4.1 AESTHETICS

This section provides an overview of aesthetics and evaluates the impacts associated with the Proposed Project. Topics addressed include visual character, views and vistas, scenic resources, and light and glare.

REGULATORY FRAMEWORK

FEDERAL

There are no federal policies related to aesthetics.

STATE

Senate Bill 743 (SB 743) (Environmental Quality). On September 2013, Governor Jerry Brown signed into law SB 743, which instituted changes to California Environmental Quality Act (CEQA) when evaluating environmental impacts of projects in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated, it also limited the extent to which aesthetics impacts are evaluated under CEQA. SB 743 (Public Resources Code [PRC] Section 21099 (d)(1)) exempts development projects located in Transit Priority Areas (TPAs), from review of aesthetic impacts under CEQA. Specifically, this Bill provides that aesthetic impacts of a residential, mixed use residential, or employment center project on an infill site within a TPA shall not be considered significant impacts on the environment.[1] A TPA is defined as an area within one-half mile of a major transit stop that is existing or planned. Section 21064.3 of the PRC defines a "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. The majority of the Project Area is located within a TPA; however, some portions fall just outside the TPA boundaries (**Figure 4.1-1**).

Visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impacts, as defined in the City's Los Angeles CEQA Threshold Guide (Threshold Guide), shall not be considered an impact for applicable infill projects within TPAs pursuant to CEQA. However, this law does not limit the ability of the City to regulate or study aesthetic related impacts pursuant to its land use authority and regulations, such as found in the Los Angeles Municipal Code (LAMC) or the City's General Plan, and other zoning ordinances, such as specific plans. For example, Department of City Planning (DCP) staff would still need to address a development project's shade and shadow impacts if it is expressly required in a Specific Plan, Community Design Overlay (CDO), or Historic Preservation Overlay Zone (HPOZ). SB 743 expressly provides that impacts to historic or cultural resources are not "aesthetic impacts" for purposes of its provisions and therefore, SB 743 does not affect the City's obligations under CEQA to assess impacts to cultural resources.

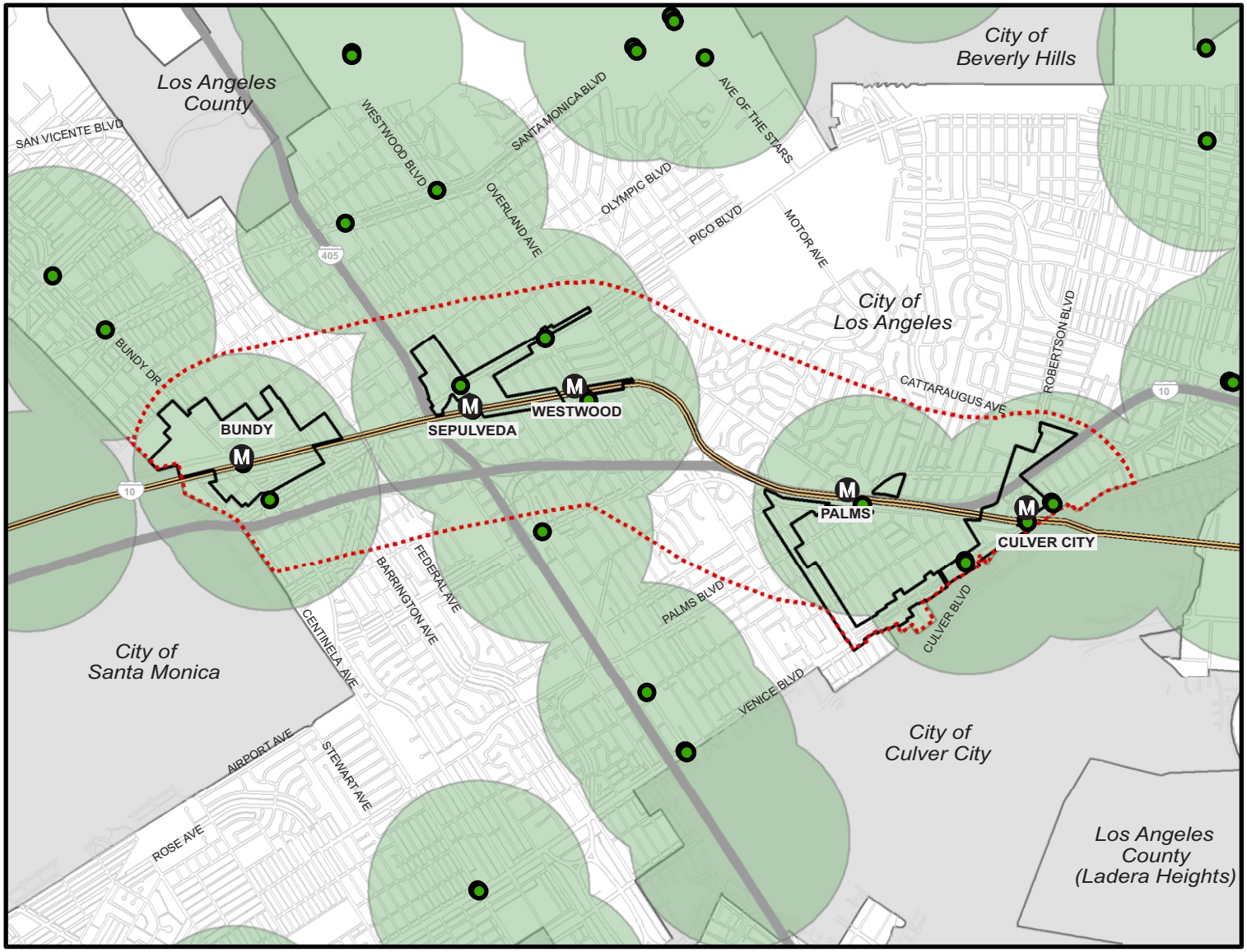
Within the City, development projects within a TPA must be consistent with the use designation, density, building intensity, and applicable policies specified for the area in the Sustainable Communities Strategy (SCS) for which the California Air Resources Board (CARB) has accepted Southern California Association of Governments' (SCAG) determination that the SCS would, if implemented, achieve the greenhouse gas (GHG) emission reduction targets.

[1]PRC Section 21099(a)(1) defines "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 TPA.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-1 Transit Priority Area

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- Major Transit Stops
- Transit Priority Area (TPA)
- Jurisdictional Boundary
- Areas of Proposed Change/Subareas

Approx. Scale

N

0 1,900 3,800 MILES

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Within the City of Los Angeles, a development is considered to be within a TPA if all parcels for the development have no more than 25 percent of its area farther than one-half mile from the transit stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the development are farther than one-half mile from the transit stop or corridor. The City has developed a preliminary map of TPAs and parcels within TPAs are tagged in Zoning Information and Map Access System (ZIMAS).

California Department of Transportation (Caltrans) State Scenic Highways. California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. State laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Caltrans defines a State Scenic Highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Eligibility for designation as a State Scenic Highway is based on vividness, intactness, and unity of the roadway. The status of a proposed State Scenic Highway changes from eligible to officially-designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a State Scenic Highway.

LOCAL

City of Los Angeles General Plan Framework, Conservation Element, and Mobility Plan 2035. The City of Los Angeles General Plan is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City of Los Angeles. The General Plan Framework, Conservation Element and Mobility Plan 2035 (MP 2035) are elements of the City's General Plan. The General Plan Framework, adopted in December 1996 and amended in August 2001, is intended to guide the City's long-range growth and development through the year 2010. The Framework Element planning policies regarding urban form, neighborhood design and the conservation of open space and other scenic resources are intended to improve community and neighborhood livability in the City of Los Angeles. The Framework Element Open Space and Conservation policies seek to conserve significant resources and use open space to enhance community and neighborhood character in the City.

The Conservation Element (adopted in 2001) includes a discussion of the existing landforms and scenic vistas in the City of Los Angeles. Objectives, policies, and programs included in these elements are intended to ensure the protection of natural terrain and landforms, unique site features, scenic highways, and panoramic public views as City staff and decision-makers consider future land use development and infrastructure projects.

The MP 2035 (adopted in 2015, as subsequently amended) provides an inventory of city-designated scenic highways. Scenic highways depicted within the City have special controls for protection and enhancement of scenic resources. The MP 2035 includes Scenic Highway Guidelines for those designated scenic highways for which there is no adopted scenic corridor plan.

The General Plan Framework, Conservation Element and MP 2035 are intended to ensure the protection of natural terrain and landforms, unique site features, scenic highways, and panoramic public views as City staff and decision-makers consider future land use development and infrastructure projects. Applicable goals, objectives, and policies are shown in **Table 4.1-1**. See Section 4.8, Land Use and Planning, for a discussion of land use consistency of aesthetics goals, objectives, and policies.

TABLE 4.1-1: RELEVANT GENERAL PLAN AESTHETICS GOALS, OBJECTIVES, AND POLICIES	
GENERAL PLAN FRAMEWORK	
Goal 5A	A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and Citywide scales.
Objective 5.1	Translate the Framework Element's intent with respect to Citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.
Policy 5.1.1	Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits.
Objective 5.2	Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.
Policy 5.2.1	Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be provided.
Policy 5.2.2	Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime (see Chapter 3: Land Use). Additionally, develop these areas so that they are compatible with surrounding neighborhoods, as defined generally by the following building characteristics. Buildings in neighborhood districts generally should be low rise (one- to two-stories), compatible with adjacent housing, and incorporate the pedestrian-oriented design elements defined in Policies 5.8.1 and 3.16.1 - 3.16.3. They should also be located along sidewalks with appropriate continuous storefronts. Buildings located at activity nodes along mixed use boulevards generally shall have the same characteristics as either neighborhood districts or community centers, depending on permitted land use intensities. Housing over ground floor storefronts or in place of commercial development shall be encouraged along mixed use boulevards.
Objective 5.5	Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.
Policy 5.5.3	Formulate and adopt building and site design standards and guidelines to raise the quality of design Citywide.
Policy 5.5.4	Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, street lights and trees, bus shelters and benches, and other street furniture.
Policy 5.5.6	Identify building and site design elements for commercial or mixed use streets in centers that may include: the height above which buildings must step back; the location of the building base horizontal articulation; and other design elements.
Policy 5.5.7	Promote the undergrounding of utilities throughout the City's neighborhoods, districts, and centers.
Policy 5.6.1	Revise community plan designations as necessary to conserve the existing urban form and community character of areas not designated as centers, districts, or mixed use boulevards.
Objective 5.7	Provide a transition between conservation neighborhoods and their centers.
Policy 5.7.1	Establish standards for transitions in building height and for on-site landscape buffers.
Objective 5.8	Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.
Policy 5.8.1	Buildings in pedestrian-oriented districts and centers should have the following general characteristics: a. An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk; b. A building wall more-or-less continuous along the street frontage; c. Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases; d. Shops with entrances directly accessible from the sidewalk and located at frequent intervals; e. Well-lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, when appropriate; f. Ground floor building walls devoted to display windows or display cases; g. Parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible; h. Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use; and i. The area within 15 feet of the sidewalk may be an arcade that is substantially open to the sidewalk to accommodate outdoor dining or other activities.

TABLE 4.1-1: RELEVANT GENERAL PLAN AESTHETICS GOALS, OBJECTIVES, AND POLICIES	
Policy 5.8.2	The primary commercial streets within pedestrian-oriented districts and centers should have the following characteristics: a. Sidewalks: 15-17 feet wide (see illustrative street cross-sections). b. Mid-block medians (between intersections): landscaped where feasible. c. Shade trees, pruned above business signs, to provide a continuous canopy along the sidewalk and/or palm trees to provide visibility from a distance. d. Pedestrian amenities (e.g., benches, pedestrian-scale lighting, special paving, window boxes, and planters).
Policy 5.8.4	Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character.
CONSERVATION ELEMENT	
Land Form & Scenic Vista Objective	Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.
Land Form & Scenic Vista Policy	Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.
MOBILITY PLAN 2035	
Objective 11	Preserve and enhance access to scenic resources and regional open space.
Policy 11.1	Designate scenic highways and scenic byways which merit special consideration for protection and enhancement of scenic resources.
Policy 11.2	Provide for protection and enhancement of views of scenic resources along or visible from designated scenic highways through implementation of guidelines set forth in this 2035 Mobility Plan.
Policy 11.3	Consider aesthetics and scenic preservation in the design and maintenance of designated scenic highways and of those scenic byways designated in Community Plans.
Policy 11.4	Establish Scenic Corridor Plans, where appropriate, which set forth corridor boundaries and development controls in harmony with each corridor's specific scenic character.
Policy 2.16	Ensure that future modifications to any scenic highway do not impact the unique identity or characteristic of that scenic highway.
SOURCE: City of Los Angeles, The Citywide General Plan Framework, re-adopted 2001; City of Los Angeles General Plan, Conservation Element, adopted 2001; City of Los Angeles General Plan, Mobility Plan 2035, adopted 2015, as subsequently amended.	

City of Los Angeles Planning and Zoning Code and Building Regulations. LAMC Chapter 1 contains the Planning and Zoning Code, and Chapter 9 contains Building Regulations. The purpose of the Planning and Zoning Code is to designate and regulate the location, use, height and size of buildings. The Planning and Zoning Code regulates the aesthetics and visual quality of development projects. It includes development regulations specific to each zone and addresses parking, landscaping, lighting, and a number of other topics that influence the aesthetics of a development project. The Planning and Zoning Code also includes design regulations that seek to affect the physical alteration of streets, intersections, alleys, pedestrian walkways, and landscaping.

The following are sections of the LAMC that regulate lighting:

- *Chapter 1, Article 2, Sec. 12.21 A5(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 any adjacent premises.
- *Chapter 1, Article 7, Sec. 17.08C.* Plans for street lighting system shall be submitted to and approved by the Bureau of Street Lighting.
- *Chapter 9, Article 3, Sec. 93.0117.* No exterior light source may cause more than two foot-candles (21.5 lux) of lighting intensity or generate direct glare onto exterior glazed windows or glass doors; elevated habitable porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units.

- *Chapter 9, Article 1, Section 91.6205 (K)4*. Signs are prohibited if they contain flashing, mechanical and strobe lights in conflict with the provisions of Section 80.08.4 and 93.6215 of this code.
- *Chapter 9, Article 1, Section 91.6205M*. No sign shall be arranged and illuminated in such a manner as to produce a light intensity of greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

Los Angeles Administrative Code (LAAC) Cultural Heritage Ordinance (Section 22.171). The Cultural Heritage Ordinance was first adopted by the Los Angeles City Council in 1962 and has since been amended several times. The provisions of the Cultural Heritage Ordinance are codified in Division 22, Chapter 9, Article 1 of the LAAC, commencing with Section 22.171. The Ordinance created a Cultural Heritage Commission and criteria for designating Historic-Cultural Monuments (HCM). HCMs, along with all other historically significant resources, are considered scenic resources. The designation of a historic building as a HCM affords it protection from development and requires that resource be considered when analyzing the aesthetic impacts of a project.

The Cultural Heritage Commission is comprised of five citizens appointed by the Mayor, who have exhibited a knowledge of Los Angeles' history, culture and architecture. LAAC Section 22.171.7 states that an historical or cultural monument is:

> *"…any site (including significant trees or other plant life located on the site), building, or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State, or community is reflected or exemplified or which is identified with historic personages or with important events in the main currents of national, State, or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age."*

Each nomination for HCM designation is reviewed by the Commission, then by the Planning and Land Use Management Committee of the City Council, and the City Council as a whole. Once a property has been designated a monument, the Cultural Heritage Commission and its staff review permits for alteration, relocation, or demolition.

City of Los Angeles Historic Preservation Overlay Zone (HPOZ) Ordinance. In addition to the designation of individual sites as HCMs, the City of Los Angeles also has a separate ordinance and procedure for the designation of historic districts, or HPOZ. The ordinance, which is found in LAMC Chapter I, Article 2, Section 12.20.3, is intended to recognize, preserve, and enhance buildings, structures, landscaping, natural features, and areas within the City having historic, architectural, cultural, or aesthetic significance in the interest of the health, economic prosperity, cultural enrichment, and general welfare of the people.

City of Los Angeles Tree Preservation Ordinance. Protected trees are considered aesthetic resources. The City of Los Angeles passed an ordinance for the Preservation of Protected Trees (Ordinance No. 177,404; LAMC Chapter IV, Article 6) which became law on April 23, 2006. The ordinance protects the following tree species:

- All native Oak tree species (*Quercus* spp), but excluding the Scrub Oak (*Quercus dumosa*)
- Western Sycamore (*Platanus racemosa*)
- California Bay (*Umbellularia californica*)
- Southern California Black Walnut (*Juglans californica var. californica*)

The Ordinance applies to trees that are four inches or greater in diameter at 4.5 feet above ground, and on any lot size. Protected tree removal requires a removal permit by the City of Los Angeles Department of Public Works (LADPW). Any act that may cause the failure or death of a protected tree requires inspection by the LADPW Urban Forestry Division. In the event, the LADPW approves a tree removal, replacement of the tree is required with at least two trees of a protected variety.

