3.1 AESTHETICS

The purpose of this section is to characterize the visual (aesthetic) environment that currently exists in the Project area and to identify potential impacts to: visual character, views and potential light and glare impacts that could result from implementation of the Proposed Project. The analysis of aesthetics focuses on the visual relationship of the Proposed Project with existing visual characteristics in the surrounding area, as well as its consistency with applicable design policies and guidelines. The analysis of views addresses the potential of the Proposed Project to obstruct visual access to existing aesthetic features and scenic resources and the potential for light sources on the site to change ambient light levels in the Project area and potentially impact adjacent light-sensitive land uses. The analysis focuses on impacts to public spaces including roadways and open space uses.

The information contained in this section is based on plans provided by the Project architect (IDG Parkitects, Inc.), photographs taken by the EIR Project team, the biological analysis (see Section 3.3 Biological Resources) and the following technical study:

- Harvard-Westlake Parking Improvement Plan, Lighting Evaluation, Lighting Design Alliance, September 25, 2013 (**Appendix I**)

EXISTING CONDITIONS

Aesthetics refers to visual resources and the quality of what can be seen or the overall visual perception of the environment. The analysis of aesthetics includes consideration of such elements as buildings, design character, landscaping, and open areas, as well as the relationships between these elements. Aesthetic features often consist of unique or prominent natural and/or man-made attributes or several small features that, when viewed together, create a whole that is visually distinctive, interesting and/or appealing. The degree of visual access to an aesthetic resource contributes to the value of aesthetic features, i.e. public views are of primary concern.

With respect to aesthetic resources, there are four perspectives in the Project vicinity to be analyzed:

1. Public views by motorists on Coldwater Canyon Avenue (a designated Secondary Scenic Highway)
2. Public views to and from the open space area (Coldwater Canyon Open Space, owned by the Mountains Recreation and Conservation Authority) to the west and southwest including the designated scenic corridor that passes approximately 200 feet south of the Development Site.
3. Private views from homes and yards in immediate proximity to the site to the north, northwest and south (4 homes).
4. Private views from homes further away to the south and across Coldwater Canyon Avenue (several of which are owned by Harvard-Westlake School).

Visual Character

Visual character encompasses aspects such as design, size, shape, color, texture, and general composition of aesthetic features, as well as the relationships between these elements. Aesthetic features often consist of unique or prominent natural or man-made/urban attributes that are visually interesting or appealing. Adverse visual quality effects can include the loss of existing valued aesthetic features or the introduction of contrasting features that contribute to a decline in overall visual character. For instance, the introduction of contrasting features can overpower familiar features, eliminate context or associations with history, or create visual incompatibility where there may have been apparent efforts to maintain or promote a thematic or consistent character. The analysis of visual character addresses the visual

relationship between existing and future potential land uses in the area, as well as consistency of the anticipated development with applicable regulatory plans that address aesthetic issues.

The Project Site is located along Coldwater Canyon Avenue (a designated Secondary Scenic Highway in the vicinity of the Development Site), one of the north-south arteries in the City of Los Angeles that connect the eastern San Fernando Valley over the Santa Monica Mountains to Beverly Hills and Central Los Angeles beyond. The Coldwater Canyon Avenue roadway is contained within a canyon with increasingly steep walls as it approaches the crest of Santa Monica Mountains with the sides of the canyons rising steeply on either side of the roadway. The Development Site is located on the northern edge of the Santa Monica Mountains as Coldwater Canyon Avenue starts to rise to cross the mountains to the south. The Development Site itself is located on an east-facing slope with the terrain sloping gently at first but then becoming quite steep, rising to over 300 feet higher than the roadway beyond the site. Power and telephone poles and wiring are located along the west side of Coldwater Canyon adjacent on the eastern border of the Development Site.

Classrooms on the Harvard Westlake Campus are located immediately east of the Development Site across Coldwater Canyon Avenue on a gentle west-facing slope with single-family homes located on steeper ground further east (several of the homes immediately adjacent to Harvard-Westlake School to the southeast with views over the campus and towards the Development Site are owned by the School).

There are views of the Development Site from single-family homes to the east (beyond the Campus), to the south (on Potosi Drive) as well as from yards of a few (four) private single-family homes located immediately adjacent to the site to the north and west.[1] Several of these homes contain vegetation that screen views of the site as well as the steep topography that also screens the Development Site from view.

