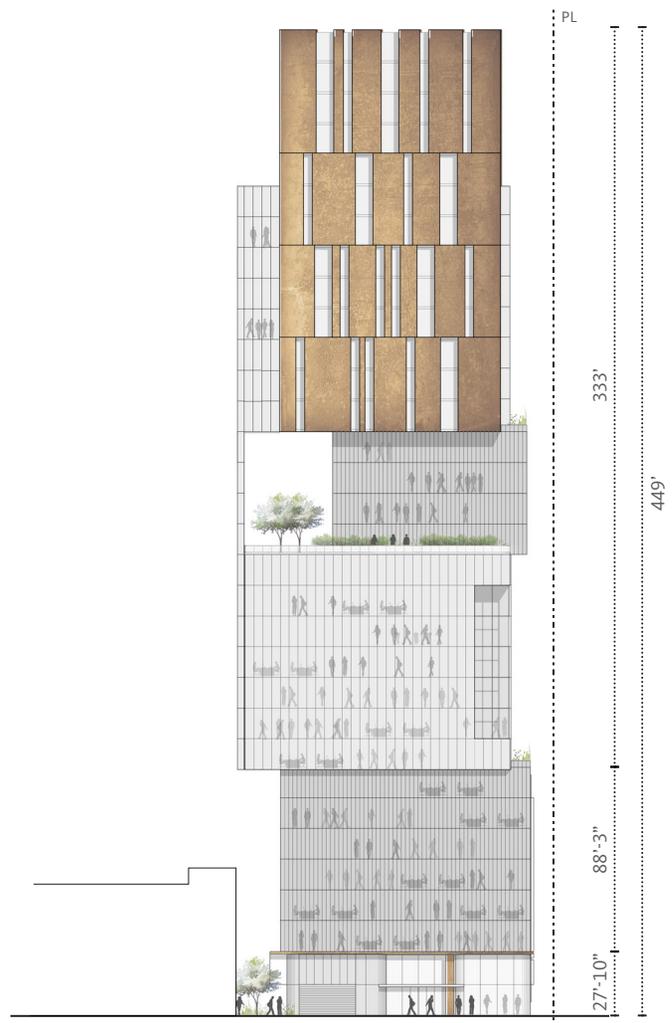
WEST/BROADWAY ELEVATION

Figure IV.A-5
Building Elevations—North and West

EL 448'-0"
 T.O. PARAPET
 EL 435'-0"
 T.O. ROOF
 EL 421'-0"
 LEVEL 30
 EL 407'-0"
 LEVEL 29
 EL 393'-0"
 LEVEL 28
 EL 379'-0"
 LEVEL 27
 EL 365'-0"
 LEVEL 26
 EL 351'-0"
 LEVEL 25
 EL 337'-0"
 LEVEL 24
 EL 323'-0"
 LEVEL 23
 EL 309'-0"
 LEVEL 22
 EL 295'-0"
 LEVEL 21
 EL 281'-0"
 LEVEL 20
 EL 267'-0"
 LEVEL 19
 EL 253'-0"
 LEVEL 18
 EL 239'-0"
 LEVEL 17
 EL 225'-0"
 LEVEL 16
 EL 211'-0"
 LEVEL 15
 EL 197'-0"
 LEVEL 14
 EL 183'-0"
 LEVEL 13
 EL 169'-0"
 LEVEL 12
 EL 155'-0"
 LEVEL 11
 EL 141'-0"
 LEVEL 10
 EL 127'-0"
 LEVEL 09
 EL 113'-0"
 LEVEL 08
 EL 99'-0"
 LEVEL 07
 EL 85'-0"
 LEVEL 06
 EL 71'-0"
 LEVEL 05
 EL 57'-0"
 LEVEL 04
 EL 43'-0"
 LEVEL 03
 EL 29'-0"
 LEVEL 02
 EL 00'-0"
 LEVEL 00



SOUTH/COURTYARD ELEVATION



EAST/SPRING STREET ELEVATION

Figure IV.A-6
Building Elevations—South and East

Source: Gensler, AHBE, & PSOMAS, July 13, 2018.

expansive glass windows with transparent glazing. The façades of the podium and upper, horizontally oriented building sections would consist of glass that would be recessed between vertical aluminum casings, with a light grey or silver finish in a classic modern design that emphasizes height and depth. In most of the remaining upper building sections, the façade would be defined by a double layer of sliding glass panels on the west side with minimal frame detailing and vertical aluminum sun-shades or fins on the south side. The uppermost section of the building would include double height glazing set behind a system of perforated bronze-colored metal panels. Glass would be low-reflective to minimize glare.

As previously indicated, the Metro Regional Connector 2nd Street/Broadway rail station and portal, currently under construction, would be located at the northwest corner of the Project Site. The at-grade portal would include ticket booths, kiosks, information signs, stairs, escalators, and elevators to serve the subterranean Metro station. The mixed-use building would be built above the Metro portal, with the floor of Level 2 essentially serving as a roof over the station entrance. As part of the Project, Metro's plaza surrounding the portal would be supplemented to include planted areas, benches and café seating, and bicycle parking in order to create a pedestrian-friendly environment. The design of the plaza around the portal would be integrated and consistent with a pedestrian paseo that would be located between the new building and the existing on-site parking structure, thus creating a larger public plaza at Broadway and 2nd Street that extends across the center of the Project Site to Spring Street.

Landscaping on the Project Site would include canopy trees, a variety of shrubs and grasses, planted trellises, benches and café seating, permeable paving, and potentially a water wall feature throughout the pedestrian paseo. In addition, new and replacement street trees and streetscape plantings would be introduced along Broadway and Spring Street, as shown in the ground-level conceptual site plan provided in Figure II-3 in Section II, Project Description, of this Draft EIR. As previously indicated, the at-grade Metro portal plaza would include landscaping that would be integrated with the pedestrian paseo to create visual continuity throughout the Project Site. The Project would also include landscaping on the upper level terraces. The Project's landscaping would include drought-tolerant plants, including both native and adaptive native plant materials. Overall, the Project landscape plan would include the following planting zones on-site, with specific species lists for each area: trees, streetscape plantings, Metro plaza plantings, garden paseo plantings, pool terrace plantings, aromatic terrace plantings, and garden terrace plantings.

Project lighting would include low-level exterior lights at the perimeter of the building, in the canopy over the Metro portal, and in the paseo, as needed, for aesthetic, security, and wayfinding purposes. All lighting would comply with current energy standards and

codes while providing appropriate light levels to accent signage, architectural features, and landscaping elements. Light sources would be shielded and/or directed toward Project Site areas to minimize light spill-over to neighboring buildings and the surrounding area. Additionally, new street and pedestrian lighting within the public right-of-way would provide appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties, in compliance with applicable City regulations and with approval by the Bureau of Street Lighting. Pursuant to the Broadway Streetscape Master Plan, existing street light locations, as well as the historic bases of these existing streetlights, would be retained, and any new street lights would be replicas of the historic streetlights.

Project signage would be integrated with and complement the overall aesthetic character of the Project and comply with the standards and goals of the Historic Broadway Sign Supplemental Use District. Project signage would include general ground level and wayfinding pedestrian signage around the perimeter of the new building and in the paseo, informational signs associated with the parking structure, and building and tenant identification signs. Wayfinding signs would be located at access points to the on-site parking garage, paseo, commercial and residential entries, corridors, and elevator lobbies. Metro signage would be integrated with the overall signage concept. No off-premises billboard advertising is proposed as part of the Project.