Heritage Trees. Similar to protected species of trees, Heritage Trees are considered aesthetic resources. Heritage Trees are individual trees of any size or species that are specially designated as heritage because of their historical, commemorative, or horticultural significance. The list of designated heritage trees is maintained by the City of Los Angeles Department of Recreation and Parks (DPR) and can be viewed on NavigateLA.[2] Section 17.02 of the LAMC, protects four native Californian tree species, including Oak Trees, Southern California Black Walnut, Western Sycamore, and California Bay Trees. The list of designated heritage trees remains open for new designations and the Department of Parks and Recreation is responsible for the maintenance and protection of these trees from injury.

EXISTING SETTING

SCENIC VIEWS AND VISTAS

The term views generally refer to visual access to, or the visibility of, a particular natural or man-made visual resource from a given vantage point or corridor. Focal views focus on a particular object, scene, setting, or feature of visual interest. The City's General Plan Conservation Element defines scenic views or vistas as the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features. Public access to these views is typically from park lands, publicly owned sites, and public rights-of-way.

There are no designated, publicly accessible panoramic vista points within the Project Area. Due to the relatively flat nature of the Project Area, there are limited views from public rights-of-way within the Project Area to visual resources and landmarks either within or adjacent to the Project Area. Public views of historic buildings, parks, landscaped street medians, and Heritage and Ordinance Protected Trees are typically limited to close in foreground views from adjacent streets and sidewalks. **Figure 4.1-2** depicts views of recognized scenic resources and landmarks which are partially visible from within the Project Area. Some of these resources are located in the Project Area, while others are located outside. These views of scenic resources and landmarks include:

- South-facing views along Motor Avenue of the Sony Pictures Water Tower in Culver City (160 feet in height) (**Figure 4.1-2a**).
- Views of the Helms Bakery District from Venice Boulevard (**Figure 4.1-2b**).
- South facing views along Overland Avenue of the Veterans Memorial Building (122 feet in height) in Culver City, (**Figure 4.1-2c**).
- North facing views along Overland Avenue of the spire of the Mormon Temple (257 feet in height) on Santa Monica Boulevard (**Figure 4.1-2d**).

[2]LADPW, *NavigateLA*, http://navigatela.lacity.org; City of Los Angeles, *Urban Forestry Division*, http://bss.lacity.org/urbanforestry/index.htm; accessed February 28, 2017.

Los Angeles Department of City Planning



4.1-2a: View of the Sony Pictures Studios Water Tower (at 10000 West Washington Boulevard)



4.1-2b: View of the Helms Bakery District (at 8830 Venice Boulevard)



4.1-2c: View of Veterans Memorial Building (at 4117 Overland Avenue).



4.1-2d: View of Los Angeles California Mormon Temple (at 10777 Santa Monica Boulevard)

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Limited views of geologic features and mountains located outside of the Project Area are available from public rights-of-way within the Project Area. These views are often subject to atmospheric visibility conditions. On a clear day, distant background views are possible, including:

- South-facing views along National Boulevard near Venice Boulevard of portions of the Baldwin Hills ridge line.
- Views of the Santa Monica Mountains and the Hollywood Hills, located to the north of the Project Area, looking north from Bundy Drive, Barrington Avenue, and Sawtelle, Sepulveda, and Robertson Boulevards, as well as by motorist from the Interstate-405 (I-405) and Interstate-10 (I-10).
- Background views of the San Gabriel Mountains, located to the east of the Project Area can be seen from certain vantage points, when looking east and north, primarily along a number of east-west oriented roadways including Olympic, Pico, Palms, Venice, and Washington Boulevards, and the I-10.
- Distant views to the south and west of Baldwin Hills and the Santa Monica mountains from Manning Avenue and other east-west local streets in the Cheviot Hills area.

The Baldwin Hills Scenic Overlook in Culver City is the nearest designated public vista point to the Project Area. This vista point offers views of the Project Area and of recognized scenic resources located outside of the Project Area. The Baldwin Hills Scenic Overlook is located approximately two miles to the southeast of the Culver City Station Area at the intersection of Jefferson Boulevard and Hetzler Road in Culver City. The Baldwin Hills Scenic Overlook peak is 511 feet above sea level, which is higher in elevation than the Project Area. **Figure 4.1-3** represents a view of the Project Area from the Baldwin Hills Scenic Overlook looking to the northwest. The Project Area is in the middle ground of the photograph, with station areas indicated. The Sony Studios Water Tower, the Getty Center, and the Mormon Temple located outside of the Project Area are visible from the Baldwin Hills Scenic Overlook, as represented in **Figure 4.1-3**. The background vista is visually dominated by the Hollywood Hills, and the Santa Monica and San Gabriel mountains.

Views of the Project Area and beyond are available from the public rights-of-way of the I-10 and from the I-405. In the majority of the Project Area, the I-10 is elevated on an aerial structure or berms and views of the Project Area by freeway travelers is intermittently shielded by adjacent development and landscaping. Additionally, views of the Project Area are also available from the elevated portion of the Expo light rail transit (LRT) Line at the Culver City Station Area, which was recently constructed. Along the track segments of the Expo LRT Line that are elevated, transit riders also have momentary views of the Project Area; these include Exposition Boulevard at Palms Boulevard, Motor Avenue, Sawtelle Boulevard, Pico Boulevard, Bundy Drive, and Centinela Avenue. At these locations, there are no adjacent publically valued views. North of the Expo LRT Line, the Bundy and Sepulveda Station Areas are bounded by industrial and commercial-oriented uses. The remainder of the Expo LRT Line within the Project Area is bounded by primarily residential neighborhoods with low-scale buildings.

SCENIC RESOURCES

Scenic Highways. As described above in the Regulatory Framework, the California State Scenic Highway System is a list of highways that have been designated by Caltrans as Scenic Highways. There are no State-designated Scenic Highways located within the Project Area. Furthermore, there are no State-designated Scenic Highways in proximity to the Project Area that afford views of the Project Area. The nearest State-designated Scenic Highway is State Route 2, north of State Route 210 in La Canada Flintridge.

Figure 4.1-3 Baldwin Hills Scenic Overlook Visual Character



The southeastern portion of the Project Area is approximately two miles from the Baldwin Hills Scenic Overlook. Views of the Project Area and beyond are available from this panoramic view point. The background vista is visually dominated by the Santa Monica Mountains. The Project Area can be seen in the middle-ground views from this point. Views of the Sony Studios Water Tower in the foreground, the Getty Center, and the Mormon Temple beyond the Project Area are available from this panoramic view point.

SOURCE: City of Los Angeles and TAHA, 2017.

The City's MP 2035 identifies the entire length of Venice Boulevard within the Project Area as a locally-designated scenic highway.[3] According to the MP 2035, city-designated scenic highways may traverse an urban area of cultural, historic, or aesthetic value. Venice Boulevard is designated as a scenic highway, and features a landscaped median planted with grass and mature trees. About 30 percent of the Venice Boulevard median is landscaped with intermittent trees, small shrubs, and grassy areas within the Project Area. Vegetation on the median can be found predominantly in the road segment from Motor Avenue on the west to Helms Avenue on the east. No other city-designated scenic highways are located in the Project Area.

Scenic Natural Features, Landforms and Geology. Scenic resources may include natural or urban features. Natural features can include open space, native or ornamental vegetation/landscaping; topographic or geologic features; and natural water sources. Urban features can include structures of architectural or historic significance or visual prominence, public plazas, art or gardens, heritage oaks and other trees or landscaping protected by the City; consistent design elements along a street or within a district; pedestrian amenities; and landscaped medians or park areas. These scenic natural features contribute to a valued aesthetic character or image of a given area.[4]

The Project Area is highly urbanized and contains a limited number of natural features. With the exception of a narrow ravine along the Expo LRT right-of-way just east of Overland Avenue and a slight rise in topography in the Cheviot Hills area, there are no major topographic features within the Project Area.

Open Space and Parks. Open space and landscaping are primarily limited to public parks, which are considered urban features. The urban scenic features within the Project Area are discussed below. The most prominent open space area in the vicinity of the Project Area is the Rancho Park Golf Course. This 184-acre area is located just outside the northern boundary of the Project Area. The Project Area has four public parks: Stoner Recreation Center, Palms Recreation Center, Woodbine Park, and Media Park (refer to Figure 4.11-3 in Section 4.11, Public Services). Stoner Recreation Center, Palms Recreation Center, and Woodbine Park are located in residential neighborhoods, while Media Park is located at the major commercial intersection of Venice and Culver Boulevards. Trees, grassy areas, and other vegetation contribute to scenic quality of these parks. Additionally, Media Park contains the Ivy Substation, a City of Los Angeles designated HCM.

Parkways and Landscaped Roadway Medians. Of the numerous major and minor arterials within the Project Area, only a few streets have landscaped medians, including Venice, Culver, and Gateway Boulevards. Only the median along Venice Boulevard is part of a city-designated scenic highway.

Heritage and Ordinance Protected Trees. Heritage Trees are individual trees of any size or species that are specially designated as heritage because of their historic, commemorative, or horticultural significance.[5] The vast majority of Heritage Trees in the Project Area are located within city-designated community parks and at recreation centers.

Historic Resources. No HPOZs are located within the Project Area (refer to Figure 4.3-1 in Section 4.3, Cultural Resources). The nearest HPOZs are the Gregory Ain Mar Vista Tract and the South Carthay HPOZ. The Gregory Ain Mar Vista Tract is located approximately two miles south of the western portion of the Project Area and the South Carthay HPOZ is located approximately two miles north of the eastern portion of the Project Area.

Historic Buildings and Monuments. A number of properties located within the Project Area are listed in, or have been determined eligible for, listing in the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), or local listing. These properties that

[3]City of Los Angeles *Mobility Plan 2035*, adopted in 2015, as subsequently amended.
[4]City of Los Angeles *CEQA Thresholds Guide*, 2006.
[5]LADPW, *NavigateLA*, http://navigatela.lacity.org; City of Los Angeles, *Urban Forestry Division*, http://bss.lacity.org/urbanforestry/index.htm, accessed February 28, 2017.

are defined in part as visual resources are identified in Tables 4.3-3 and 4.3-4 and Figure 4.3-1 in Section 4.3, Cultural Resources. The majority of officially designated historic resources within the Project Area are concentrated in the Culver City Station Area, while a number of eligible buildings are located in the northern area between the Sepulveda and Bundy Station Areas. Although not officially designated as historic, the Helms Bakery District is a local landmark and is architecturally significant. It is valued as a scenic resource in part due to its Olympic style neon sign and landscaped pedestrian plaza. The Helms Bakery District has frontage on both Venice and Washington Boulevards. The Venice Boulevard portion of the site is in the City of Los Angeles, while the Washington Boulevard portion of the district is in the City of Culver City. There are two city-designated HCMs are located in the Project Area: the Ivy Park Substation (located southwest of the Culver City Station Area) and the Lawrence and Martha Joseph Residence and Apartments (located south of the Palms Station Area). Additionally, there are several historic resources within the Project Area that are eligible for local, state, and federal listing, as well as historic resources that are located just outside the Project Area, such as the Moreton Bay Fig Tree, a city-designated HCM.

VISUAL CHARACTER

The Project Area is highly urbanized and there is little vacant land or open space, except for the Rancho Park Golf Course. The Project Area is characterized by a mix of single- and multi-family residential neighborhoods, commercial corridors, and industrial uses. There is no one consistent style or type of development within the Project Area. Generally, development in the Project Area is low-rise, ranging in height from one to three stories. However, within certain areas, development may exceed three stories and can reach up to 12 stories, such as along Olympic and Pico Boulevards. Development exceeding four stories is typically interspersed among lower-scale development. Industrial uses are typically concentrated near the former railroad rights-of-way near Exposition Boulevard and in the Bundy and Sepulveda station areas. None of these non-residential areas have unique or outstanding features. Similarly, multi-family residential areas are compact, typically low scale and well landscaped (with lawns and trees) but comprise a wide variety of architectural styles and building ages that result in a lack of consistent visual character. Major streets in the project area have tall utility poles and overhead wires which detract from the visual character of the streetscape. This condition is apparent on Venice Boulevard, Bundy Drive, Sepulveda, and Olympic Boulevards.

Infrastructure elements such as elevated freeways and rail crossing play a large role in defining neighborhood boundaries within the Project Area. Specifically, the I-10 and I-405 are dominant visual features within the Project Area. The I-10 traverses the area in an east-west direction for approximately four miles, and the I-405 in the north-south direction for approximately 1.1 miles. The I-10 and I-405 are predominantly elevated in the Project Area, with a limited number of crossings over local streets. These crossings over local streets create a "gateway" effect between neighborhoods and commercial areas at the ground level. These freeways create a visual division between communities.

Similarly, the Expo LRT Line, which generally follows the east-west route of a former rail line is an emerging visual feature of the Project Area. The visual prominence of this facility is highlighted by overcrossing concrete bridge structures at Centinela Avenue, Bundy Drive, Barrington Avenue, Pico Boulevard, Sawtelle Boulevard, Sepulveda Boulevard, Motor Avenue, National Boulevard, and Venice Boulevard. Although these structures are generally less imposing than the freeway in the Project Area, they have a similar gateway visual effect for both neighborhoods and commercial areas.

The visual character specific to each of the five station areas, shown in Figure 3-1 in Chapter 3.0, Project Description, is described below. The boundaries of each station segment are indicated with a solid red line.

Bundy Station Area. **Figure 4.1-4a** includes images of some of the Bundy Station Areas of proposed change. **Figure 4.1-4b** identifies the location of these views. An aerial view of the Bundy Station Area is provided as **Figure 4.1-4c**. The areas of proposed change are adjacent to, but oriented away from the single-family neighborhoods to the north and east. The dominant visual features in the Bundy Station area are the elevated I-10 and associated ramps, Expo LRT Line where it crosses above Bundy Drive, and office buildings exceeding six-stories in height. These office buildings are mostly located in the vicinity of the Bundy Drive and Olympic Boulevard intersection. The I-10, which roughly parallels Pico Boulevard to the south, is mostly shielded from view by development and a densely-landscaped buffer. The I-10 is visible where it crosses above Barrington Avenue, Bundy Drive, Pico Boulevard, and Centinela Avenue.

Just over 50 percent of the Bundy Station Area is comprised of single-family residential neighborhoods. The single-family neighborhood clusters are similar with largely one story post-war residences. These neighborhoods generally have consistent layouts including single-story residences with side yards, driveways, and 20-30-foot street setbacks with landscaped front yards and sidewalks.

The primary characteristic difference between the neighborhood just south of the Expo LRT Line and east of Bundy Drive and the other neighborhoods are the unusually wide streets. While the residences are primarily single story in the neighborhood just south of Expo LRT Line and east of Bundy Drive, the street widths are approximately 80 feet and are substantially wider than streets in most residential areas in the Project Area and in the City. The wider streets give this neighborhood the appearance of being less dense and more open.

The character of commercial corridors and districts within the Bundy Station Area is summarized below:

- *Olympic Boulevard.* The most prominent non-residential visual feature on Olympic Boulevard in the Bundy Station Area is a series of office buildings that range from 4 to 12 stories in height. This stretch of Olympic Boulevard is shown in **Figure 4.1-4a**, View 2. The area generally lacks a cohesive character, as it does not have consistent height, scale, or massing and has very diverse and variable building forms. In addition to office buildings, the area includes auto-oriented uses such as gas stations, as well as a number of schools, a supermarket, and single-story strip mall style shopping centers. Tall utility poles and lines parallel the south side of Olympic Boulevard.
- *Pico Boulevard.* Pico Boulevard in the Bundy Station Area has generally a consistent commercial character. The roadway is mostly lined by one-story buildings consisting of restaurants, storefronts, and other businesses oriented towards the street, occasionally broken up by surface parking lots. Also, there are a number of corner strip malls and stand-alone buildings that are oriented around surface parking lots. The only exception to the low-scale character of this street segment is a new, approximately six-story residential mixed use building located at the northeast corner of Pico Boulevard and Centinela Avenue.
- *Bundy Drive.* The character of this segment is mixed. Along Bundy Drive, north of Expo LRT Line, development includes several one and two-story retail stores oriented around surface parking lots, however there are several office buildings ranging from three to eight stories. Buildings along Bundy Drive are mostly set back from the roadway by landscaping or parking areas. Tall utility poles and lines parallel the west side of the street and add to visual clutter.
- *Centinela Avenue.* The character of the east side of Centinela Avenue, within the station area has a distinct light industrial character. Several single-story warehouse-style buildings with surface parking lots line the east side of Centinela Avenue. These buildings are either built up to the street, shielded by walls or fences along the sidewalk or setback by paved strips. Utility lines parallel Centinela Avenue.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-4a Visual Character of Bundy Station Change Areas

Los Angeles Department of City Planning



View 1: Looking northwest toward single-family residences on the north side of Tennessee Avenue, west of Granville Avenue.