In addition, the Development Site abuts open space land owned by the Mountains Recreation and Conservation Authority located immediately west and continuing southwest of the Development Site (Coldwater Canyon Open Space). The open space area is densely vegetated in places making views from the open space somewhat limited. However, there are grassy areas immediately adjacent to the Development Site that provide short-range views.

The Development Site is visible to motorists on Coldwater Canyon Avenue as an expanse of vegetated, steeply sloping natural hillside before entering or exiting the urban San Fernando Valley. The flat areas of the site are only visible to drivers in a few views as these areas of the site are generally above the eye-line of drivers.

Figures 3.1-1 and **3.1-2** show photo-locations of photographs taken in the vicinity of the Development Site, and **Figures 3.1-3** to **3.1-15** show visual character and existing views of the Project Site and Project area.

Existing Scenic Views and Vistas

In general, the evaluation of views and vistas focuses on the extent to which a project could interfere with existing visual access to scenic resources (i.e., mountains, urban skyline, historic buildings, etc.). In general, the availability of views is closely tied to topography and distance from a scenic resource. Focal views consist of views of a particular object, scene, setting, or feature of visual interest. Panoramic views or vistas consist of views of a large geographic area for which the view may be wide and extend into the distance.

[1] In addition, one home located on Potosi would have views of the project site. This home is owned by Harvard-Westlake.

Figure 3.1-1
Aerial View of Development Site (location of proposed Parking Structure)

Figure 3.1-2
Aerial View of Harvard-Westlake Upper School

Figure 3.1-3
View of Development Site, Looking Northwest from Coldwater Canyon Avenue at Hacienda Drive (location 1 on map)

Figure 3.1-4
View of Development Site, Looking West Across Coldwater Canyon Avenue (location 2 on map)

Figure 3.1-5
View of Development Site, Looking Northwest from Coldwater Canyon Avenue near Harvard-Westlake Main Driveway (location 3 on the map)

Figure 3.1-6
View of Harvard-Westlake Driveway, Looking Northeast (location 4 on map)

Figure 3.1-7
View of Development Site, Looking Southwest from Harvard-Westlake Driveway (location 5 on map)

Figure 3.1-8
View of Middle portion of Development Site, Looking South (location 6 on map)

Figure 3.1-9
View of Harvard-Westlake School from Development Site, Looking East (location 7 on map)

Figure 3.1-10
View of Harvard-Westlake School from Development Site, Looking Southeast (location 8 on map)

Figure 3.1-11
View of Southeastern Edge of Development Site, Looking East
(location 9 on map)

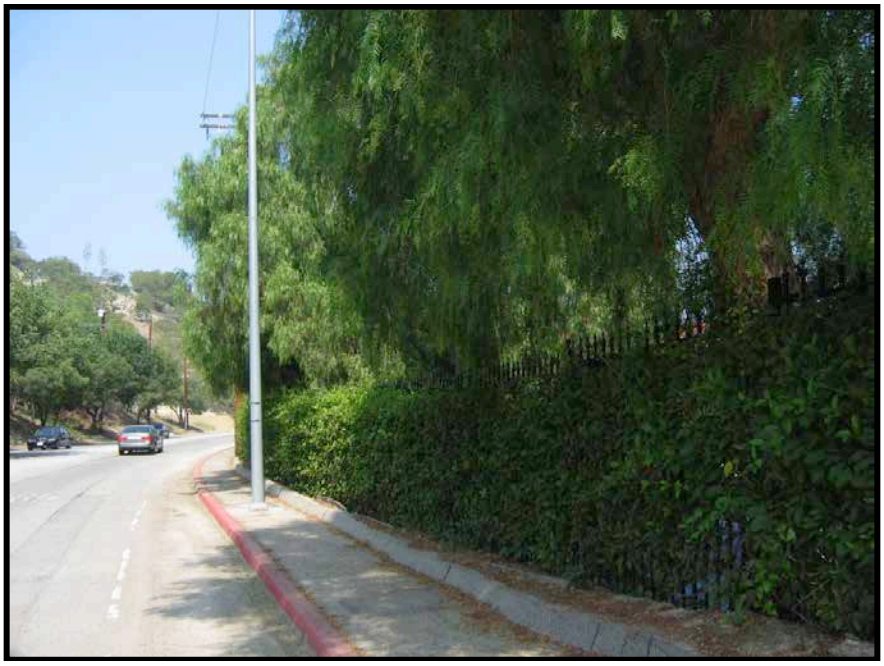

Figure 3.1-12
View of Main Harvard-Westlake School, Looking Northeast from
Coldwater Canyon Avenue (location A on map)