(3) Project Impacts

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

The Project would result in more visible site development as a result of the proposed 30-story building that would be constructed in the northern portion of the Project Site. The introduction of a high-rise structure on-site could affect some short-range focal views. Specifically, Project development would be prominently visible within short-range views from street-level vantage points adjacent to the Project Site, but the new building would not substantially obstruct public views of any visual resources. While some westerly views of Walt Disney Concert Hall along 2nd Street could be affected, including views from the Higgins Building, it is noted that Related Project No. 21 (Grand Avenue Project), which is proposed at 100 S. Grand Avenue on the north side of 2nd Street, would obstruct some views of Walt Disney Concert Hall from vantage points to the east, including views from the Project Site. With regard to the historic resources in the Project area, the Project would be located within the same block as the Douglas Building and Victor Clothing Company Building. However, the proposed 30-story building would be separated from these buildings by the existing 5-story parking structure on-site as well as the adjacent surface parking lot located immediately to the south. Given the physical separation, the Project

building would not obscure southerly views of the primary or secondary façades of these structures from most vantage points. Limited vantages along Broadway and Spring Street north of 2nd Street could be affected, but such views are already obscured by existing intervening development, including the parking structure on-site, as well as street trees. Similarly, the Project would not substantially block northerly views of the Mirror Building located north of the Project Site across 2nd Street. While street-level views of the Mirror Building could be partially obstructed from certain vantage points along Spring Street and Broadway south of 2nd Street, any blockage would be limited and transitory. Easterly views of the Higgins Building from certain vantages along 2nd Street west of Broadway likewise could be affected, although any obstruction would be similarly limited and transitory in nature. Thus, the Project would not substantially block visual access to visual resources in the immediate Project area. Furthermore, as distance increases from the Project Site, intervening structures would obscure views of the proposed development.

With regard to long-range views of the Downtown Los Angeles skyline and the San Gabriel Mountains, the increased height and mass of the Project as compared to existing conditions would result in the Project Site being more visible from distant locations. Thus, the Project could intermittently block longer-range views of the skyline and mountains from certain vantage points. With regard to the San Gabriel Mountains, as previously discussed, any such views are limited, intermittent, and primarily available from public roadways, most of which would not be affected by Project development. With regard to the Downtown skyline, while the 30-story building could intermittently block portions of the existing skyline as viewed from areas east, northeast, and southeast of the Project Site, the Project essentially would become part of the skyline, blending into the existing fabric of Downtown urban development. Views of both the Downtown skyline and the San Gabriel Mountains would continue to exist from many public vantages throughout the Project area.

From public viewpoints within the San Gabriel Mountains or the Hollywood Hills, where long-range views of Downtown may be available, the Project, when visible at all, would blend in and be consistent with Downtown urban development. In general, long-range views from areas within the San Gabriel Mountains or the Hollywood Hills are typically expansive and panoramic and, therefore, not sensitive to individual development. Given its distance from these vantage points, the Project would not visually stand out or block long-range views from these areas. Thus, the Project would not obstruct panoramic views of visually prominent or valued resources from vantages within the San Gabriel Mountains or the Hollywood Hills.

In addition, views from CA-110 would not be substantially altered by the Project. This freeway is considered scenic due to its views of the Downtown skyline and the San Gabriel Mountains. As the Project Site is located beyond the Downtown skyline (i.e., to the

east) as viewed from CA-110 and is not within the same viewshed as the San Gabriel Mountains, the Project would not impact views from this freeway.

Overall, while the Project would alter the visual character of the immediate Project area, it would not substantially block short- or long-range views of visual resources. Based on the above, the Project would not have a substantial adverse effect on a scenic vista. Moreover, in accordance with SB 743, any impact would not be considered significant. As previously discussed, per ZI No. 2452, impacts to visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered an impact pursuant to CEQA for infill projects within TPAs.

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 discussed in Section VI, Other CEQA Considerations, and 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 City-designated or State-designated scenic highway.^{31,32} Furthermore, there are no unique geologic or topographic features or historic buildings located on the Project Site. Thus, the Project would not substantially damage scenic resources within a scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings located within the vicinity of a City-designated scenic highway. Therefore, no further analysis regarding this significance threshold is provided below.

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 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. It is noted that the northern portion of the Project Site is currently in use as a staging and excavation area for

³¹ *City of Los Angeles General Plan, Transportation Element, Map E: Scenic Highways in the City of Los Angeles.*

³² *State of California Scenic Highway Mapping System, www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed February 8, 2018.*

construction of the Metro rail station and portal; thus, the portion of the Project Site within which Project construction would occur is currently comprised of a construction site. However, Metro's current plans call for the restoration of a paved surface area on those areas of the northern portion of the Project Site outside of the new Metro portal and plaza area following the completion Metro's construction activities. Accordingly, commencement of Project construction would represent a change from possible then-existing (i.e., future) conditions, but would not be substantially different than the conditions that exist today.

During Project construction, the visual appearance of the Project Site would be altered due to the removal of any paved areas outside of the Metro portal and plaza. Other construction activities, including site clearance and site preparation, grading, and excavation; the staging of construction equipment and materials; and the construction of the building foundation and proposed structure also would alter the visual character and quality of the Project Site and vicinity. These construction activities could be visible to pedestrians and motorists on 2nd Street, Spring Street, and Broadway, 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, and aside from vertical building construction, not substantially different than existing conditions. Furthermore, construction activities would be temporary in nature, and the visual impacts associated with construction activities would cease upon the completion of the Project's construction phase. In addition, the Project would include the installation of temporary construction fencing along the periphery of the Project Site to screen construction activity from view at street level, as required by the City. Also, as set forth in AES-PDF-1, any pedestrian walkways and construction fencing accessible or visible to the public would be maintained in a visually attractive manner (i.e., free of trash, graffiti, and peeling postings and a uniform paint color or graphic treatment) throughout the construction period. Further, pursuant to City requirements, outdoor lighting would be shielded, as appropriate, during construction. As there are several mid- and high-rise structures in the immediate Project vicinity, construction activities would be visible from the upper levels of some of these structures. However, the appearance of the Project Site during construction would be similar to Metro's ongoing construction on-site and typical of construction sites throughout Downtown Los Angeles, which is experiencing high levels of new development.

Overall, while construction would alter the visual character of the Project Site on a temporary basis, Project construction activities would not substantially degrade the existing visual character or quality of the site and its surroundings. Moreover, in accordance with SB 743, any impact would not be considered significant. As previously discussed, per ZI No. 2452, impacts to visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered an impact pursuant to CEQA for infill projects within TPAs.

(b) Operation

As indicated above, although the northern portion of the Project Site is currently in use as a staging and excavation area for construction of the Metro rail station and portal, Metro's current plans call for the restoration of a paved surface area on those portions of the Project development area outside of the new Metro portal and plaza area following the completion Metro's construction activities.