View 2: Looking northeast toward commercial development along Olympic Boulevard, west of Bundy Drive.



View 3: Looking northwest toward commercial development along Bundy Drive, north of Olympic Boulevard.



View 4: Looking west toward single-family residences along the south side of Exposition Boulevard, east of Bundy Drive.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

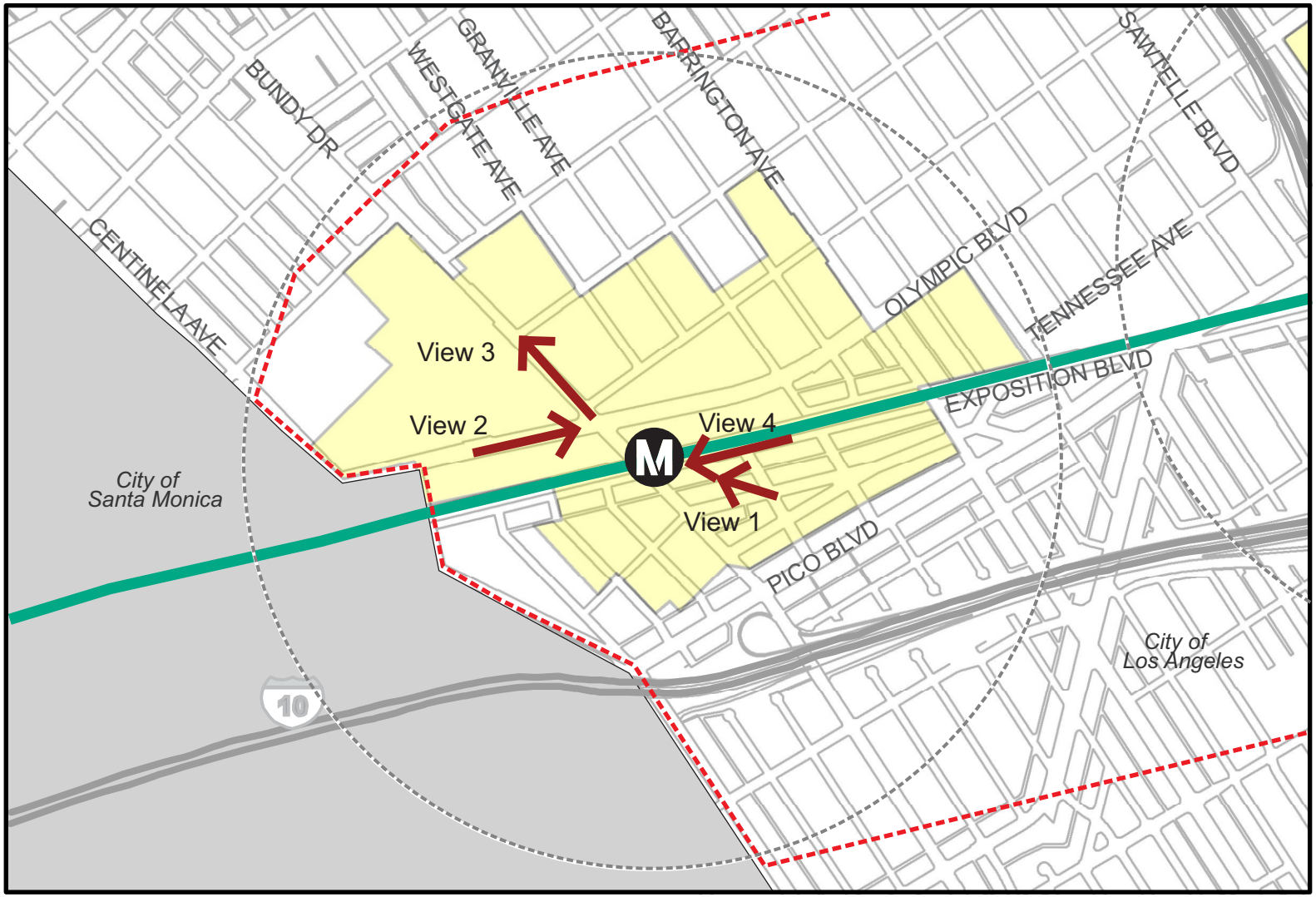
SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-4b Bundy Station Change Areas Viewpoint Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Viewpoint Perspective
- Jurisdictional Boundary
- Areas of Proposed Change/ Subareas

Approx. Scale

N

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-4c Bundy Station - Proposed Change Areas Aerial Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Areas of Proposed Change/ Subareas

Approx. Scale

N

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Sepulveda Station Area. **Figure 4.1-5a** includes images of some of the Sepulveda Station Areas of proposed change. **Figure 4.1-5b** identifies the location of these views. An aerial view of the Sepulveda Station Area is provided as **Figure 4.1-5c**. Transportation infrastructure including the elevated I-405, Expo LRT Line, and I-10 are the dominant visual features in the area. The elevated I-405 crosses over Pico Boulevard between Sepulveda and Sawtelle Boulevards. Beneath the freeway is undeveloped land, landscaped in some locations and used as service yards in other locations. The I-10 freeway runs east-west and is highly visible between Sawtelle Boulevard and the I-405. The Expo LRT Line crosses above Sepulveda Boulevard just south of Pico Boulevard, as well as above Pico and Sawtelle Boulevards. The Expo LRT Line is at-grade through the remainder of the Sepulveda Station area.

Approximately 40 percent of the Sepulveda Station Area is single-family neighborhoods. Most of the neighborhood streets are tree-lined and have, one- and two-story single-family residences with landscaped front yards, driveways, and street setbacks with sidewalks. Along Exposition Boulevard between Sepulveda Boulevard and Westwood Boulevard approximately 6 acres are currently zoned as R2-1. These properties are mostly developed with one- and two-story two-family dwelling units that are set back from the street by landscaped front yards.

Medium density multi-family residential buildings in the Sepulveda Station Area are concentrated along Sepulveda south of the station, along Bentley Avenue just east of Sepulveda Boulevard and on or around Sawtelle Boulevard west of the I-405. These buildings are mostly four stories in height, and are either minimally set back from the street or have narrow landscaped front yards. Parking is typically provided in ground floor parking garages located below dwelling units and accessed from driveways along these streets or alleyways. Despite some consistency in building heights and orientation, the multi-family residential buildings comprise a wide variety of architectural styles and building ages that result in a lack of consistent visual character.

The character of commercial corridors and districts within the Sepulveda Station Area is summarized below:

- *Industrial-style development and uses are located just north of the Sepulveda Station, between Sepulveda Boulevard and the I-405, north of the Expo LRT Line.* The area is characterized by non-descript flat buildings, one to two stories in height, aligned with the roadways, and spaced out by surface parking lots and service yards. **Figure 4.1-5a**, Views 1 and 3, are representative of the visual character of this area. Fencing, gates, or low walls often buffer development from the street. Along the west side of Sepulveda Boulevard, businesses are setback from the street by a linear surface parking lot, with no curbs and gutters along the street. Businesses are built to the sidewalk along the east side of Sepulveda Boulevard, with utility poles and lines in the sidewalk. A concrete batch plant is located on the west side of Sepulveda Boulevard, south of Pico Boulevard.
- *Pico Boulevard.* This area has a fairly consistent low-scale commercial character, but setbacks and spacing between buildings is varied. Freestanding restaurants and businesses, and strips of retail line Pico Boulevard. Buildings are separated by surface parking lots. Development along Pico Boulevard is mostly one story in height; however, a few buildings reach up to three stories in height. Billboards and other forms of advertising are widely present along Sepulveda and Pico Boulevards. A view of the commercial development along Pico Boulevard east of Veteran Avenue is illustrated in **Figure 4.1-5a**, View 4. Tall utility poles and lines parallel both sides between the I-405 and Sepulveda Boulevard.
- *Sawtelle Boulevard.* Sawtelle Boulevard, north of Pico Boulevard has a mixed and inconsistent character. Sawtelle Boulevard is lined with a mix of freestanding buildings oriented toward surface parking lots and away from the street and buildings oriented toward the street with no parking in front, and a parking garage. Buildings along Sawtelle Boulevard are generally one to two stories in height. Additionally, there are three-story shopping centers, an eight-story office building, and a storage facility. Buildings are generally setback by a landscaped strip. Tall utility poles and lines parallel the west side of Sawtelle Boulevard.

Figure 4.1-5a Visual Character of Sepulveda Station Change Areas

Los Angeles Department of City Planning



View 1: Looking southeast toward commercial uses along Sepulveda Boulevard, south of Olympic Boulevard.



View 2: Looking northeast toward commercial/industrial uses near the intersection of Pico Boulevard and Sepulveda Boulevard.



View 3: Looking north toward commercial uses along Sepulveda Boulevard, north of Olympic Boulevard.



View 4: Looking northeast toward commercial development along Pico Boulevard, west of Veteran Avenue.

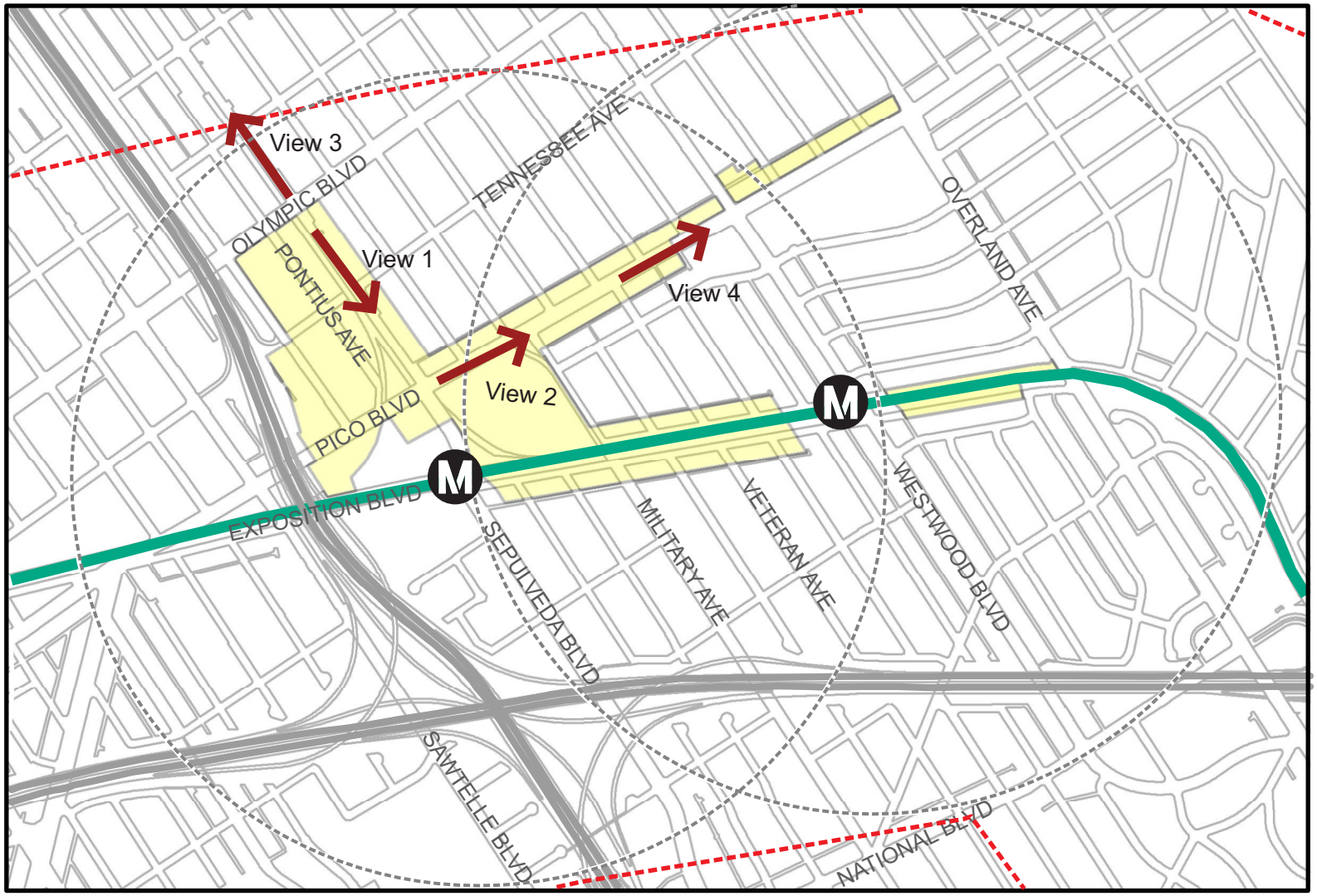
LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-5b Sepulveda Station Change Areas Viewpoint Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Viewpoint Perspective
- Areas of Proposed Change/ Subareas

N

Approx. Scale

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

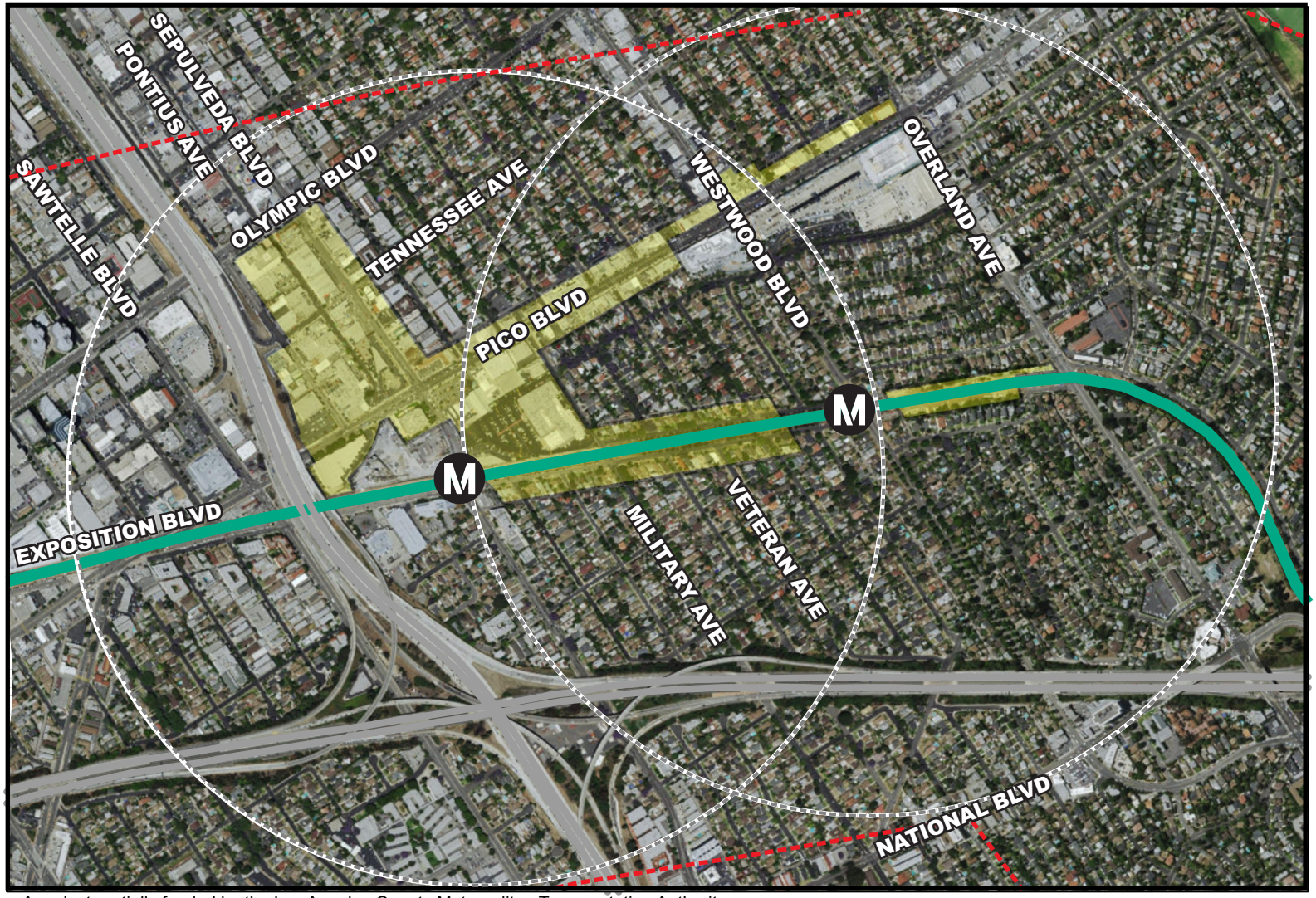
SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-5c Sepulveda Station Change Areas Aerial Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Areas of Proposed Change/ Subareas

N

Approx. Scale

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Westwood Station Area. The Westwood Station Area is largely residential in character, except along Pico Boulevard, portions of Overland Avenue, and Westwood Boulevard north of Pico Boulevard. **Figure 4.1-6a** includes images of some of the Westwood Station areas of proposed change. **Figure 4.1-6b** identifies the location of these views. An aerial view of the Westwood Station Area is provided as **Figure 4.1-6c**. The four-story Westside Pavilion shopping center, located south of Pico Boulevard and bridging over Westwood Boulevard, and a six-story office building situated on the southeast corner of Pico Boulevard and Overland are significant visual features along Pico Boulevard. The visual contrast between the Westside Pavilion and the small-scale development adjacent to it on Pico Boulevard defines the area.

Approximately 55 percent of the Westwood Station Area is single-family residential.[6] Residences are mostly one- to two-stories in height and are set back from the streets by landscaped front yards and driveways.

The character of commercial and industrial corridors and districts in the Westwood Station Area are described below:

- *Pico Boulevard.* The north side of Pico has a consistent low-scale character with relatively uniform building setbacks. Pico Boulevard is lined primarily with retail continuous storefronts and restaurants, and is occasionally separated by parking lots, as illustrated in **Figure 4.1-6a**, Views 1 through 4. Development along Pico Boulevard is low-scale, rarely exceeding two-stories in height, and generally built to the sidewalk. The Westside Pavilion, a four-story indoor shopping mall, extends along the south side of Pico Boulevard from approximately Midvale Avenue to Overland Avenue, crossing over Westwood Boulevard via a bridge that extends three stories above the roadway. The Westside Pavilion is internally oriented with limited pedestrian access from Pico Boulevard, creating a dominant street wall that contrasts with the character of the north side of Pico Boulevard.
- *Westwood Boulevard.* North of Pico Boulevard, the character of Westwood Boulevard is consistently low-scale commercial. Westwood Boulevard is lined primarily with retail storefronts and restaurants, the occasional office building, and multi-family residential. South of Pico Boulevard, Westwood Boulevard is primarily single-family residential. Near National Boulevard south of I-10 there is a cluster of commercial uses, including several shopping centers oriented around surface parking lots, a six-story office building, and a synagogue.
- *Overland Avenue.* The height, scale, and type of development vary considerably along this segment of Overland Avenue. North of Exposition Boulevard, the east side of Overland Avenue is lined with a number of different uses including Overland Elementary School (immediately north of Exposition Boulevard), a four-story multi-family development, a seven-story office building, a two-story corner strip mall, and a one-story strip of commercial uses. The Palms Recreation Center and Notre Dame Elementary School are also located along Overland Avenue, just north of the I-10. Overland Avenue crosses above the I-10. The maze of freeway on- and off-ramps, the freeway right-of-way as well as billboards oriented towards the freeway influence the character of this area. South of the I-10 within the station area, the character of Overland Avenue becomes auto-oriented with a gas station and an oil-change shop. Tall utility poles and lines parallel the south side of the avenue.

[6]Properties zoned R-1 and R-2 are not subject to the regulations in the ECTNP Area.

Figure 4.1-6a Visual Character of Westwood Station Change Areas

Los Angeles Department of City Planning



View 1: Looking northeast along Pico Boulevard, east of Veteran Avenue.



View 2: Looking northeast along Pico Boulevard, east of Bentley Avenue.



View 3: Looking southwest along Pico Boulevard, west of Malcolm Avenue.



View 4: Looking northeast along Pico Boulevard, east of Malcolm Avenue.

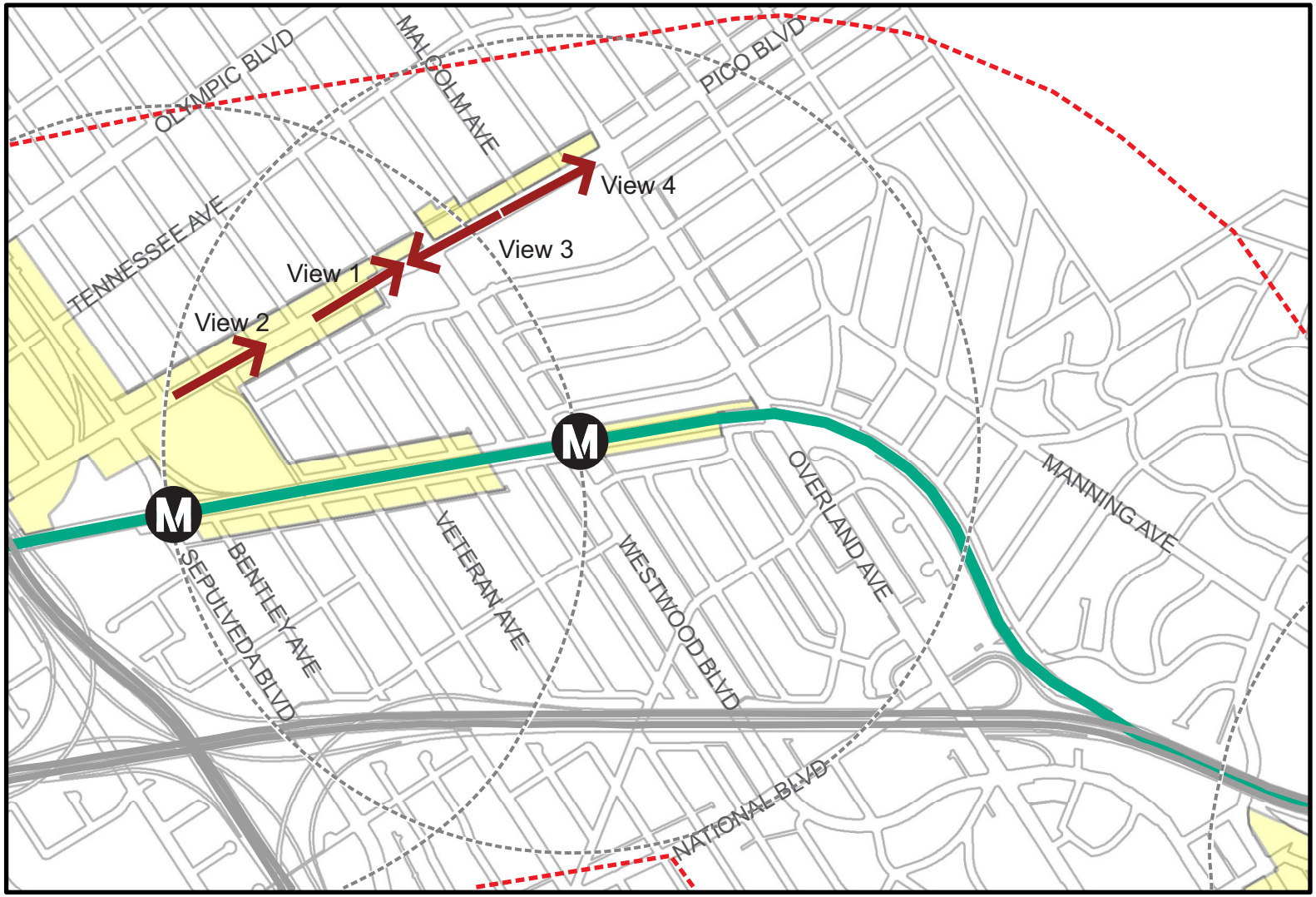
LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-6b Westwood Station Change Areas Viewpoint Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Viewpoint Perspective
- Areas of Proposed Change/ Subareas

Approx. Scale

N

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

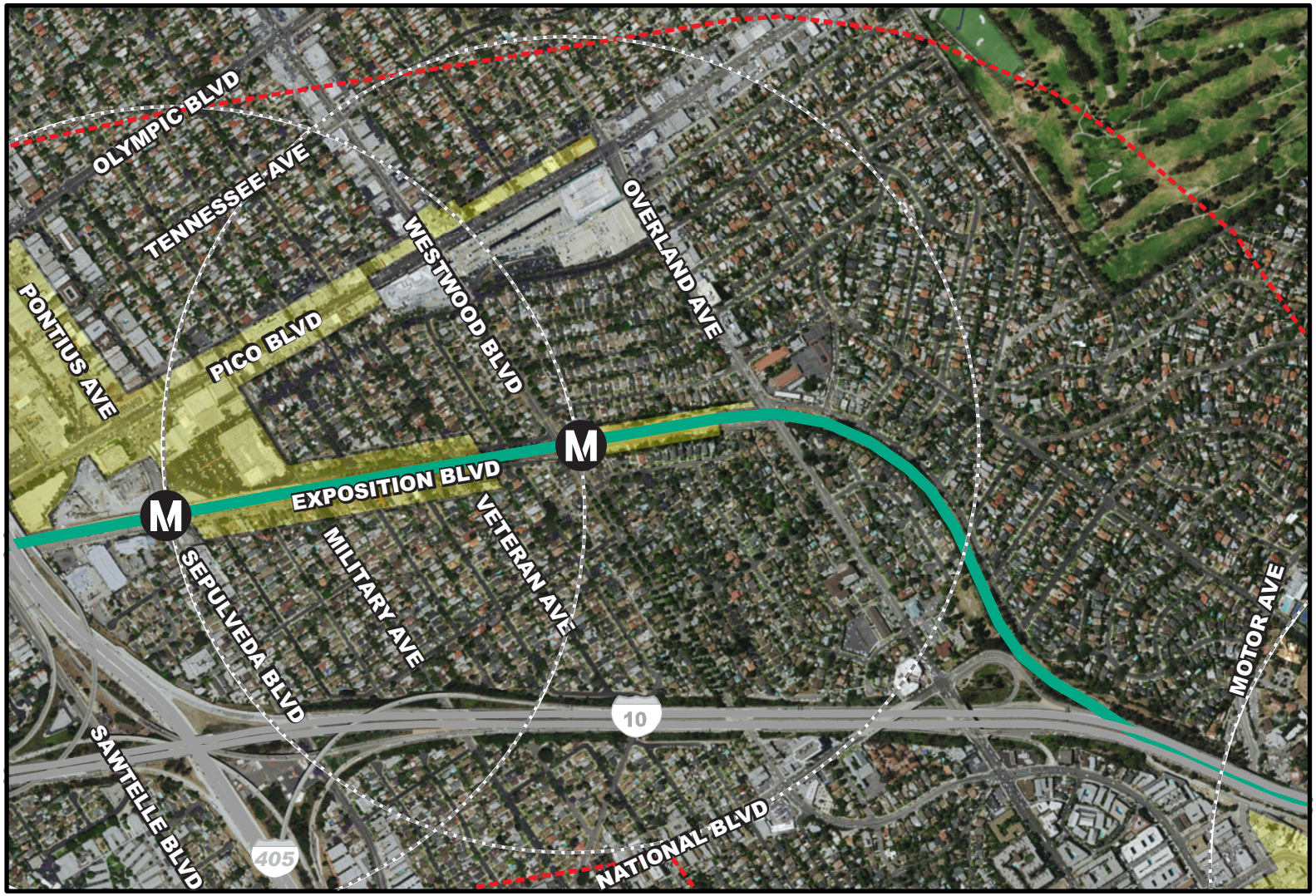
SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-6c Westwood Station Change Areas Aerial Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Areas of Proposed Change/ Subareas

N

Approx. Scale

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Palms Station Area. The Palms Station Area is largely multi-family residential in character, except along Motor Avenue, National Boulevard, and Venice Boulevard, which are mostly commercial in character. **Figure 4.1-7a** includes images of some of the Palms Station Areas of proposed change. **Figure 4.1-7b** identifies the location of these views. An aerial view of the Palms Station Area is provided as **Figure 4.1-7c**. The prominent visual character features in the Palms Station area are multi-family, multistory residential structures. Additional features include two new approximately six-story residential mixed use buildings located on Motor Avenue, north of Palms Boulevard. While the elevated I-10, which parallels the Expo LRT Line, bisects the Palms Station Area, the I-10 is mostly blocked from view by existing buildings. The I-10 is only highly visible along Exposition Boulevard, east of National Boulevard, where it crosses over Motor Avenue, north of National Boulevard, and at the intersection of National Boulevard and Palms Avenue where an on- and off-ramp is located.

Closely spaced apartment buildings line most of the streets in the Palms Station Area, south of the Expo LRT Line and National Boulevard. These buildings are typically two- to four-stories in height and are setback from the street by landscaping and driveways. Residential streets are often tree-lined; however, the distribution and type of trees is rarely consistent. Parking is typically provided in ground floor parking garages located below dwelling units and accessed from driveways along these streets or alleyways. In some cases, carports face local streets. Views of the multi-family residential development representative of the visual character of the area are shown in **Figure 4.1-7a**, View 1.

Approximately 38 percent of the Palms Station Area is single-family residential.[7] The single-family residential neighborhoods in the station area are grouped in one area—Cheviot Hills—located north of the Expo LRT Line and the I-10, where the topography becomes hilly.

The character of commercial and industrial corridors and districts in the Palms Station Area is described below:

- *Motor Avenue.* Motor Avenue is characterized by a mix of uses and building types, including apartment and office buildings, commercial strips, and stand-alone businesses, as well as a school, a fire station and a post office. Buildings range in height from one to four stories, although a few newer buildings reach up to six stories in height. Parking is allowed along both sides of Motor Avenue, which is also has Class II bike lanes. Street trees are distributed sporadically along Motor Avenue. Minimal landscaping is present along the frontages of most apartment buildings.
- *National Boulevard.* Development along National Boulevard south of I-10 mostly consists of three- to four-story apartment buildings set back from the street by narrow landscaped yards on the south side, and low-scale industrial-style development on the north side abutting the freeway. In the vicinity of National Boulevard's intersection with Motor Avenue, there are several commercial strip malls with on-site parking. North of the I-10 overpass the primarily multi-family residential character of the street is broken by a large commercial shopping center with large surface parking lots. This is shown in **Figure 4.1-7a**, View 3. Street trees and landscaping are sporadic along National Boulevard. Tall utility poles and lines and run along the south side of the boulevard south of I-10, and along the north-west side of the boulevard north of I-10.
- *Venice Boulevard.* Venice Boulevard within the Palms Station Area is an eight-lane divided highway, lined with a wide variety of commercial uses, including a number of corner strip malls and stand-alone buildings, mostly one or two-stories in height, setback from sidewalks by surface parking lots. As described above, Venice Boulevard features a center median that is landscaped with grass and trees in some locations. Aside from the landscaping associated with the median, the landscaping along Venice Boulevard within the Palms Station Area is extremely limited. A number of billboards are located along Venice Boulevard. Utility poles and lines are located on the northwest side of Venice Boulevard.

[7]Properties zoned R-1 and R-2 are not subject to the regulations in the ECTNP.

Figure 4.1-7a Visual Character of Palms Station Change Areas

Los Angeles Department of City Planning



View 1: Looking north along Vinton Avenue, toward National Boulevard.



View 2: Looking east along National Boulevard, east of Motor Avenue.



View 3: Looking northeast of shopping center along National Boulevard, north of I-10 freeway.



View 4: Looking northeast along Venice Boulevard, east of Vinton Avenue.