Project development would result in the removal of the paved areas outside of the Metro portal and plaza in order to construct a landmark high-rise building that would complement the aesthetic character of the area through high quality urban planning and architectural design. The Project would increase height, density, and mass on the Project Site as compared to existing conditions but would incorporate variations in building planes and other architectural features to reduce the effect of massing and provide a pedestrian scale adjacent to public streets, as discussed in more detail below. The proposed 30-story structure would have a maximum building height of 449 feet, with the building measuring 435 feet at the highest roofline and 449 feet at the top of the highest parapet, which would be set back from the roofline. The proposed building would be taller than existing buildings on the immediately adjacent parcels, which contain mid-rise buildings and surface parking areas. However, the scale and height of the Project would be consistent with overall development within the surrounding area and Downtown Los Angeles as a whole, as illustrated in the conceptual renderings depicting aerial views of the Project, included in Figure IV.A-7 on page IV.A-44, as well as in Figure II-6 in Section II, Project Description, of this Draft EIR. The highest concentration of high-rise buildings in Downtown is located approximately three blocks west of the Project Site, and many other high-rise structures are located throughout the Downtown area. Thus, the Project would provide infill development within a dense urban setting that would be consistent in scale and height with surrounding development.

The design of the Project would be moderated by a high degree of horizontal and vertical articulation that would break up the building planes and reduce visual massing. Overall, the height and massing of the building would shift away from Broadway toward Spring Street. As previously described, the proposed building would consist of a series of stacked volumes of varying sizes, with shifting footprints and alternating types of curtain walls. Specifically, levels 1 through 7 would serve as the building podium; levels 8 through 14 would comprise the next volume, which would be stepped back substantially from Broadway and slightly from 2nd Street; levels 15 through 18 and levels 19 through 26 also would be separate volumes, with the footprint of each shifting back and forth in relation to the adjacent streets; and levels 27 through 30 would comprise the smallest volume, which would be stepped back the furthest from both Broadway and 2nd Street. The shifting volumes in the building design would create a series of rooftop decks and terraces, which would include landscaped courtyards that would provide further horizontal articulation.



Figure IV.A-7
Conceptual Rendering—Aerial View Towards the Southwest

The Project would be designed in a contemporary architectural style that would incorporate a variety of buildings materials including glass and various types of metal panels such as anodized aluminum, stainless steel, and bronze-colored metal. In addition, the highest two volumes of the building would incorporate a bronze-colored (or other metallic) façade. Glass used in the building façade would be low-reflective to reduce glare. Ground floor uses would be designed with transparent window treatments to visually differentiate ground floor uses from the office and residential floors. The building façade would be articulated along all sides, and the pedestrian environment would be further enhanced by landscaping, described below.

Proposed landscaping and open space areas would also improve the visual environment on the Project Site and in the surrounding area. Street trees and landscaping would be provided along Broadway and Spring Street, thereby enhancing the pedestrian environment. The existing street trees would be removed, and new street trees would be provided in accordance with the requirements of the City of Los Angeles Urban Forestry Division and the Broadway Streetscape Master Plan. In addition, a landscaped pedestrian paseo would be located between the new building and the existing parking structure to the south and would form a pedestrian pathway through the Project Site from Broadway to Spring Street. The paseo would be integrated with the plaza surrounding the Metro portal, thereby creating a larger public plaza that would extend from Broadway and 2nd Street across the center of the Project Site to Spring Street. Landscaping in the paseo would include canopy trees, a variety of shrubs and grasses, planted trellises, benches and café seating, permeable paving, and potentially a water wall feature as depicted in Figure IV.A-8 on page IV.A-46. Metro's portal plaza also would be supplemented to include planted areas, benches and café seating, as well as bicycle parking. The Project's landscaping would include drought-tolerant plants including both native and adaptive native plant materials.

Project signage would be designed to be aesthetically compatible with other signage in the area and would complement the building architecture. In addition, Project signage would comply with the standards and goals of the Historic Broadway Sign Supplemental Use District, which include general signage standards, illumination standards, and specific design, size, and location standards. Proposed signage would include general ground level and wayfinding pedestrian signage around the perimeter of the new building and in the paseo, informational signs at the access points to the parking structure, and building and tenant identification signs. Metro signage would be integrated with the overall signage concept. The types and arrangement of signs would be appropriately designed and scaled within the context of the Project and the Project area and would not result in adverse impacts to the aesthetics of the area, including along Broadway.



View towards Spring Street



View towards Broadway

Figure IV.A-8
Conceptual Rendering—Landscaped Paseo

Project lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes, as well as low-level lighting to accent signage, architectural features, and landscaping elements. Project lighting would be aesthetically pleasing and would comply with all applicable City regulations, as discussed further below.

As previously discussed, there are seven buildings considered to be historic resources located within the Project area that are considered visual resources. While the Project would be visible from some of these buildings, as it is an infill development in a dense urban environment, it would become part of the urban fabric of the area. Thus, while the Project would introduce a new visual element to the setting of some of the nearby historic structures, particularly those located within the same viewshed as the Project Site, the overall setting of the Project area and Downtown Los Angeles is already characterized by a mix of contemporary and classic mid- and high-rise buildings. Thus, the Project would not result in a substantial adverse change to the visual environment of the historic resources in the Project area or their immediate surroundings.

Overall, the Project would make a positive contribution to the aesthetic value of the Project Site and improve the visual character of the surrounding area by replacing a paved area (i.e., the former surface parking lot and current Metro construction staging area) with a new mixed-use development that would incorporate appropriate and creative design elements to complement the urban area in which it is located. In addition, the Project would enhance the pedestrian environment adjacent to the Project Site along 2nd Street, Broadway, and Spring Street. The Project would represent infill development that would reflect and complement the surrounding urban environment, thus creating a visual connection between the Project Site and the rest of Downtown. Since the buildings in the Project vicinity exhibit a high degree of variation in architectural style, height, massing, scale, and materials, the Project would contribute to the eclectic visual character of the area. The Project also would improve the cohesiveness of the area by converting an underutilized site into an active component of the community. Furthermore, as discussed further in Section IV.F, Land Use, of this Draft EIR, the Project would incorporate many of the recommendations in the Broadway Theater and Entertainment District Design Guide, Broadway Streetscape Master Plan, Downtown Design Guide, and Walkability Checklist and would be consistent with the vision for the Project area set forth in the Central City Community Plan.

Based on the analysis above, the Project would not substantially degrade the existing visual character or quality of the Project Site and its surroundings. Moreover, in accordance with SB 743, any impact would not be considered significant. As previously discussed, per ZI No. 2452, impacts to visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any

other aesthetic impact, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered an impact pursuant to CEQA for infill projects within TPAs.

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

(a) Construction

Lighting needed during Project construction has the potential to generate light spillover in the Project vicinity. However, construction activities would occur in accordance with the provisions of LAMC Section 41.40, which limits the hours of construction between 7:00 A.M. and 9:00 P.M. on weekdays and between 8:00 A.M. and 6:00 P.M. on Saturdays and national holidays, with no construction permitted on Sundays. Furthermore, as discussed in Section IV.J, Transportation/Traffic, of this Draft EIR, the majority of construction activities likely would conclude by 3:30 P.M. Therefore, construction would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur in the evening hours during the winter season. In addition, construction-related illumination would be used for safety and security purposes only and would be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary, similar to existing conditions associated with Metro's ongoing construction activities on-site. Furthermore, the residential uses located closest to the Project Site (i.e., the apartment buildings on the same block and to the south) would be largely shielded from construction uses by the existing five-story parking structure located between the proposed construction area and these buildings. Therefore, lighting associated with 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 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 not a usual element of construction activities. Furthermore, as noted above, construction would primarily occur during the daytime hours in accordance with LAMC requirements and typical construction schedules. As required by the City, 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, which would further limit glare. Moreover, any glare associated with Project construction would be similar to that generated by the construction vehicles and equipment currently in use on the Project Site as part of Metro's ongoing construction activities. Thus, overall,

there would be a negligible potential for daytime or nighttime glare associated with construction activities to occur.