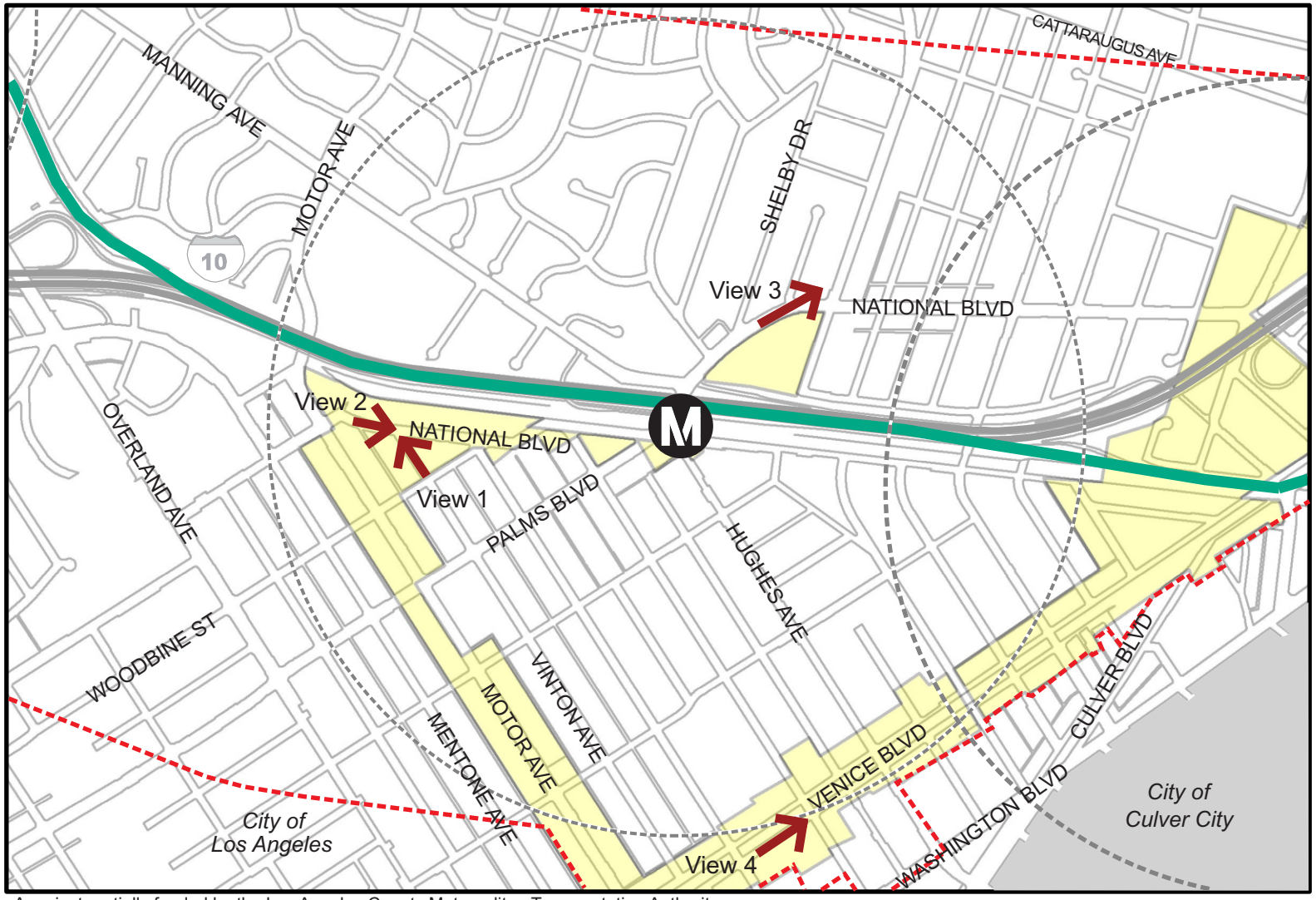
LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-7b Palms Station Change Areas Viewpoint Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Viewpoint Perspective
- Jurisdictional Boundary
- Areas of Proposed Change/ Subareas

Approx. Scale

N

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-7c Palms Station Change Areas Aerial Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Areas of Proposed Change/ Subareas

Approx. Scale

N

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Culver City Station. The character of the Culver City Station Area is varied. With the exception of Robertson Boulevard north of I-10 and the industrial and commercial area adjacent to the station, roughly bound by Venice Boulevard, National Boulevard, I-10 and Durango Avenue, the remainder of the Culver City Station Area is residential in character. **Figure 4.1-8a** includes images of some of the Culver City Station's areas of proposed change. **Figure 4.1-8b** identifies the location of these views. An aerial view of the Culver City Station Area is provided as **Figure 4.1-8c**. The defining character features of the station area are the landscaped Venice Boulevard median; the elevated Expo LRT Line bridge; the I-10, where it crosses National and Robertson Boulevards; the Helm's Bakery development; and the I-10's on- and off-ramps from Robertson and National Boulevards.

Approximately 21 percent of the Culver City Station Area (within the boundaries of the City of Los Angeles) is zoned single-family residential (**Figure 4.1-8a)**.[8] Residences are mostly one- and two-stories in height and are setback from sidewalks by landscaped front yards. This area has sidewalks, and curb and gutter infrastructure. A view of a single-family residential neighborhood looking north along Robertson Place south of Cattaraugus Avenue is depicted in **Figure 4.1-8a**, View 4. The multi-family residential neighborhoods in the Culver City Station Area are concentrated north of Venice Boulevard and west of Robertson Boulevard. These buildings are typically two- to four-stories in height. These buildings are typically setback from the street by landscaped frontages and wide driveways. Parking is often located at street-level beneath dwelling units.

Commercial corridors and districts within the Culver City Station Area are described below:

- *Venice Boulevard.* Near the Culver City Station, Venice Boulevard is eight-lanes wide and includes a center median, the elevated Expo LRT Line over-crossing, and the I-10 ramps. The presence of a substantial commercial shopping center at the intersection of Venice and Culver Boulevards influences the visual character of the area. The shopping center is anchored by a supermarket and a number of other large retail establishments. Surrounding the shopping center are several commercial strip malls and stand-alone fast food restaurants oriented around surface parking lots, as well as the Culver City Media Park, which fronts Venice Boulevard. Although much of this area is commercial in nature, this portion of Venice Boulevard appears very industrial in character due in part to the absence of landscaping, abundance of paved areas, the types of buildings, and auto-related land uses. East of National Boulevard, the character of Venice Boulevard transitions to being more commercial in character. This is largely a result of the presence of a wide-landscaped median with mature trees, and landscaping along both sides of the roadways, as well as the presence of the Helms Bakery District which has a landscaped pedestrian plaza, home furnishing stores, and restaurants. The Helms Bakery District, a local landmark that straddles the cities of Culver City and Los Angeles, includes art-deco style signage visible from Venice Boulevard and Washington Boulevard. Development along this segment of Venice Boulevard is mostly two-stories in height, and setback from sidewalks by landscaped frontages or surface parking lots. Tall utility poles and lines parallel the north side of the boulevard. The character of Venice Boulevard is illustrated in **Figure 4.1-8a**, View 3.
- *Robertson Boulevard.* Where the I-10 crosses above Robertson Boulevard and Robertson Boulevard's intersection with National Boulevard, Robertson Boulevard is industrial and auto-oriented in character, and is heavily influenced by the I-10 overpass, ramps, associated buffer areas, and several auto-oriented uses including a car wash, gas station, and auto-repair mall, all predominately one story in height. North of this area, Robertson Boulevard transitions to being more commercial in character, and is lined by strips of single-story commercial development, with the exception of a four-story medical office building and parking structure located adjacent to the I-10. Hamilton High School is located on the west side of Robertson Boulevard, and set back from the roadways by a surface parking lot planted with a number of mature trees. A view looking south towards the commercial uses along Robertson Boulevard is available in **Figure 4.1-8a**, View 2.

[8]Properties zoned R-1 and R-2 are not subject to the regulations in the ECTNP.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-8a Visual Character of Culver City Station Change Areas

Los Angeles Department of City Planning



View 1: Looking north along Ellis Avenue from Venice Boulevard.



View 2: Looking southwest along Robertson Place, south of Cattaragus Avenue, towards Robertson Boulevard.



View 3: Looking southwest along Venice Boulevard, east of Watseka Avenue.



View 4: Looking northeast along Robertson Place, south of Cattaragus Avenue.

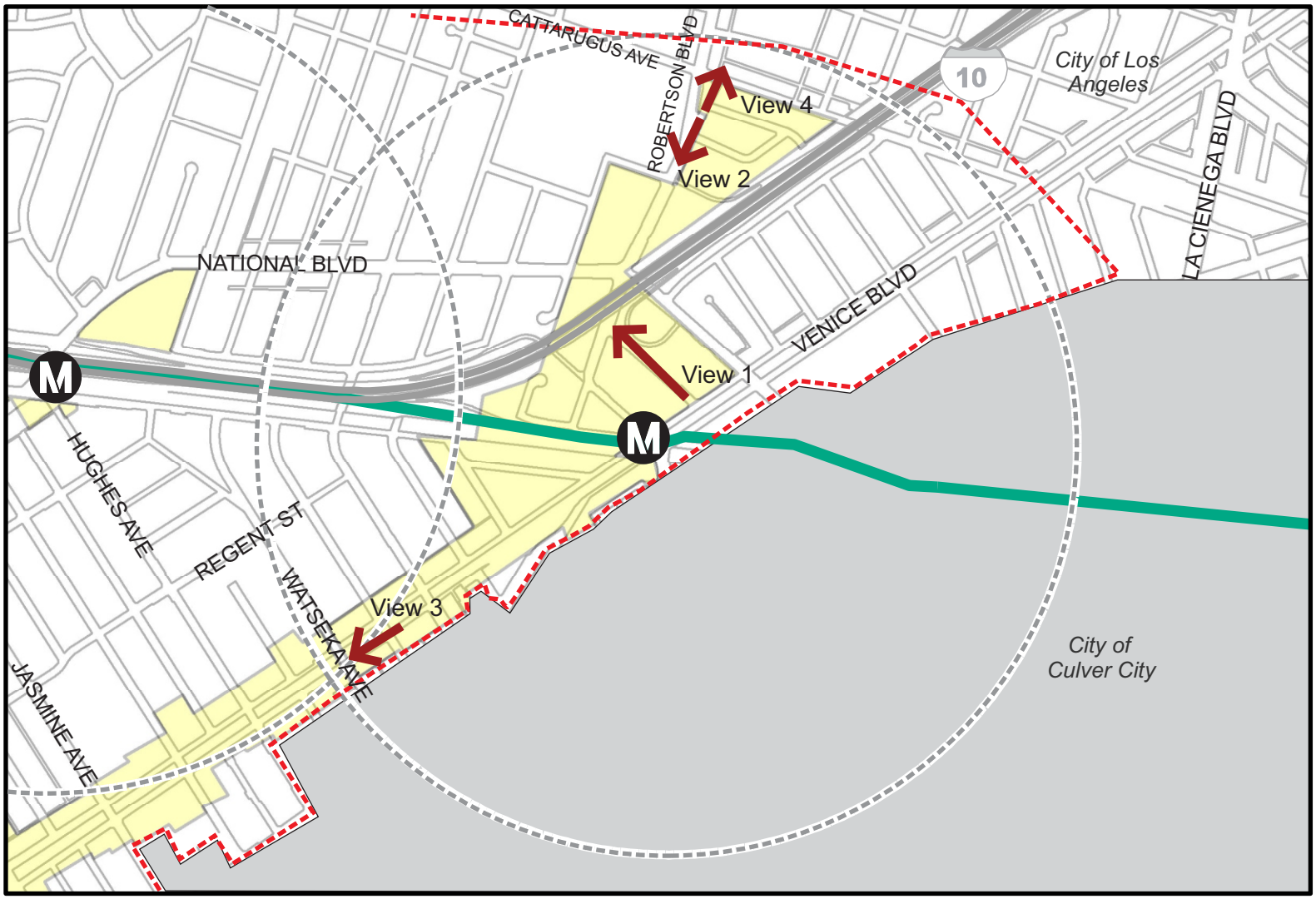
LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-8b Culver City Station Change Areas Viewpoint Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Viewpoint Perspective
- Jurisdictional Boundary
- Areas of Proposed Change

N

Approx. Scale

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

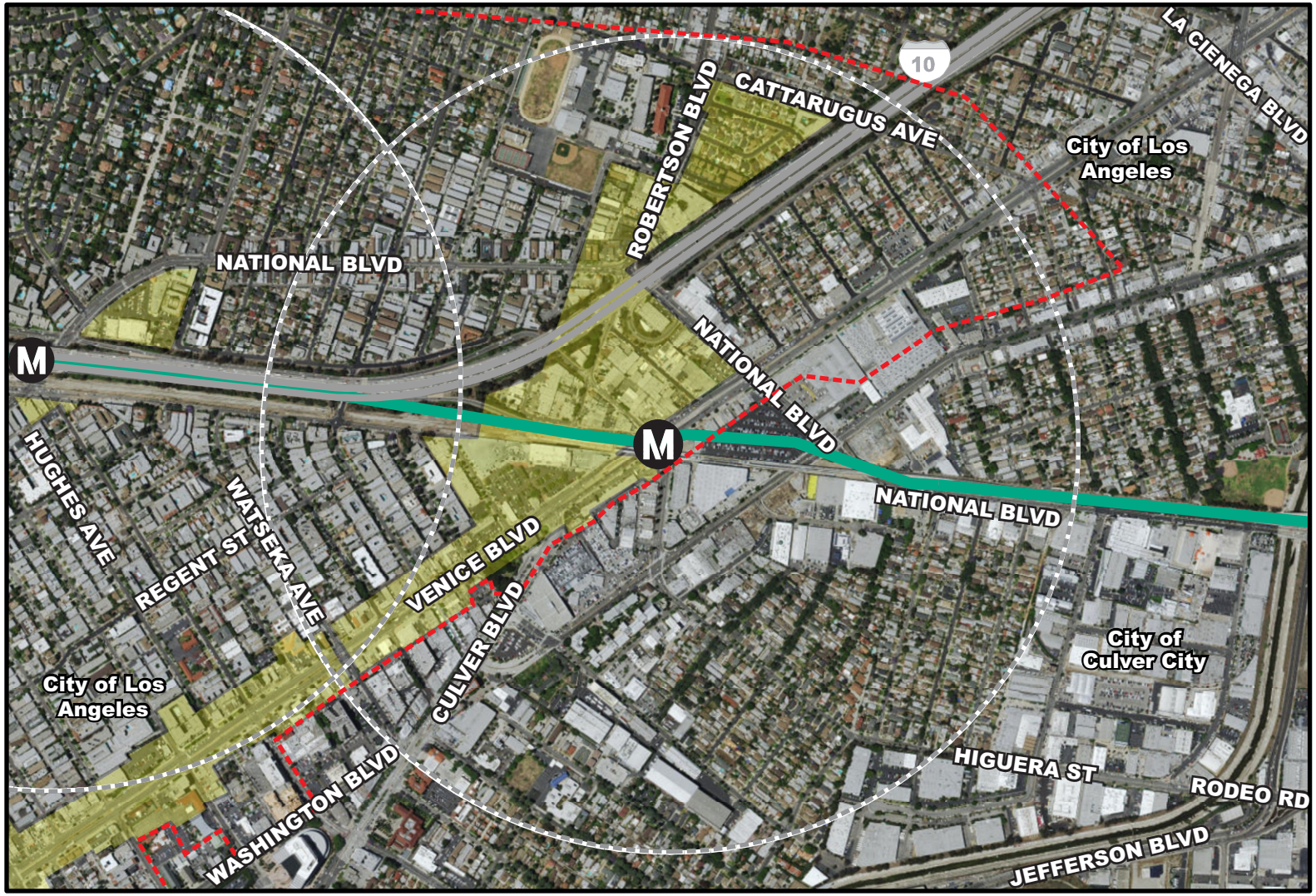
LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-8c Culver City Station Change Areas Aerial Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Areas of Proposed Change/ Subareas

Approx. Scale

N

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

LIGHT AND GLARE

A high level of ambient nighttime light exists in the Project Area due to its urbanized nature. Nighttime artificial lighting sources include street, security, and wayfinding outdoor lighting, vehicle headlights, and interior building illumination. While there is no visually dominant illumination source in the Project Area, street lighting is the most evident. Street lighting within the Project Area adheres to City of Los Angeles standards. These standards depict lighting levels in foot-candles (fc). A foot-candle is a unit of measure of the intensity of light falling on one square foot of surface area equal to one lumen per square foot. The City standards are based on a combination of factors including roadway type, the potential for conflicts between pedestrians and vehicles, and the degree of reflectivity of the pavement surface. The most stringent standards are imposed when there is a high probability of pedestrian and vehicle conflicts. For major arterial roadway segments the illumination standard ranges from 1.2 to 1.7 fc. For Collector roads, the standard is reduced somewhat to 0.8 to 1.2 fc and the lowest illumination standard is applied to local roads at 0.6 to 0.8 fc.

At roadway intersections, there is greater potential for conflicts and the lighting standards are increased. **Table 4.1-2** demonstrates the LADPW's Bureau of Street Lighting Design Standards and Guidelines for intersections under these reasonably worst-case conditions.

TABLE 4.1-2: CITY OF LOS ANGELES MAXIMUM INTERSECTION ILLUMINATION STANDARDS

Intersection Type	Maximum Illumination (Foot-candles)
Major Arterial to Major Arterial	3.4
Major Arterial to Collector Street	2.9
Major Arterial to Local Street	2.6
Collector Street to Collector Street	2.1
Local Street to Local Street	1.8

SOURCE: LADPW's *Bureau of Street Lighting Design Standards and Guidelines*, 2007.

A nighttime survey of representative intersections and street segments within each of the project station areas confirmed that lighting levels were generally within the range of the established street lighting standards. The most brightly lit areas in the Project Area are the I-10 and I-405 and near the Westside Pavilion, and the most dimly lit areas are those south of the Expo LRT Line alignment in the Bundy and Sepulveda Station Areas. **Table 4.1-3** describes the average existing nighttime ambient street lighting levels within each of the station areas.