Based on the above, with adherence to LAMC requirements and implementation of the Project design features outlined above, Project construction would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Furthermore, light and glare associated with Project construction would not substantially alter the character of off-site areas surrounding the Project Site or adversely impact day or nighttime views in the area. In any event, in accordance with SB 743, any impact would not be considered significant. As previously discussed, per ZI No. 2452, impacts to visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered an impact pursuant to CEQA for infill projects within TPAs.

(b) Operation

The Project would increase light and glare levels emanating from the Project Site. New sources of artificial lighting that would be introduced by the Project would include low-level interior lighting visible through the windows of the new building; low-level exterior lights at the perimeter of the building, in the canopy over the Metro portal, and in the paseo, as needed, for security, wayfinding purposes, and as accent lighting for signage, architectural features, and landscaping elements; and new street and pedestrian lighting within the public right-of-way. All lighting would comply with current energy standards and codes. Lighting on the Project Site would be shielded and/or directed toward Project Site areas to minimize light spill-over to neighboring buildings and the surrounding area. Additionally, the new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations, with approval by the Bureau of Street Lighting. The Project would not include electronic signage or signs with flashing, mechanical, or strobe lights, and no off-premises billboard advertising is proposed.

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, which is densely developed and characterized by a high degree of human activity and ambient light during the day and night. All exterior lighting would be shielded and/or directed toward the areas to be lit within the Project Site to avoid light spillover onto adjacent sensitive uses. Project lighting would also meet all applicable LAMC lighting standards. Pursuant to LAMC Section 93.0117(b), exterior light sources other than signage lighting shall be designed so that lighting levels produced do not exceed 2 foot-candles above ambient lighting at the property line of the nearest residential property or light-sensitive receptor. In addition, proposed signage would be designed to be

aesthetically compatible with the existing and proposed architecture in the area, and, in general, new signage would be architecturally integrated into the design of the building and would establish appropriate identification for the proposed commercial uses. Low-level accent lighting to highlight the Project's signage would be incorporated. Exterior lighting to highlight the Project's signage would be shielded or directed toward the areas to be lit to avoid creating off-site glare. In accordance with LAMC Section 14.4.4E, lighting used to illuminate Project signage would be limited to a light intensity of 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

New sources of glare would include the building surfaces. The Project would be designed in a contemporary style and would feature a variety of surface materials, primarily glass and various types of metal panels such as anodized aluminum, stainless steel, or bronze-colored metal. Glass used in the building façade would be low-reflective in order to minimize glare from reflected sunlight. All parking for the Project would be contained within the existing parking structure located in the southern portion of the Project Site. While headlights from the ingress/egress points of this structure on Broadway and Spring Street would be visible during the evening hours, no physical changes to this parking structure are proposed, and the light levels would be similar to existing conditions. Furthermore, such lighting sources are typical for the Project area.

Based on the above, with the implementation of Project design features, lighting associated with Project operation would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Furthermore, light and glare associated with Project operation would not substantially alter the character of off-site areas surrounding the Project Site and would not result in a substantial adverse change in ambient nighttime levels in close proximity to light-sensitive uses. In accordance with SB 743 and ZI No. 2452, any impact would not be considered significant. As previously discussed, per ZI No. 2452, impacts to visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered an impact pursuant to CEQA for infill projects within TPAs.

Threshold (e): Would shadow-sensitive uses be shaded by project-related structures for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. PST or for more than four hours between the hours of 9:00 A.M. and 5:00 P.M. PDT?

As previously described, the proposed 30-story structure would have a maximum building height of 449 feet, with the building measuring 435 feet at the highest roofline and

449 feet at the top of the highest parapet, which would be set back from the roofline. The building's height at the highest roofline would measure 435 feet. Figure IV.A-9 through Figure IV.A-12 on pages IV.A-52 through IV.A-55, respectively, depict the potential shadows cast by the Project. The following discussion evaluates the Project's shading impacts by determining whether the proposed building would shade any shade-sensitive uses, as defined by the *L.A. CEQA Thresholds Guide*, and if so, if the duration of shading would exceed the thresholds set by the *L.A. CEQA Thresholds Guide*.³³ Specifically, a significant shade/shadow impact would occur if the Project would shade off-site shadow-sensitive uses for more than three hours between 9:00 A.M. and 3:00 P.M. Pacific Standard Time (between early November and early March) or for more than four hours between 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (between early March and early November).

Given the number and density of mid- and high-rise buildings and the presence of mature trees throughout the urban Project area, shading is a common and expected occurrence. As described above, shade-sensitive uses in the immediate Project vicinity include an open space area directly northeast of the Project Site that is often used as a dog park; outdoor dining areas, including sidewalk cafes to the east on Spring Street and Main Street; a landscaped rooftop terrace and courtyard sports courts located within Times Mirror Square, north of the Project Site;³⁴ Grand Park, the eastern end of which is located approximately two blocks north of the Project Site and includes a playground, dog park, and large lawn area; City Hall Park, located approximately two blocks northeast of the Project Site; and solar collectors located on the roof of the Federal Courthouse building approximately one block northwest of the Project Site, as well as on a portion of the Kawada Hotel, located on the southeast corner of 2nd Street and Hill Street, approximately one block west of the Project Site.

(a) 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-9 on page IV.A-52, Project shadows during the winter would extend in a northerly direction and would move from northwest to northeast across the surrounding landscape. As under existing conditions, shadows from the existing parking structure on-site would extend to the uses on the west side of Broadway in the morning, but would largely be contained within the Project Site

³³ As previously noted, Appendix G of the State CEQA Guidelines does not address shading impacts. Thus, the shade threshold included in the 2006 L.A. CEQA Thresholds Guide is being used.

³⁴ The rooftop sports courts located within Times Mirror Square were associated with a former tenant of the building and are no longer used. Furthermore, the parking structure on which the sports courts are located is planned for removal under a separate development project (Related Project No. 121).