TABLE 4.1-3: EXISTING AMBIENT STREET LIGHTING LEVELS WITHIN STATION AREAS (FOOT-CANDLES)

Average	Range (difference between maximum and minimum)	Spectrum (maximum to minimum range)
CULVER CITY		
1.5	3.3	0.7 - 4.0
PALMS		
1.5	2.6	0.2 - 2.8
WESTWOOD		
2.2	1.2	1.5 - 2.7
SEPULVEDA		
1.6	3.9	0.1 - 4.0
BUNDY		
1.3	3.1	0.1 - 3.2

SOURCE: TAHA, 2017.

Glare is a common phenomenon in the Southern California area primarily due to the occurrence of a high number of days per year with direct sunlight and the highly-urbanized nature of the region, resulting in a large concentration of reflective surfaces. Glare can result from sunlight reflecting off plastic awnings or other structural fixtures of buildings located on adjacent streets in the Project Area. The majority of existing structures within the Project Area are comprised of non-reflective materials, such as concrete, wood, stucco and plaster. However, a number of office buildings with substantial amounts of glass are located along Olympic Boulevard and there are glare effects typically in the afternoon hours.

SHADE AND SHADOW

Shading refers to the effect of shadows cast upon adjacent areas. The consequences of shadows upon land uses may be positive, including cooling effects during warm weather, or negative such as the loss of natural light necessary for solar energy purposes or the loss of warming influences during cool weather. Shadows are cast in a clockwise direction from west/northwest to east/northeast from approximately 7:00 a.m. to 3:00 p.m. or later depending on the time of the year: Summer Solstice (June 21), Spring/Fall Equinoxes (March 20 and September 22), and Winter Solstice (December 21). Generally, the shortest shadows are cast during the Summer Solstice and grow increasingly longer until the Winter Solstice. During the Winter Solstice, the sun appears to be lower in the sky and shadows are at their maximum coverage lengths. Shadow-sensitive uses generally include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses. **Table 4.1-4** provides an overview of the maximum shadow lengths for the latitude and longitude of the Project Area during the Winter Solstice. As described above, the majority of existing development in the Project Area ranges in height from one- to four-stories. This results in, shadow lengths ranging from 31 to 131 feet but can be much longer where there are taller buildings.

TABLE 4.1-4: SHADOW LENGTHS (FEET) – WINTER SOLSTICE

Time of Day	1-2 Story Bldg (20 ft.)	3-4 Story Bldg (40 ft.)	5-6 Story Bldg (60 ft.)	7-8 Story Bldg (80 ft.)	9-10 Story Bldg (100 ft.)	10-12 Story Bldg (120 ft.)
9:00 a.m.	56	112	168	224	280	336
10:00 a.m.	40	79	119	159	198	238
11:00 a.m.	33	66	99	132	165	198
Noon	31	63	94	126	157	189
1:00 p.m.	34	69	103	137	172	206
2:00 p.m.	43	86	130	173	216	259
3:00 p.m.	65	131	196	261	326	392

SOURCE: Planetcalc.com. Date = 12/21/14; Time Zone = -8; Lat=34 3 0 N Long=118 15 0 W. Altitude from US Naval Observatory, Astronomical Applications Dept. aa.usno.navy.mil/cgi-bin/aa_altazw.pl.

Due to the relatively dense arrangement of the existing commercial, industrial, and residential buildings within the Project Area, shadow effects on shadow-sensitive uses already exist in the Project Area. Shadow-sensitive uses located to the northwest, north and northeast of buildings exceeding three stories in height are particularly affected by shadows. The most significant shadows in the Project Area are created by development along Olympic Boulevard in the Bundy Station Area. Shadow-sensitive uses directly north and northeast of this area include single-family residential residences in the neighborhoods located adjacent to tall buildings.

THRESHOLDS OF SIGNIFICANCE

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

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

In addition to the thresholds set by the State CEQA Guidelines, based on the criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide), the determination of significance is made on a case-by-case basis, considering the following factors:

View Obstruction

- Would the project occur within or adjacent to a valued focal or panoramic vista or within view of any designated scenic highway, corridor, or parkway?
- Would the project obstruct, interrupt, or diminish a valued focal and/or panoramic view?
- Does the project propose standards for height and bulk of structures and other elements that inadequately protect existing visual resources and/or views?

The determination of significance is made on a case-by-case basis, considering the following factors:

- The nature and quality of recognized or valued views (such as natural topography, settings, man- made or natural features of visual interest, and resources such as mountains or the ocean);
- Whether the project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which the project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

Shadows

- 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 late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October).

The following threshold is from the Geology section, but given its relation to aesthetics, it is discussed herein:

The Proposed Project would have a significant impact on landform alteration if:

- One or more distinct and prominent geologic or topographic features would be destroyed, permanently covered, or materially and adversely modified. Such features may include, but are not limited to, hilltops, ridges, hill slopes, canyons, ravines, rock outcrops, water bodies, streambeds, and wetlands.

METHODOLOGY

Pursuant to SB 743 (PRC Section 21099 (d)(1)), aesthetic impacts of a residential, mixed use residential, or employment center project on an infill site within a TPA shall not be considered significant impacts on the environment. Such projects are typical of the kinds of projects anticipated by the Proposed Project. Although a majority of the Project Area is located in a Transit Priority Area, a portion of the Project Area is not (see **Figure 4.1-1**). Therefore, a discussion of aesthetic impacts is provided below. For this analysis, Appendix G criteria are used, supplemented by the thresholds identified in the City's Thresholds Guide, where appropriate. The method of assessment for individual aesthetic-related topics is discussed below. The assessment addresses the Proposed Project as described in Chapter 3.0, Project Description, as well as the Alternative Compliance scenario. This scenario would allow designated sites within the change areas or subareas to have a different mix of residential and non-residential uses than required per the zoning of the property. Projects utilizing this path would still be subject to the maximum FAR and other zoning and development standards but would also be required to provide increased public benefits in addition to affordable housing.

As discussed in the Chapter 3.0, Project Description and shown in Figure 3-2, the Project Area has two primary land use geographies –areas that are proposed for land use and zoning changes (known as "change areas" or "subareas"), and the areas that are outside of these change areas but are still within the boundary of the proposed Specific Plan (known as "non-change areas"). This section presents potential impacts in both geographic areas. Change area impacts are discussed on a station area basis, as impacts in these areas are dependent on the location of a project and the surrounding land uses. Aesthetic impacts may also result from development in other locations within the Project Area. Such impacts in the non-change areas are discussed generally in this section. Outside the change areas, projects are required to comply with the zoning and land use designations in the current community plan, but will also be subject to the urban design standards and guidelines of the ECTNP and the streetscape requirements of the associated Streetscape Plans, as applicable. If a project seeks a discretionary action from the DCP in order to vary from the current regulations, then aesthetic impacts must be analyzed under a separate environmental document.

SCENIC VISTAS/OBSTRUCTION OF VIEWS

A significant impact would occur if the Proposed Project would have a substantial adverse effect on a publicly available scenic vista, particularly a panoramic view of areas that have visual interest. The assessment method would identify whether such viewpoints exist within the Project area and whether the content of the view would be adversely affected by the Proposed Project. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the content and quality of the view is permanently affected. Specifically, impacts would typically consist of loss or obstruction of a valued public view. This would include changes in the character of the viewshed that detract from a valued public view, such as the elimination or obstruction of natural and/or manmade features that were formerly part of a valued public viewshed.

SCENIC RESOURCES WITHIN A STATE HIGHWAY

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

VISUAL CHARACTER

Significant impacts to the visual character of a site and its surroundings is generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the Proposed Project detract from the visual character of an area. Elements contributing to this impression include:

- Height and mass of proposed buildings compared to existing development
- Building setback distances from the street
- Loss of or reconfiguration of open space and landscaping

LIGHT AND GLARE

Light and glare impacts are typically associated with outdoor artificial light during the evening and nighttime hours. Glare may also be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. The assessment would identify whether there would be any particular features within the Proposed Project design that would either produce unusual amounts of artificial light or where project features would entail large surface areas of reflective surface.

SHADE AND SHADOW

The Proposed Project would have a significant impact if it creates shade or shadows that affect shadow-sensitive uses for more than three consecutive hours between 9:00 a.m. and 3:00 p.m. from late October to early April, or for more than four consecutive hours between 9:00 a.m. and 5:00 p.m. from early April to late October. Shadow-sensitive uses, are typically considered to include routinely useable outdoor spaces associated with residential and recreational land uses. These uses are considered shade-sensitive because sunlight is important to function and physical comfort. For purposes of this assessment, shading would typically result from sensitive land uses being located to the north, northeast or northwest of Proposed Project areas slated for multi-story development.

GEOLOGICAL OR TOPOGRAPHIC FEATURES

According to the Thresholds Guide, a project would have a significant impact on landform alteration if one or more distinct and prominent geologic or topographic features would be destroyed, permanently covered, or materially and adversely modified. Such features may include, but are not limited to, hilltops, ridges, hill slopes, canyons, ravines, rock outcrops, water bodies, streambeds, and wetlands.

PROJECT FEATURES

The Proposed Project would establish a Specific Plan and initiate zone changes, General Plan amendments, and introduce development and urban design standards. Proposed land use and zone changes, which apply to areas of proposed change only, would allow for increased development density, intensity, and heights, and/or a new mix of uses. Accordingly, implementation of the Proposed Project would allow physical changes to the visual character of areas proposed to have land use and zoning changes in order to achieve the vision of the ECTNP. The Proposed Project would encourage new development at select sites (subareas) within the transit station areas with the goal of promoting transit ridership and creating an active, mixed use environment in the station areas in an urbanized area of the City. The goals and visions of the Proposed Project would be achieved through the rezoning of selected areas and implementation of new development standards. The Proposed Project would also include specific environmental thresholds to address potential shade/shadow impacts as well as to protect historic resources.

The Proposed Project includes design standards and guidelines intended to preserve and/or enhance the existing visual character of the Project Area. These design standards and guidelines would be applicable to all future development within the Project Area, except for R1 and R2 zones. The design standards address factors which influence the visual character in the Project Area including building design, orientation,

frontages, massing and articulation, transitional height, landscaping, lighting, and signage, among a range of other topics with the intent of creating consistency in design and improving the visual quality of the area and the pedestrian environment. The design standards encourage development patterns that promote more compact, functional, and walkable neighborhoods and station areas, integrating greater density and height in a sensitive manner.

The Proposed Project would also involve new streetscape plans and parking strategies that together would enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options. The Proposed Project includes streetscape plans for eight street segments that aim to improve streets for pedestrians, transit users, and drivers. See Figure 3-13 in Chapter 3.0, Project Description for the specific locations of these segments.

Implementation of the Proposed Project would allow for future development to be built at heights and densities greater than what is currently permitted in the areas of proposed change. The allowable building heights under the Proposed Project vary according to zoning and location, and are depicted in Figures 3-9a and 3-9b in Chapter 3.0, Project Description; as shown in the figure, the greatest maximum permitted height of buildings under the Proposed Project would be 161 feet. The current allowable height of buildings in the Project Area ranges from 33 to 45 feet in residential zones. In many commercial zones, height is limited to 45 feet. In all industrial and a number of commercial zones, there is no maximum building height, though floor area ratios (FARs), typically 1.5:1, effectively limit feasible building heights. Existing and proposed building heights, as well as densities, are listed on a station area basis in Tables 4.8-2 through 4.8-11 of Section 4.8, Land Use and Planning. The existing building heights of the Project Area are presented in Figures 3-8a and 3-8b in Chapter 3.0, Project Description.

IMPACTS

IMPACT 4.1-1 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA/OBSTRUCTION OF VIEWS? THIS IMPACT IS LESS THAN SIGNIFICANT.

There are no publicly available scenic vista points within the Project Area. Views of scenic resources, which include public parks, historic buildings, landmarks, historic signage, and heritage trees, are limited to public rights-of-way and adjacent sidewalks. Changes proposed, including implementation of design standards, and streetscape plans would not substantially alter these views and less than significant impacts are anticipated.

While new development could be built to the maximum permitted heights adjacent to the freeways and the Expo LRT Line, intermittent views of the Project Area would be obstructed, however, views within the Project Area are not considered panoramic and do not meet the City's definition of a scenic view or vista. Changes are considered less than significant.

As previously described, views of recognized scenic resources outside of the Project Area include the Mormon Temple, the Sony Studios Water Tower, the Getty Center, the Santa Monica and San Gabriel Mountains, and the Hollywood and Baldwin Hills, are available from the Baldwin Hills Scenic Overlook. In some instances, onlookers must look beyond the Project Area to see some of these resources (such as to see the Pacific Ocean and the Getty Center).

Presently, existing buildings and infrastructure in the Project Area do not obstruct views of recognized scenic resources or mountains from the Baldwin Hills Scenic Overlook. While the Proposed Project would allow a maximum building height of up to 161 feet (roughly 12 stories), given the elevation of the Project Area, these buildings are unlikely to obstruct views of recognized scenic resources or mountains from the Baldwin Hills Scenic Overlook. Impacts from this scenic vista are considered less than significant.

ALTERNATIVE COMPLIANCE SCENARIO

As described in Chapter 3.0, Project Description, the Alternative Compliance scenario would allow designated sites (within the areas of change) to have a different mix of residential and non-residential uses than required per the zoning of the property. It is anticipated that use of this option would result in a greater amount of residential use, and corresponding lesser amount of non-residential use, than under the Proposed Project. However, the floor-area-ratios, building heights and design standards associated with the Proposed Project would be applicable to the Alternative Compliance scenario. In this respect, it is not anticipated that the effects of this option would differ from the Proposed Project and changes to scenic vistas or views would also be considered less than significant.

NON-CHANGE AREAS

Outside the subareas, new development would be governed by the General Plan land uses and associated zoning contained in the included portions of the West Los Angeles, Palms-Mar Vista-Del Rey and West Adams-Baldwin Hills-Leimert Community Plans. Specifically, building height, open space and setbacks in these areas would occur similar to current patterns of development with the exception that proposed design standards and guidelines described in the Specific Plan would also apply to these non-change areas. It is anticipated that as a result, existing land use controls taken together with new design standards/guidelines, which are intended to improve the visual quality of the area, would have a less than significant effect on scenic vistas or views within the non-change portions of the Project Area.

MITIGATION MEASURES

Impacts related to scenic vistas would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to scenic vistas were determined to be less than significant without mitigation.

IMPACT 4.1-2 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY? THIS IMPACT IS LESS THAN SIGNIFICANT.

There are no state-designated scenic highways located within the Project Area. While not designated a scenic highway by the state, Venice Boulevard (State Route 187) is a City of Los Angeles-designated scenic highway.[9] This city-designated scenic highway features a center median that is intermittently planted with grass and mature trees. There is no proposed streetscape plan or other changes to the landscaped median. Future development occurring within areas of proposed change along Venice Boulevard would not result in the removal of the landscaped median or trees within the median. Accordingly, future development occurring under the Proposed Project would not result in the damage of a scenic resource within a state- or locally-designated scenic highway. Impacts in this category are considered less than significant.

ALTERNATIVE COMPLIANCE SCENARIO

As noted above, the FARs, building heights, and design standards associated with the Proposed Project would be applicable to the Alternative Compliance scenario. The designated geographic areas for land use change would also be the same as the Proposed Project. In this respect, it is not anticipated that the effects of this option would differ from the proposed project and changes to scenic resources within a state or locally designated scenic highway, such as Venice Boulevard, would be considered less than significant.

[9]City of Los Angeles, *Mobility Plan 2035*, adopted in 2015, as subsequently amended.

NON-CHANGE AREAS

Outside the geographic areas designated for change, new development would be governed by the General Plan land uses and associated zoning contained in the included portions of the West Los Angeles, Palms-Mar Vista-Del Rey and West Adams-Baldwin Hills-Leimert Community Plans. As noted above, Venice Boulevard is the only scenic highway designated within the Project Area. A 0.4-mile segment of Venice Boulevard, extending from National Boulevard to Cattaraugus Avenue, is beyond the limits of the areas proposed for change within the Project Area. This extent of Venice Boulevard is within the West Adams Community Plan. The community plan indicates that Venice Boulevard is a scenic resource with appropriate policies that encourage its protection. Thus, it is not anticipated that development in conformance with the community plan would result in an adverse effect on the scenic qualities of the roadway, and a less than significant impact is anticipated.

MITIGATION MEASURES

Impacts related to scenic resources within scenic highways would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to substantially damaging scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, were determined to be less than significant without mitigation.

IMPACT 4.1-3 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS? THIS IMPACT IS POTENTIALLY SIGNIFICANT AND UNAVOIDABLE.