PROJECT WINTER SOLSTICE SHADOWS - DECEMBER 21ST

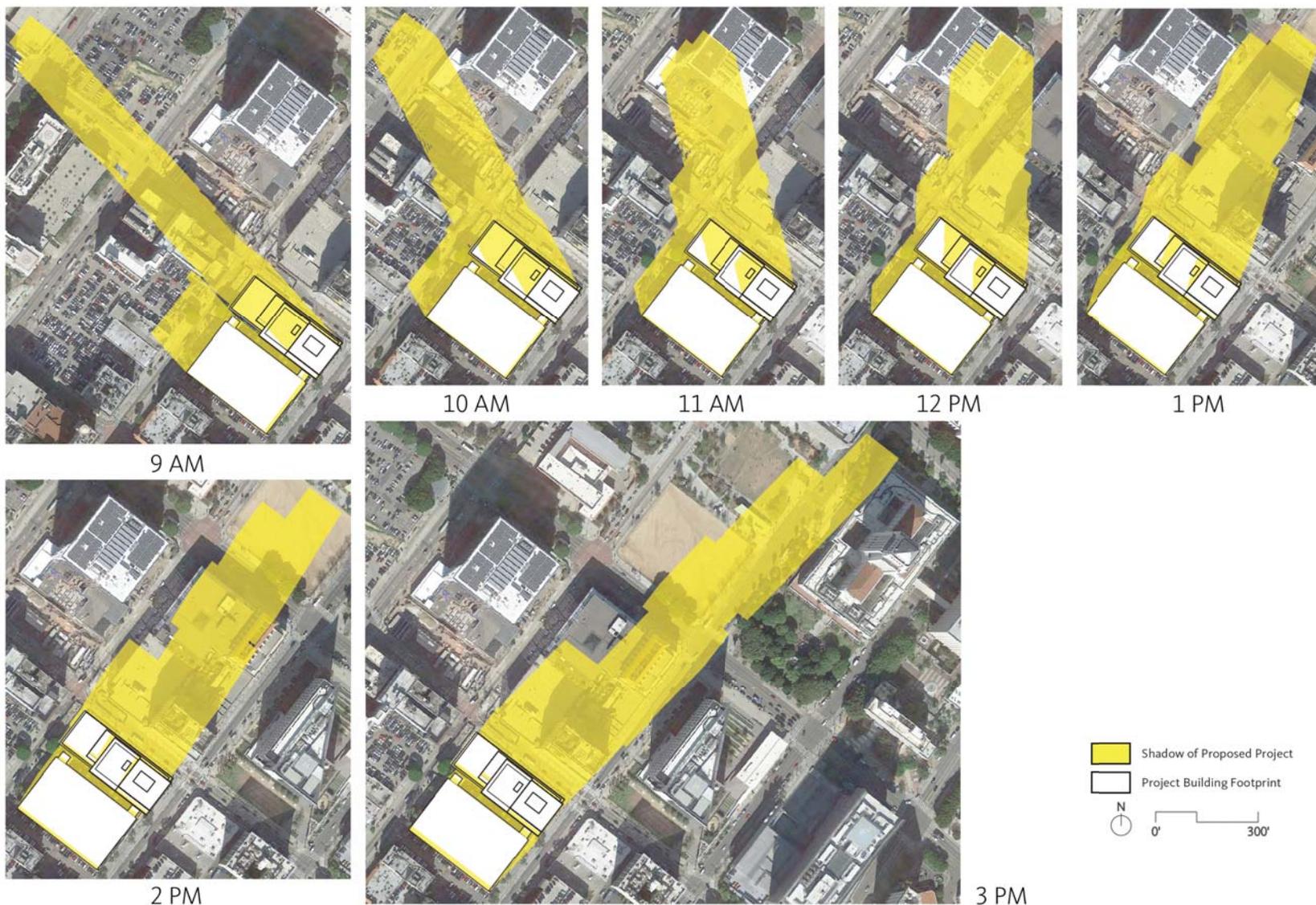


Figure IV.A-9
Project Shadows—Winter Solstice

PROJECT VERNAL EQUINOX SHADOWS - MARCH 20TH

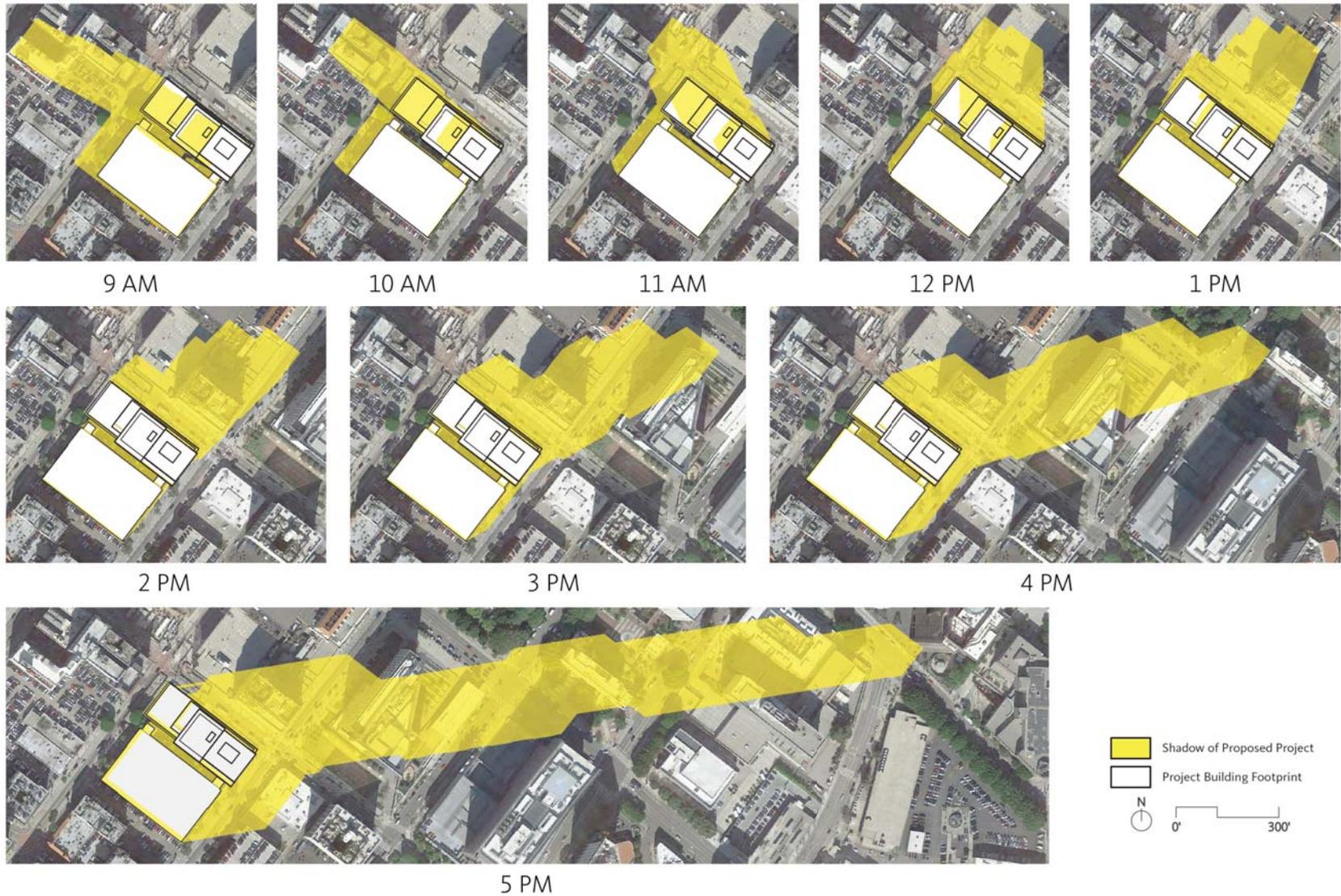


Figure IV.A-10
Project Shadows—Spring Equinox

PROJECT SUMMER SOLSTICE SHADOWS - JUNE 20TH

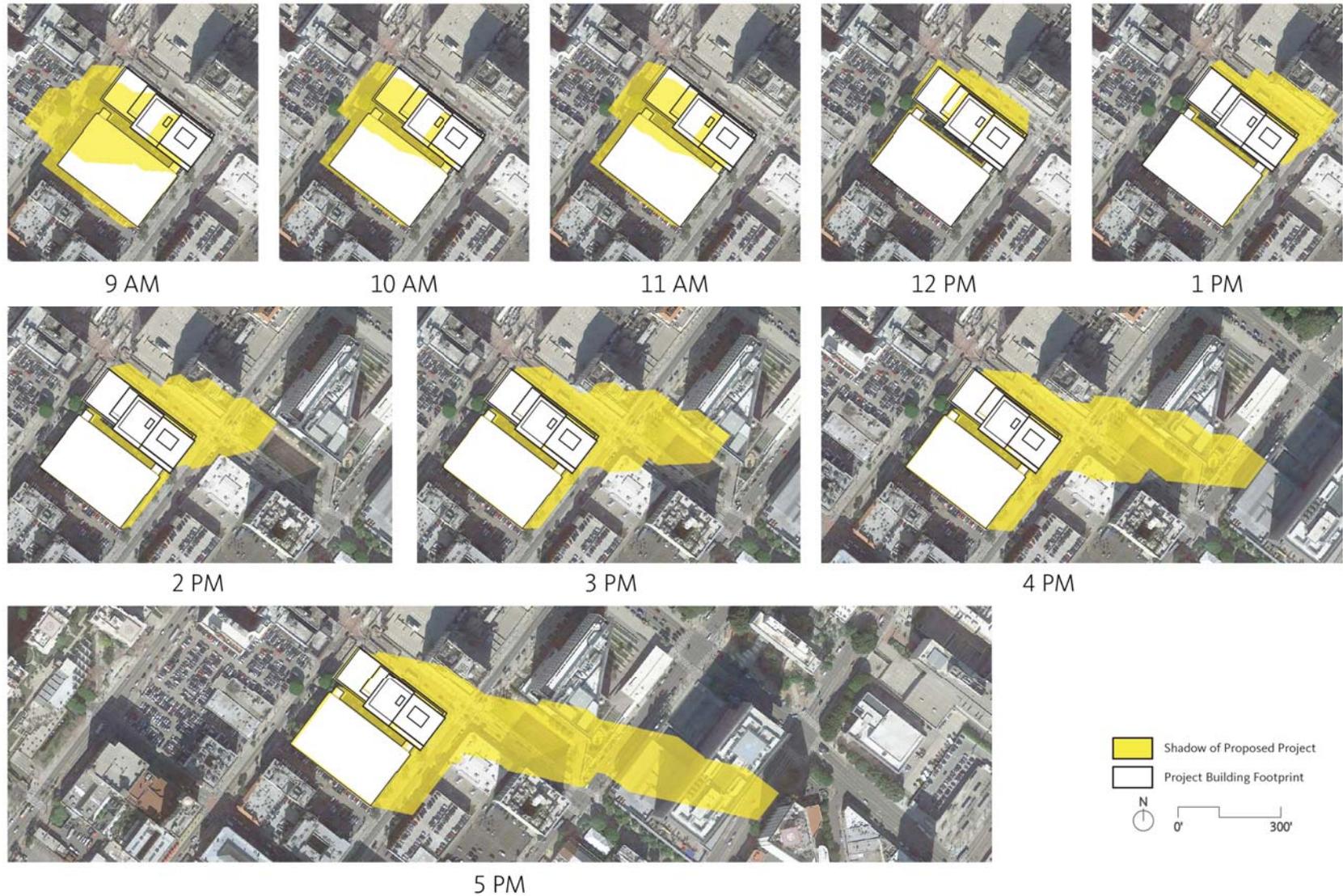


Figure IV.A-11
Project Shadows—Summer Solstice

PROJECT AUTUMNAL EQUINOX SHADOWS - SEPTEMBER 22ND

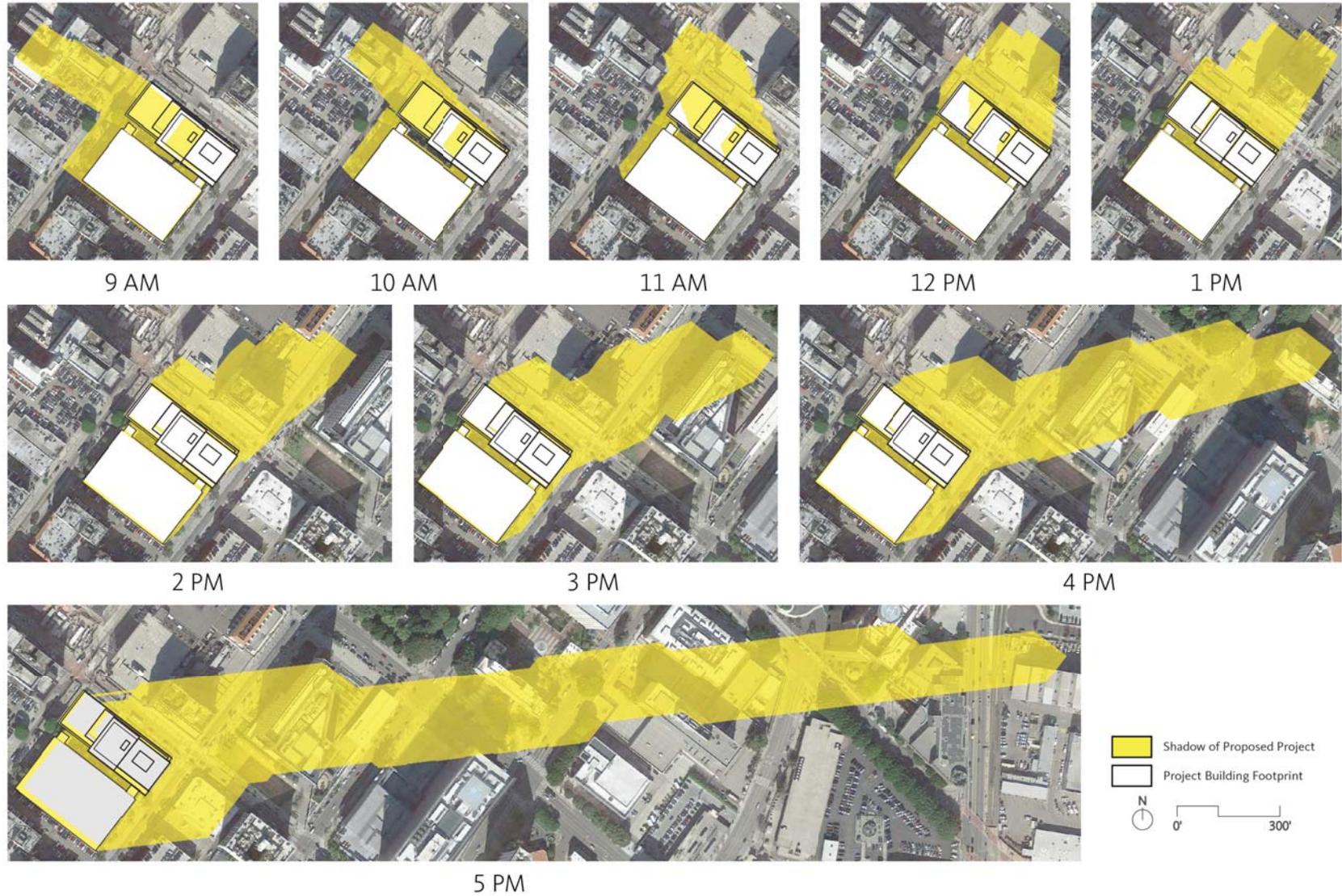


Figure IV.A-12
Project Shadows—Fall Equinox

during afternoon hours. Shadows from the proposed building on the northern portion of the Project Site would extend approximately two blocks to the northwest to just past Olive Street at 9:00 A.M., and would briefly shade a small portion of the solar collectors on the Kawada Hotel building at 2nd Street and Hill Street. Shadows would gradually shorten and move toward the north and northwest, reaching portions of the solar collectors on the roof of the Federal Courthouse located one block northwest of the Project Site between 11:00 A.M. and 1:00 P.M. Shadows cast on these solar collectors would be temporary and limited, lasting less than two hours. After 1:00 P.M., shadows would shift to the northeast, and by 3:00 P.M., the edge of City Hall Park would be shaded by the Project. The Project would not cast shadows on shade-sensitive uses surrounding the Project Site for three or more hours between 9:00 A.M. and 3:00 P.M. PST during the winter. Moreover, in accordance with SB 743 and ZI No. 2452, any impact would not be considered significant.

(b) Spring Equinox

Figure IV.A-10 on page IV.A-53 illustrates Project shadows during the spring. As shown, shadows would extend in a northerly direction and would move from the northwest to northeast across the surrounding area, with the longest shadows extending to the east in the late afternoon. As under existing conditions, shadows from the parking structure on-site would reach the western side of Broadway at 9:00 A.M. and would affect some commercial and parking uses on the east side of Spring Street by 5:00 P.M. but would be contained within the Project Site and adjacent roadways throughout the remainder of the day. At 9:00 A.M., the proposed building would cast shadows across the block immediately west of the Project Site, briefly shading a portion of the solar collectors atop the Kawada Hotel. Shadows would shorten by 10:00 A.M. and would extend north of 2nd Street by 11:00 A.M., passing over the uses north of 2nd Street, including a parking structure, the Times Plant Complex, the Mirror Building, and the Executive Building. Shadows would reach the open space area/dog park on the northeast corner of 2nd Street and Spring Street at approximately 3:00 P.M. and would shade the western portion of this area until 5:00 P.M. Late afternoon shadows would lengthen toward the northeast, and would reach a small portion of City Hall Park between 4:00 P.M. and 5:00 P.M. Overall, while the Project would briefly cast shadows on shade-sensitive uses surrounding the Project Site, such shadows would be limited and brief. Thus, the Project would not shade these uses for four or more hours between 9:00 A.M. and 5:00 P.M. PDT during the spring. Moreover, in accordance with SB 743 and ZI No. 2452, any impact would not be considered significant.