In general, changes in visual character would be potentially significant within existing areas currently designated for low density residential use, where rezoning to RD1.5, R3 or RAS4 is proposed, and where increases in height and density would occur. Rezoning of low-density residential areas would occur in the Bundy Station Area, south of the Expo LRT Line, and in the Sepulveda and Westwood Station areas, along either side of the Expo LRT Line as shown in Figure 3-5 in Chapter 3.0, Project Description. Change in visual character would also be evident on some commercial corridors such as– Pico Boulevard, Motor Avenue, National Boulevard, Venice Boulevard, and Robertson Blvd (Mixed Use), where heights and density would be increased as a result of rezoning from C2 to RAS4 or Mixed Use: Commercial/Residential.

While changes to visual character would be most evident in the limited single-family areas where land use and zoning changes are proposed, increases in the height of permitted development throughout areas of proposed change would influence the visual character of the area. Under the Proposed Project, within areas of proposed change, maximum permitted building heights would range from 45 to 161 feet depending on the zone, station area, and adjacent land uses. The existing and proposed visual character for each station area, as indicated by land use and zoning changes, is characterized in Section 4.8, Land Use and Planning (Tables 4.8-2 through 4.8-11. The existing and proposed changes in maximum allowable building heights for the Project Area are illustrated in Figure 3-8a and Figure 3-9a (Bundy to Westwood Stations) and Figure 3-8b and Figure 3-9b (Palms to Culver City Stations) in Chapter 3.0, Project Description. The following briefly describes the proposed height changes by zone for areas of proposed change within each station area, as well as proposed transitional height standards that would be required for properties that abut R1 and R2 residential uses. Additional information regarding the proposed changes in station areas can be found in Chapter 3.0, Project Description.

Bundy Station. The proposed changes would affect approximately 114 acres within the station area. Land uses to be rezoned include light manufacturing and low residential parcels. The area of proposed change in the Bundy Station Area is generally north of Pico Boulevard, east of Centinela Avenue, south of Nebraska Avenue, and west of Barrington Avenue.

- The New Industry and Hybrid Industrial: Jobs Emphasis zones would allow for development ranging in height from six to 12 stories or a maximum height of 161 feet, with transitional height standards for locations that abut R1 or R2 residential uses.
- The Hybrid Industrial: Residential Emphasis zone would allow for development ranging in height from three to seven stories, with a maximum height of 78 to 96 feet, depending on the building uses, with transitional height standards for locations that abut R1 or R2 zones.
- RD1.5-1 and R3-1 zoned properties would have a maximum height of 45 feet. RAS4-1VL zoned properties would have a maximum height of 50 feet.

The Bundy Station Area currently has buildings in a range of heights, including buildings up to 6 to 12 stories along Olympic Boulevard. The Proposed Project would allow for increased building heights in a greater portion of the Bundy Station Area, though the increased height is primarily concentrated around the station. Where the increased height in the non-residential areas is increased, transitional height standards would limit impacts on adjacent low-density residential areas. Although industrial areas would have greater scale and mix of uses, these areas currently have no discernible, defining character. For these reasons the proposed changes to the non-residential areas would not degrade the visual character of the Bundy Station Area.

The Bundy Station Area would experience significant changes to visual character with implementation of the Proposed Project in the single-family residential neighborhoods south of Exposition Boulevard. To accommodate new multi-family development in existing neighborhoods currently zoned for low-density residential use, individual lots would have to be consolidated. New development under the Proposed Project would have allowable heights of up to 45 feet for RD1.5-1 and R3-1 zones and up to 50 feet for the RAS4-1VL zone which can result in buildings that are three to four stories tall. This represents an increase in height and massing compared to the consistently one- to two-story single-family development currently in the area.

Sepulveda Station. The Proposed Project would change the land use designation and zoning on approximately 46 acres. Land uses to be rezoned include light manufacturing, neighborhood commercial, and low-medium residential uses. Most of the areas of proposed change in the Sepulveda Station Area are located north of the Exposition right-of-way, east of the I-405, south of Olympic Boulevard, and west of Bentley Avenue, and along Pico Boulevard between Sepulveda Boulevard and Westwood Boulevard. Specific proposed changes include the following:

- The New Industry zone, west of Sepulveda Boulevard would allow for development ranging in height from four to 11 stories and a maximum height of 148 feet. This same zone, east of Sepulveda Boulevard would allow for development ranging in height from four to six stories, with a maximum height of 83 feet.
- The New Industry and Hybrid Industrial: Jobs Emphasis zones, south of Pico Boulevard, would allow for development ranging in height from four to 11 stories and a maximum height of 148 feet with transitional height requirements where properties about the R1 zone.
- The Hybrid Industrial: Residential Emphasis zone east of Sepulveda would allow development ranging in height from three to seven stories and a maximum height of 96 feet with transitional height requirements where properties about the R1 zone.
- On the north side of Pico Boulevard, the proposed RAS4-1VL zone would allow a maximum height of 50 feet with transitional height standards. These standards would limit the height of new development in this zone to 25 feet for portions of properties within 50 feet of the abutting R1 neighborhood.
- The R3-1 zone along Exposition Boulevard would allow a maximum height of 45 feet.

On Pico Boulevard between Sepulveda Boulevard and Westwood Boulevard, the Proposed Project would allow for small amount of additional height (5 feet more than is currently allowed in the C2-1VL zone) and a higher FAR than currently allowed, resulting in a potential change to the visual character of Pico Boulevard. In these areas where new development would be adjacent to single family residential, it is anticipated that transitional height standards incorporated into the Proposed Project would minimize the impact to these homes. Changes to visual character would be limited to the Pico Boulevard commercial frontage where taller buildings would be introduced. However, the impact of this change would be minimized by proposed design standards addressing ground floor treatment, which emphasize the pedestrian scale along the street and thus ensure consistency with the active, neighborhood-serving commercial character of the street today. As a result, visual character changes along the Pico Boulevard commercial corridor are anticipated to be less than significant.

Similar to the Bundy Station Area, the existing industrial areas around Sepulveda Boulevard lack a cohesive visual character, as they contain a wide variety of building type and heights. The proposed changes are focused on areas adjacent to the station and the I-405 freeway, and more limited increases in heights are proposed adjacent to residential uses. Therefore, the proposed changes to these areas, which would increase allowable height, would not have a negative impact on the visual character of the area.

Finally, the proposed changes to the properties fronting Exposition Boulevard in the Sepulveda Station Area would allow increased height and FAR. This would result in a potential change to the visual character of the area, which is currently characterized by low-scale dwelling units.

Westwood Station. The Proposed Project would change the land use designation and zoning on approximately 5.2 acres. Land uses to be rezoned include neighborhood commercial (C2-VL-POD) and low residential (R1). The areas of proposed change in the Westwood Station Area are located along the north side of Pico Boulevard between Westwood Boulevard and Overland Avenue, and along the Expo LRT Line generally between Westwood and Overland Boulevards. Specific proposed changes include the following:

- The RAS4-1VL zone along the north side of Pico Boulevard between Westwood Boulevard and Overland Avenue would allow for development to reach up to 50 feet with transitional height design standards, where 45 feet is allowed currently. In areas where the building heights on Pico Boulevard are typically about 30 feet, this proposed change would represent a significant change to the existing visual character to the Pico Boulevard commercial corridor. Similar to changes proposed in the Sepulveda Station Area along Pico Boulevard, the Proposed Project would allow for additional height and a higher FAR than currently allowed, resulting in a potential change to the visual character of Pico Boulevard. In these areas where new development would be adjacent to single family residential, it is anticipated that transitional height standards incorporated into the Proposed Project, would minimize the impact on these homes, and changes to visual character would be limited to the Pico Boulevard commercial frontage. However, this change would be moderated by proposed design standards addressing ground floor treatment, which emphasize the pedestrian scale along the street. As a result, visual character changes along the Pico Boulevard commercial corridor are anticipated to be less than significant.
- The Proposed Project would rezone approximately 2.2 acres flanking the Expo LRT Line right-of-way generally between Westwood and Overland Boulevards from R1 to OS (open space). These properties are currently vacant, and thus this change would maintain the existing undeveloped visual character of this area.

Palms Station. The Proposed Project would change the land use designation and zoning on approximately 51 acres. Land uses to be rezoned include limited manufacturing (M1-1), general and neighborhood commercial (C2-1), high medium residential (R4-1), and medium residential (R3-1) uses. The areas of proposed change in the Palms Station Area are generally south of the I-10, along National Boulevard, Motor Avenue, and Venice Boulevard, as well as a triangular parcel north of the I-10, located east of National Boulevard.

- The New Industry zone would allow for development ranging in height from three to seven stories, with a maximum height of 96 feet.
- The Mixed Use: Commercial/Residential zone along National Boulevard, north of the I-10, would allow for development ranging in height from three to seven stories, with a maximum height of 78 feet.
- The Mixed Use: Commercial/Residential zone along Motor Avenue north of Palms Boulevard and along National Boulevard would allow for development ranging from three to five stories, with a maximum height of 58 feet.
- Along Motor Avenue south of Palms Boulevard and along Venice Boulevard, the Mixed Use: Commercial/Residential zone would allow for development ranging in height from three to six stories, with a maximum height of 68 feet.

Overall, the changes proposed would allow for a mix of residential and commercial developments at mid-rise heights, which is not unlike the scale of many existing multi-family and commercial development located in this area. These changes would not represent substantial degradation of visual character to the station area.

Culver City Station. The Proposed Project would change the zoning designation on approximately 42 acres. Land uses to be rezoned include industrial, commercial, and residential. The areas of proposed change in the Culver City Station Area include a shopping center on Venice and Culver Boulevards, the area between the I-10 and Venice Boulevard, and along Robertson Boulevard between the I-10 and Cattaraugus Avenue.

- The New Industry and Hybrid Industrial: Jobs Emphasis zones would have a height range of 3 to 7 stories, with a maximum height of 96 feet.
- The Mixed Use: Commercial/Residential zone would have a height range of 3 to 6 stories, with a maximum height of 68 feet.

The Proposed Project would allow additional height and FAR in the industrial areas along Venice Boulevard within a quarter mile of the station. As these areas currently comprise a variety of low-scale auto-oriented commercial and industrial uses with no distinct visual character, and because the changes are concentrated around the station and the I-10 freeway, the proposed changes would not result in a degradation of visual character in this area. The proposed changes to the commercial areas along Venice Boulevard would similarly not have a negative impact on visual character, as these areas do not currently have a cohesive character and do not abut sensitive low-density residential uses.

In the northeast portion of the station area, between I-10 and Robertson Boulevard, the residential area currently zoned as RD2-1 primarily contains homes that are one or two stories in in height. The proposed change to Mixed Use: Commercial/Residential would allow for more intense residential development as well as commercial use, including buildings up to six stories in height. These changes would constitute a substantial change, and can be considered a degradation in visual character in this area.

Along portions of Robertson Boulevard north of I-10, currently commercial areas zoned as C2 would be also rezoned to Mixed Use: Commercial/Residential. Since these areas currently contain a diversity of commercial, industrial, and institutional uses at a variety of heights, the proposed changes would not degrade the visual character in this area.

Streetscape Improvements. The Proposed Project includes streetscape plans for eight street segments in the Project area. These streetscape plans illustrate streetscape improvements in the public right-of-way with the goal of creating a pedestrian-friendly environment that encourages walking, bicycling, and transit use while maintaining vehicular circulation. The location of the street segments included in the proposed streetscape plans are shown in Figure 3-13 in Chapter 3.0, Project Description and listed below:

- Bundy Drive between Missouri Avenue and Pico Boulevard
- Olympic Boulevard between Centinela and Barrington Avenues
- Sepulveda Boulevard between Olympic and National Boulevards
- National Boulevard between Mentone Avenue and Castle Heights Boulevard
- Palms Boulevard between National Boulevard and Motor Avenue
- Motor Avenue between I-10 and Venice Boulevard
- Pico Boulevard between I-405 and Patricia Avenue
- Pico Boulevard between Centinela Avenue and I-405

The proposed streetscape plans are intended to be beneficial and improve the existing visual character of street segments in the Project Area, and their immediately surrounding areas, through the reconstruction of curbs, gutters, and sidewalks; the installation of landscaped curb extensions in between parking stalls and at intersections; an introduction of a consistent pattern of street trees along the sidewalks; the installation of center landscaped medians between left-turn lanes and wider sidewalks and parkways; and the introduction of consistent landscape and street furniture treatments. These improvements are constructed: 1) as a condition of development for all new projects, to be provided along the frontage of their property, and also 2) as a public benefit requirement for new projects that are using Bonus development rights, to be provided along street segments beyond the project's frontage. While these changes are proposed to enhance visual character, they do represent change to visual character within these street segments.

Design Standards. As discussed above, the Proposed Project establishes design standards for all properties within the Project Area, excluding properties in the R1 and R2 zones. The design standards are intended to be beneficial and create livable neighborhoods with an emphasis on walkability and the making of great streets and neighborhoods. The focus of the design standards is on the relationship of buildings to the street and the public realm to create high quality public spaces and a walkable environment, as well as on the building form and design to create increased consistency along each street and improved visual quality. These design standards would help minimize the effects of land use and zone changes on the existing character of the area, and would also enhance visual character and quality through transitional height requirements, massing restrictions, requirements for use of high quality materials and façade articulation. Projects proposed within the ECTNP Area, regardless of whether they are within an area of proposed change, would be required to comply with the proposed design standards.

Compliance with existing and proposed development regulations and design standards would help establish consistency in the visual character of the Project Area, which is currently lacking in industrial areas and commercial corridors. However, the proposed land use and zoning changes that allow increases in height, scale and density in the Project Area would represent a significant change in the visual character in some portions of the Project Area, particularly in the limited single family areas that are proposed to have land use and zoning changes. Therefore, implementation of the Proposed Project over time would result in significant visual contrast and change in visual character.

ALTERNATIVE COMPLIANCE SCENARIO

As noted in the Chapter 3.0, Project Description, the Proposed Project allows for Alternative Compliance, in which certain properties can be developed with more residential use while remaining within the maximum allowable FAR for the site. As noted, the ability of an owner to pursue this path is tied directly to the provision of increased public benefits such as affordable housing, open space, streetscape improvements and other amenities. Figure 3-3a and Figure 3-3b in Chapter 3.0, Project Description illustrate the sites eligible

for the Alternative Compliance scenario. Development under Alternative Compliance on these sites would have a similar impact on visual character as the Proposed Project, as the allowable FAR and heights are the same. The areas where Alternative Compliance scenario can be applied are currently industrial areas that lack any consistent development patterns and heights. The development and design standards in the Proposed Project would be applicable to new development on these sites and help to improve the visual quality and character of the areas. Thus, the Alternative Compliance scenario would similarly have a significant impact on visual character in these locations.

NON-CHANGE AREAS

Outside the geographic areas designated for change, new development would be governed by the General Plan land uses and associated zoning contained in the included portions of the West Los Angeles, Palms, and West Adams Community Plans. Specifically, density, building height, open space requirements and setbacks in these areas would occur similar to current trends with the exception that proposed design standards described in the Specific Plan would also apply to these non-change areas. It is anticipated that as a result, existing land use controls and policies taken together with new design standards/guidelines would result in a less than significant effect on the visual character of the non-change portions of the Project Area.

MITIGATION MEASURES

Beyond the proposed Design Standards, no feasible mitigation measures have been identified to reduce the potentially significant impacts on visual character.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

As discussed above, design standards would be enforced to reduce visual change, yet it is anticipated that visual effects associated with new building heights and site development intensities would remain potentially significant and unavoidable.

IMPACT 4.1-4 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE THAT COULD ADVERSELY AFFECT DAY- OR NIGHTTIME VIEWS IN THE PROJECT AREA? THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

As described above, existing sources of nighttime lighting include street, security, and wayfinding outdoor lighting, vehicle headlights, and interior building illumination. This relatively high level of ambient light currently reduces the visibility of the nighttime sky. With implementation of the Proposed Project, additional sources of nighttime lighting associated with increased development capacity within areas of proposed change, streetscape improvements, crime prevention, and increased vehicle traffic can be anticipated. While there is anticipated to be increased illumination from sidewalk lighting, and light from commercial and residential windows in mixed use and stand-alone projects, these effects would be incremental and less-than significant impacts related to lighting are anticipated. The LAMC contains specific regulations with respect to lighting. LAMC Section 12.21 A.5 (k) (amended by Ordinance No. 171,858) states that all lights used to illuminate parking areas shall be designed, located and arranged so as to reflect the light away from any street and any adjacent premises. Additionally, any new lighting would be designed to conform to applicable standards including LAMC Sections 93.0117 and 12.21 A.5 (k), which pertains to outdoor lighting affecting residential property (no more than two foot-candles of lighting intensity from a light source is allowed on adjacent residential property). All new development would be required to be consistent with these LAMC regulations to reduce impacts from light. In addition, General Plan Framework Policies 5.5.3, 5.5.4, and 5.8.1 call for the formulation of building and site design standards, determination of appropriate urban design elements, and lighting commensurate with intended nighttime use. Illuminated signs are regulated by City Ordinance and other design provisions of the Proposed Project, and it is not anticipated that lighting levels from these elements would result in significant impacts. Compliance with proposed design standards and the

LAMC regulations would help to reduce the light impacts of future development occurring under the ECTNP to less than significant.