(c) 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-11 on page IV.A-54, shadows from the existing parking structure on the Project Site largely would be limited to the Project Site and adjacent roadways (i.e., Broadway and Spring

Street), as occur under existing conditions. Shadows from the proposed building would extend westerly across Broadway between 9:00 A.M. and 11:00 A.M. and would be largely limited to the adjacent roadway and a surface parking lot. By approximately 12:00 P.M. shadows would shift toward 2nd Street, and by 2:00 P.M. Project shadows would reach the open space/dog park located on the northeast corner of 2nd Street and Spring Street. Shadows would continue to extend easterly across much of this open space area throughout the afternoon. Portions of this shade-sensitive use would be shaded by the Project between 2:00 P.M. and 5:00 P.M., for a total of approximately three hours. Therefore, while the Project would cast shadows on shade-sensitive uses, it would not be for four or more hours between 9:00 A.M. and 5:00 P.M. PDT during the summer. Moreover, in accordance with SB 743 and ZI No. 2452, any impact would not be considered significant.

(d) Fall Equinox

Figure IV.A-12 on page IV.A-55 illustrates Project shadows during the fall equinox. Similar to the spring equinox, Project shadows during the fall would move from the northwest to the northeast, with the longest shadows extending to the east in the late afternoon. Shadows from the existing parking structure on-site would be contained within the Project Site or adjacent roadways until 5:00 P.M., as under existing conditions. Shadows from the proposed building would reach a limited portion of the solar collectors atop the Kawada Hotel during the 9:00 A.M. hour, but would shift to the northeast by 10:00 A.M. Project shadows would extend north of 2nd Street by 11:00 A.M., passing over the uses north of 2nd Street, including a parking structure, the Times Plant Complex, the Mirror Building, and the Executive Building. At approximately 3:00 P.M., shadows would reach the open space area/dog park on the northeast corner of 2nd Street and Spring Street, with shadows expanding across the western portion of this area until 5:00 P.M. Shadows would also reach a small portion of the southeast corner of City Hall Park at 4:00 P.M. Additionally, the Project would shade an outdoor dining area on the northwest corner of 2nd Street and Main Street between 4:00 P.M. and 5:00 P.M. However, the Project would not cast shadows on shade-sensitive uses surrounding the Project Site for four or more hours between 9:00 A.M. and 5:00 P.M. PDT during the fall. Moreover, in accordance with SB 743 and ZI No. 2452, any impact would not be considered significant.

(e) Shading Conclusion

The Project would not cast shadows on shade-sensitive uses surrounding the Project Site for three or more hours between 9:00 A.M. and 3:00 P.M. PST during the winter or for four or more hours between 9:00 A.M. and 5:00 P.M. PDT during the spring, summer, or fall. Moreover, in accordance with SB 743, any impacts would not be considered significant. As previously discussed, per ZI No. 2452, impacts to visual resources, aesthetic character, shade and shadow, light and glare, and scenic

vistas or any other aesthetic impact, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered an impact pursuant to CEQA for infill projects within TPAs.

4. Cumulative Impacts

As described in Section III, Environmental Setting, of this Draft EIR, a total of 173 potential related development projects have been identified in the vicinity of the Project Site. Much of this growth is anticipated by the City and will be incorporated into the Central City Community Plan update, known as the DTLA 2040 Plan, which the Department of City Planning is in the process of preparing (refer to Section IV.F, Land Use, of this Draft EIR for further discussion). According to the DTLA 2040 projections, an additional approximately 125,000 people, 70,000 housing units, and 55,000 jobs will be added to the Downtown area by the year 2040.³⁵

As shown in Figure III-1 in Section III, Environmental Setting, of this Draft EIR, while many of the related projects are located a substantial distance from the Project Site, there are numerous related projects located within a few blocks of the Project Site. These projects generally consist of infill development and redevelopment of existing uses and include apartments, condominiums, and office, restaurant, and retail uses, as well as mixed-use developments incorporating some or all of these elements, consistent with existing uses in the area. While precise building designs are not yet known for much of the development proposed in the area, based on the nature of such proposals, it is likely that the height, mass, and scale of buildings would be generally similar to existing development in the Central City Community Plan area. However, only those projects located sufficiently close to influence the visual character of the immediate Project area, that fall within the same viewshed as the Project, or could affect the same off-site sensitive uses could pose cumulative effects in conjunction with the Project. The nearest related projects to the Project Site are Related Projects Nos. 2, 5, 33, 35, 65, 76, 121, 127, and 172, which are located within approximately two blocks (roughly 1,000 feet) of the Project Site.³⁶ These related projects involve mixed-use developments comprised of office, retail, and restaurant uses, representing a continuing trend of infill development at increased densities in the Project area.