Due to proposed design standards and Title 24 energy standards, it is not anticipated that the Proposed Project would result in development with extensive glazing that would generate substantial glare and annoyance. However substantial glare may still result due to building facades being constructed with other highly reflective materials. Therefore, glare impacts would be potentially significant.

ALTERNATIVE COMPLIANCE SCENARIO

As noted in the Chapter 3.0, Project Description, the Proposed Project allows for an Alternative Compliance scenario in which certain properties can be developed with more residential use while remaining within the maximum allowable FAR for the site. As noted, the ability of an owner to pursue this path is tied directly to the provision of increased public benefits, such as affordable housing, open space, streetscape improvements and other amenities. These improvements would not result in additional sources of spillover lighting or glare compared to the Proposed Project. Current City regulations and Project design standards related to lighting would continue to apply to Alternative Compliance projects, and therefore a less than significant impact related to light is anticipated. Without mitigation, glare impacts in the Alternative Compliance scenario would be potentially significant.

NON-CHANGE AREAS

Outside the geographic areas designated for change, new development would be governed by the General Plan land uses and associated zoning contained in the included portions of the West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert Community Plans. As described above, existing City regulations would address new sources of spillover lighting, and it is anticipated that these effects would be reduced to a less than significant level within the non-change area portions of the Project Area. However, impacts related to glare could remain potentially significant.

MITIGATION MEASURES

AE1 The City shall require that glare effects be limited by using non-reflective building and construction materials, such as concrete, wood, composite materials, coated metal, non-reflective glass, and stone. This shall include, but not be limited to, art installations, fencing material, and recreational equipment.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Implementation of the Proposed Project would result in a less-than- significant impact related to creating a new source of substantial light. Impacts related to creating a new source of substantial glare that could adversely affect day- or nighttime views in the Project Area were determined to be potentially significant without mitigation. Mitigation Measure **AE1** would reduce those impacts to less than significant.

IMPACT 4.1-5 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN DEVELOPMENT OF STRUCTURES THAT WOULD SHADE SHADOW-SENSITIVE USES FOR MORE THAN THREE HOURS BETWEEN THE HOURS OF 9:00 A.M. AND 3:00 P.M. PACIFIC STANDARD TIME (BETWEEN LATE OCTOBER AND EARLY APRIL), OR FOR MORE THAN FOUR HOURS BETWEEN THE HOURS OF 9:00 A.M. AND 5:00 P.M. PACIFIC DAYLIGHT TIME (BETWEEN EARLY APRIL AND LATE OCTOBER)? THIS IMPACT IS POTENTIALLY SIGNIFICANT AND UNAVOIDABLE.

Due to the sun's angle in the northern hemisphere, shadows from buildings are cast to the north and move from the west to east throughout daylight hours and in the Los Angeles area, the maximum shadow a building can cast is usually equivalent to three times its height during the Winter Solstice. The potential for off-site effects is dependent on the distance between the project site and the nearest shade-sensitive land uses.

In general, the Proposed Project would implement zone changes which would allow for increased development density, intensity, and heights, and/or a new mix of uses. Changes that could result in new shade and shadow impacts would occur at areas of proposed change, where increased FAR and height would be allowed.

Based on the maximum allowable building heights under the Proposed Project, **Figures 4.1-9a** and **4.1-9b** demonstrate the maximum shadow footprints, or areas of greatest potential shading, that could be created adjacent to the areas of proposed change if buildings were constructed to the maximum allowable heights. It is important to note that, while changes in permitted densities, intensities and design standards are being proposed, existing as-built conditions already create shade and shadow impacts.

According to **Figures 4.1-9a** and **4.1-9b**, the areas which would be the most vulnerable to shade and shadow impacts if buildings in the areas of proposed change were to be constructed to the maximum heights allowable under the Proposed Project would be the single-family residential areas located immediately adjacent to the areas of proposed change. These include the following single-family residential neighborhoods:

- Northeast and northwest of the areas of proposed change in the Bundy Station Area
- Northeast to Olympic Boulevard and southeast to Exposition Boulevard in the Sepulveda Station Area
- South of Manning Avenue in the Palms Station Area
- Northeast of the areas of proposed change in the Culver City Station Area

PROJECT FEATURES

The ECTNP includes a design standard for transitional height, which requires new construction that directly abuts or is across an alley from R1 or R2 residential zones to step back heights to minimize casting shadows on these residential uses. In addition, individual projects located outside of Transit Priority Areas (TPAs) with increased heights adjacent to shadow-sensitive uses would be required to prepare individual shade and shadow studies to assess the potential for shade/shadow impacts and to determine whether such impacts can be reduced or minimized through the project's design. Although the Proposed Project includes protections for shadow-sensitive areas, future development could still cast shadows on shadow-sensitive land uses for a potentially significant period of time. Therefore, implementation of the Proposed Project would result in a significant and unavoidable impact related to development of structures that would shade shadow-sensitive uses.

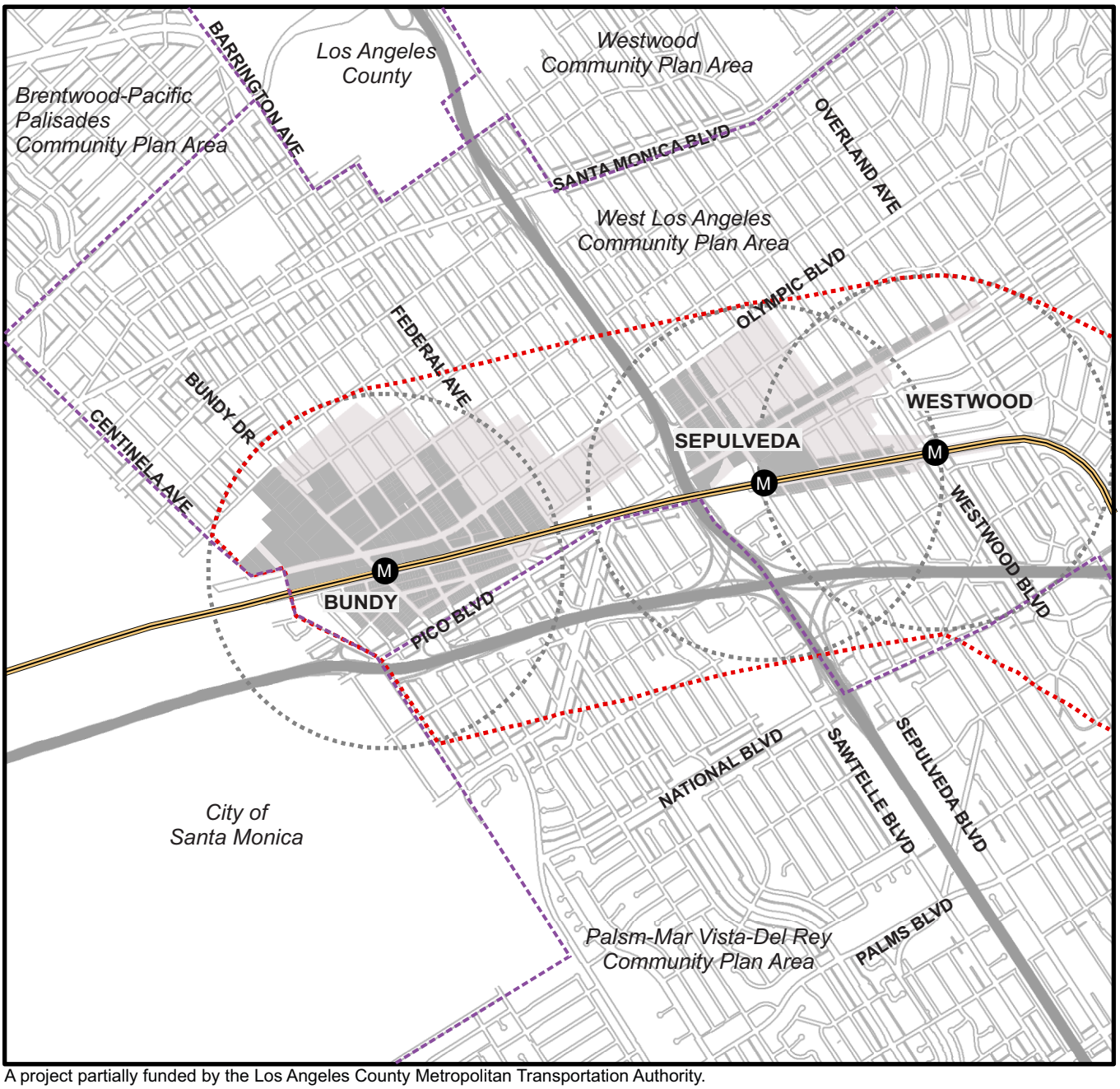
ALTERNATIVE COMPLIANCE SCENARIO

As noted in the Chapter 3.0, Project Description, the Proposed Project allows for an Alternative Compliance scenario for property owners wishing to focus more on residential than on non-residential development. Similar to the Proposed Project, properties using this alternative approach would be subject to building height and massing requirements similar to the Proposed Project, as well proposed design guide lines, particularly setback and stepback requirements. Where taller buildings are directly adjacent to low scale residential or other light sensitive uses to the north, northwest or southeast, a significant shadow impact is anticipated.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-9a Maximum Shadow Footprints (Bundy Station to Westwood Station)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Area
- Areas of Proposed Change/ Subareas
- Shadow Footprint Resulting from Areas of Proposed Change

Approx. Scale

N

0 1,150 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

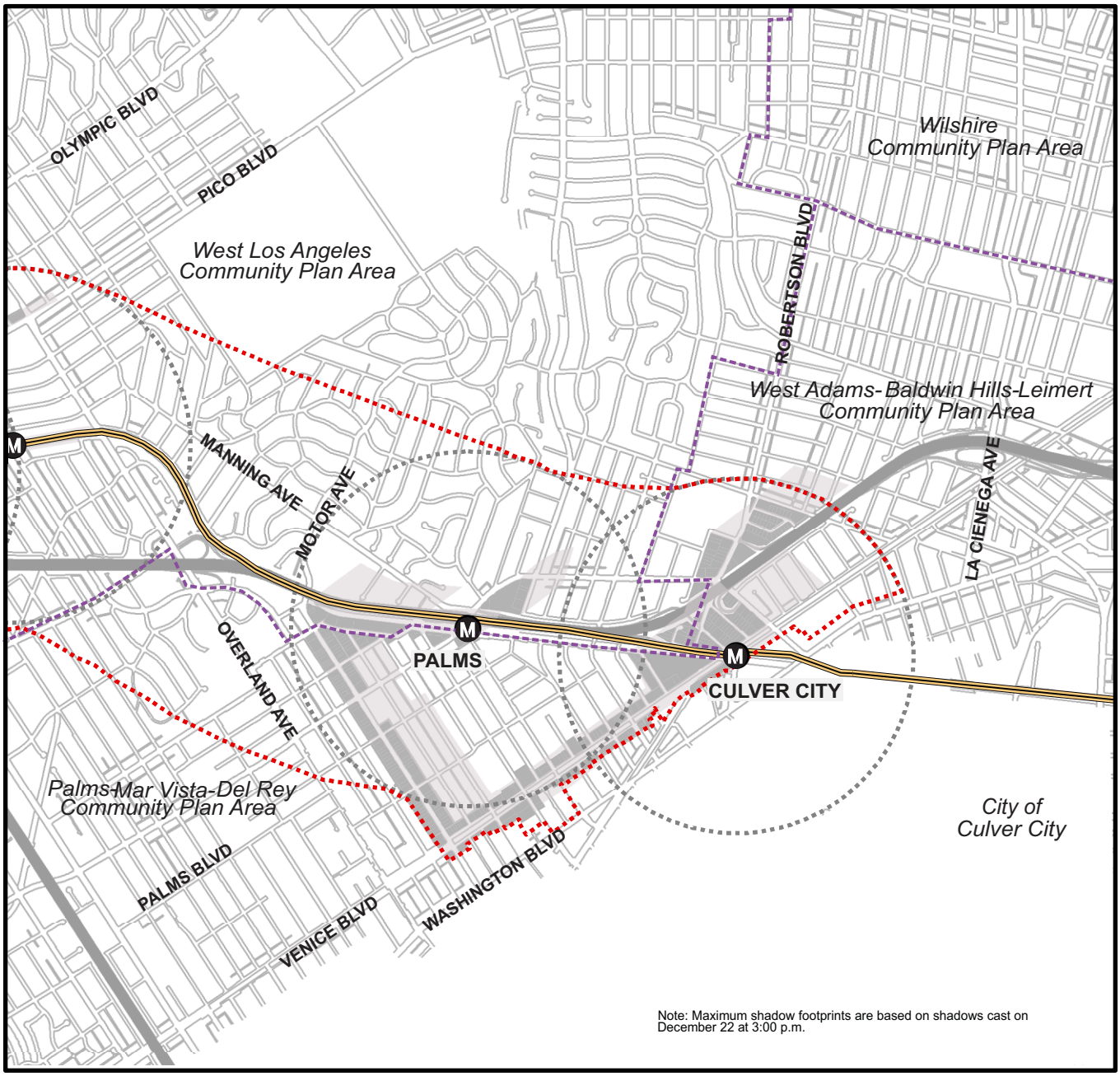
SOURCE: City of Los Angeles, TAHA, and Gruen Assoicates, 2017.

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Exposition Corridor Transit Neighborhood Plan

Figure 4.1-9b Maximum Shadow Footprints (Palms to Culver City Stations)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Area
- Areas of Proposed Change/Subareas
- Shadow Footprint Resulting from Areas of Proposed Change

N

Approx. Scale

0 1,050 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles, TAHA, and Gruen Assoicates, 2017.

NON-CHANGE AREAS

Outside the geographic areas designated for change, new development would be governed by the General Plan land uses and associated zoning contained in the included portions of the West Los Angeles, Palms, and West Adams Community Plans. In a number of areas, it is anticipated that there would be increased building heights compared to existing conditions, particularly where heights are classified as unlimited. In those areas where taller building are directly adjacent to low scale residential or other light sensitive uses to the north, northwest or southeast, a significant shadow impact is anticipated.

MITIGATION MEASURE

Beyond the Design Standards included in the Proposed Project, no feasible mitigation measures have been identified to reduce the potentially significant impact related to development of structures that would shade shadow-sensitive uses under the Proposed Project. Although implementation of the design standards and other plan standards described above may serve to reduce or eliminate impacts related to shade-shadow, in these highly-urbanized areas it is infeasible to relocate development in such a way that shade-shadow impacts could be avoided altogether.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

No feasible mitigation measures have been identified and impacts related to shading shadow-sensitive uses would remain potentially significant and unavoidable.

IMPACT 4.1-6 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT DESTROY, PERMANENTLY COVER OR MATERIALLY AND ADVERSELY MODIFY ONE OR MORE DISTINCT AND PROMINENT GEOLOGIC OR TOPOGRAPHIC FEATURES SUCH AS HILLTOPS, RIDGES, HILL SLOPES, CANYONS, RAVINES, ROCK OUTCROPS, WATER BODIES, STREAMBEDS AND WETLANDS? THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

There are no ridges, canyons, ravines, and other topographic features within the Project Area; however, as described above, the Project Area contains a small portion the Cheviot Hills area north of the Palms station area (north of the I-10 and west of Club Drive). There are no proposed changes within the Cheviot Hills portion of the Project Area. Thus, the Proposed Project would continue to allow the development of the Project Area as envisioned by the existing community plans, wherein development in hillside areas would be minimal. Given the location of proposed areas of change (see Figure 3-2 in Chapter 3.0, Project Description) in areas with no geologic landforms, the Proposed Project would not destroy, permanently cover, or materially and adversely modify distinct and prominent geologic or topographic features. Therefore, implementation of the Proposed Project would have a less than significant impact. Less than significant effects are also anticipated for Alternative Compliance scenario where the development focus would shift from non-residential to residential use, as well as for other geographic areas not designated for change that would be governed by the existing community plans and zoning. Importantly, hillside areas would be governed by existing City regulations and hillside-related ordinances.

MITIGATION MEASURES

Impacts related to related to destroying, permanently covering or materially and adversely modifying one or more distinct and prominent geologic or topographic features would be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to destroying, permanently covering or materially and adversely modifying one or more distinct and prominent geologic or topographic features would be less than significant without mitigation.