³⁵ *Growth projections current as of December 2018. Source: City of Los Angeles, DTLA 2040, About This Project, www.dtl2040.org/, accessed December 6, 2018.*

³⁶ *As Related Project Nos. 2 and 5 are already complete and occupied, those structures are included in the existing conditions addressed within this analysis. Related Project No. 33 involves interior renovations only and thus would not affect exterior aesthetics.*

a. Aesthetics

Cumulative impacts regarding aesthetics 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 or character of the surrounding area. Generally speaking, due to the dense mid- and high-rise urban development, most of the related projects would not be located sufficiently close to the Project Site to noticeably enter the same field of view as the Project. While the potential does exist for the proposed building to be seen in distant background views that include a number of related projects, the extent to which the Project would be distinguishable among the greater fabric of urban development would be minimal.

With respect to visual quality and character, the nearby related projects would be consistent in use and scale with the Project, as well as the existing uses in the Project area and would be generally representative of the existing character of the area. Many of the related projects, including these nearby related projects, represent infill development, and would reinforce existing land use patterns in the area, including increased heights and densities, rather than introduce new development characteristics to the Project area. Similar to the Project, the related projects would likely incorporate architectural styles that would contribute to the overall visual character of the Downtown area. Furthermore, similar to the Project, future developments would be subject to applicable LAMC requirements, such as height limits and density requirements, and would be subject to the City's design review processes and discretionary review to ensure consistency with adopted guidelines and standards that address aesthetics. Thus, the Project, along with the nearby related projects, would positively contribute to the urban aesthetic of the area while respecting the historic nature of the Broadway corridor.

Based on the above, it is not anticipated that future development would substantially alter, degrade, or eliminate the existing visual character of the Project area, including existing visual resources, or introduce elements that substantially detract from the visual character of the area. Thus, the Project would not contribute to cumulatively considerable impacts related to aesthetics. Moreover, in accordance with SB 743 and ZI No. 2452, any aesthetic impacts of the Project would not be significant and would not be cumulatively considerable.

b. Views

As previously identified, visual and scenic resources within or visible from the Project area include the Downtown Los Angeles skyline, the San Gabriel Mountains, and the historic resources within the Project area, including the Times-Plant Complex, the Mirror Building, the Executive Building, the Higgins Building, the Douglas Building, the

Irvine-Byrne Building, and the Victor Clothing Company Building. The Broadway Theater and Commercial District also is considered a visual resource within the broader Project area. As discussed above, access to these visual resources is limited due to relatively flat topography and dense urban development. Focal views of visual resources are largely limited to adjacent properties. The development of the Project and related projects would result in further infilling of existing Downtown development. In particular, Related Project No. 121 is located directly north of the Project Site across 2nd Street and involves a 37-story (495-foot) tower and a 53-story (665-foot) tower. Any potential view obstruction of visual or scenic resources is anticipated to be limited and intermittent, and views of the San Gabriel Mountains and specific buildings that are considered visual resources would continue to be available along area roadways. Longer range views of the Project area would change moderately, reflecting the continued increasing height and density of Downtown development, and the Project and related projects would blend with and contribute to the urban fabric of the Downtown area. Thus, while the skyline might be slightly altered due to new mid- and high-rise buildings, it would not be fundamentally changed.

Based on the above, the Project would not contribute to cumulatively considerable view impacts. Moreover, in accordance with SB 743 and ZI No. 2452, any view impacts of the Project would not be significant and would not be cumulatively considerable.

c. Light and Glare

Development of the Project combined with the related projects in the area would introduce new and expanded sources of artificial light. Consequently, ambient light levels are likely to increase in the Project area. Of the related projects, only Related Project No. 121 is located adjacent to the Project Site and thus, within sufficient proximity to have the potential to combine with the Project and result in cumulative light and glare impacts affecting other adjacent properties or uses. Related Project No. 121, located directly north of the Project Site across 2nd Street and involving a 37-story (495-foot) tower and a 53-story (665-foot) tower, is a mixed-use project consisting of residential, office, retail, and restaurant uses.

With regard to light, as previously described, the Project Site is located within the highly urbanized Central City community, with urban lighting characteristics exhibiting high ambient nighttime light levels. As the Project and related projects would include typical land uses for the Project area, they 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 high ambient nighttime artificial light levels already present. Furthermore, the Project and all related

projects would adhere to applicable City requirements regarding lighting, as discussed above, which would control potential artificial light sources to a sufficient degree so as not to be considered cumulatively considerable.

Similarly with regard to glare, the Project's and nearby related projects' proposed uses are compatible with other development in the urban environment. It is anticipated that all projects within the City would be subject to discretionary review to ensure that significant sources of glare are not introduced. Furthermore, it is anticipated that all projects would include standard design features related to the use of low-level lighting and shielding, as well as use of low- or non-reflective surfaces, to minimize the potential for glare.

Based on the above, the Project's contribution to light and glare impacts would not be cumulatively considerable. Moreover, in accordance with SB 743 and ZI No. 2452, any light and glare impacts of the Project would not be significant and would not contribute to a cumulatively considerable impact.

d. Shading

Due to the positional relationship between the earth and the sun, shadows in the Northern Hemisphere fall to the west, northwest, north, northeast, and east, depending on the season and time of day. There are shade-sensitive uses located throughout the Project area, including parks and open space areas, outdoor dining areas, and rooftop solar collectors. Similar to the Project, related projects would likely cast shadows on some sensitive uses throughout the day. Further, the Project and related projects have the potential to cast combined shadows and result in cumulatively considerable shading impacts. In particular, Related Project No. 121, located directly north of the Project Site across 2nd Street and involving a 37-story (495-foot) tower and a 53-story (665-foot) tower, could combine with the Project to create cumulative shading effects. Land uses to the northeast, such as City Hall Park, could be cumulatively affected. However, given the number and density of mid- and high-rise buildings throughout the Project area, shading is a common and expected occurrence. In addition, much of the Downtown area is already shaded throughout the day, particularly during the winter months when the sun is lower in the sky. Like the Project, Related Project No. 121 is an infill project located within a TPA.

As previously discussed, per ZI No. 2452, impacts to visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered an impact pursuant to CEQA for infill projects within TPAs. Accordingly, in accordance with SB 743 and ZI No. 2452, any shading impacts of the Project would not be significant and would not be cumulatively considerable. As such, the Project would not contribute to cumulatively considerable shading impacts.

5. Mitigation Measures

Project-level and cumulative impacts with regard to aesthetics, views, light and glare, and shading would not be significant in accordance with SB 743 and ZI No. 2452. No mitigation measures are required.

6. Level of Significance After Mitigation

Project-level and cumulative impacts with regard to aesthetics, views, light and glare, and shading would not be significant in accordance with SB 743 and ZI No. 2452. No mitigation measures are required.