Figure 3.1-13
View of Hacienda Drive (vacated), Looking Southwest Towards Coldwater Canyon Avenue (location B on map)

Figure 3.1-14
View of Senior Parking Lot, Looking West from Hacienda Drive (location C on map)

Figure 3.1-15
View of Main Driveway and security booth, southwesterly facing
(location D on map)

Figure 3.1-16
View of Adjacent House on Hacienda Drive, Looking Southeast
(location E on map)

Figure 3.1-17
View Looking Southeast across Development Site and Coldwater Canyon Avenue to Harvard-Westlake School from Conservancy Land Adjacent to Home Site on Galewood Street (location 10 on map)

Figure 3.1-18
View Looking North from (Harvard-Westlake Owned) Home Site on Potosi Avenue across Development Site (location 11 on map)

Figure 3.1-19
View Looking Southwest from Home Site on Avenida Del Sol across Harvard-Westlake School and Coldwater Canyon Avenue to Development Site (location F on map)

Figure 3.1-20
View Looking Northwest from Home Site on Alta Mesa Drive across Harvard-Westlake School and Coldwater Canyon Avenue to Development Site (location G on map)

Structures and other elements constructed or developed as part of a project could obstruct focal or panoramic views. The State of California and the City of Los Angeles have recognized the value of visual access through planning and zoning regulations that designate, preserve, and enhance publicly valued views. Through the designation of scenic resources and various land use plans, the City specifies development standards that help prevent the obstruction of valued views. These standards can include the regulation of building height, mass, and floor area ratio (FAR), which can be principal issues in view obstruction.

Views refer to visual access and any obstruction of a focal point or panoramic view from an area. Views may be partially obstructed or entirely blocked by modifications to the environment. Conversely, modifications to the natural or man-made landscape of an area may create or enhance view opportunities. The analysis of views focuses on public views from public areas (streets and open spaces). In general, views are closely tied to topography and distance from visual features and resources.

Scenic views or vistas are generally panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features. The City of Los Angeles encompasses 467 square miles of land area, including approximately 214 square miles of hills and mountains.[2] Of these landforms, the local mountains including the Santa Monica Mountains, the Santa Susanna Mountains and the San Gabriel Mountains are prominent (on clear days) in many views in the City of Los Angeles. The Santa Monica Mountains (which includes the Development Site) are 60 miles long and stretch from Elysian and Griffith Parks near Downtown Los Angeles to Point Mugu State Park in Ventura County, and are frequently visible from many areas of the City.

The Coldwater Canyon Open Space (owned by the Mountains Recreation and Conservancy Authority) is an open space area within the Santa Monica Mountains bordering the Development Site to the west and southwest. This area as well as the southern two-thirds of the Development Site are designated "Desirable Open Space" by the Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass Community Plan (see discussion of consistency with the Community Plan in Section 3.5 Land Use and impact discussion below). In general, this area contains areas of dense vegetation which limits some views of the Development Site. This area also contains steep topography that limits accessibility. As shown in **Figures 3.1-1** through **3.1-20**, there are grassy areas within the open space land with short-range views of the site. Longer range views of the site (and from the site) are frequently interrupted by topography and vegetation.

In the vicinity of the Development Site, Coldwater Canyon Avenue is designated as a Secondary Scenic Highway by the Community Plan. Mulholland Drive is identified by Caltrans as an officially designated County Scenic Highway, and as a Scenic Parkway by the City of Los Angeles. The Development Site is not subject to the Mulholland Scenic Parkway Specific Plan (May 1992). The Specific Plan icludes a one-mile buffer on both sides of Mulholland Drive. The Development Site is 185 feet from the Specific Plan's Outer Corridor Overlay Zone and 2,325 feet from the inner corridor overlay zone of the Mulholland Scenic Parkway Specific Plan; the Development Site is 2,825 feet from Mulholland Drive. The Southern Parking Lot abuts the Specific Plan's Outer Corridor Overlay Zone (see **Figure 3.1-21** Specific Plan Area Map below). The City Planning Department has determined that the Project would not be visible from Mulholland Drive. The Mulholland Scenic Parkway Specific Plan identifies a prominent ridge extending outside the Outer Corridor Overlay Zone to a point approximately 400 feet southwest of the Project Site. Because of the steep topography of the area and vegetation views of the project site are limited from this ridge.

[2] City of Los Angeles, City of Los Angeles Conservation Element, adopted September 2001 and State of California, Streets and Highways Code, Section 260-284 (see http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=260-284).

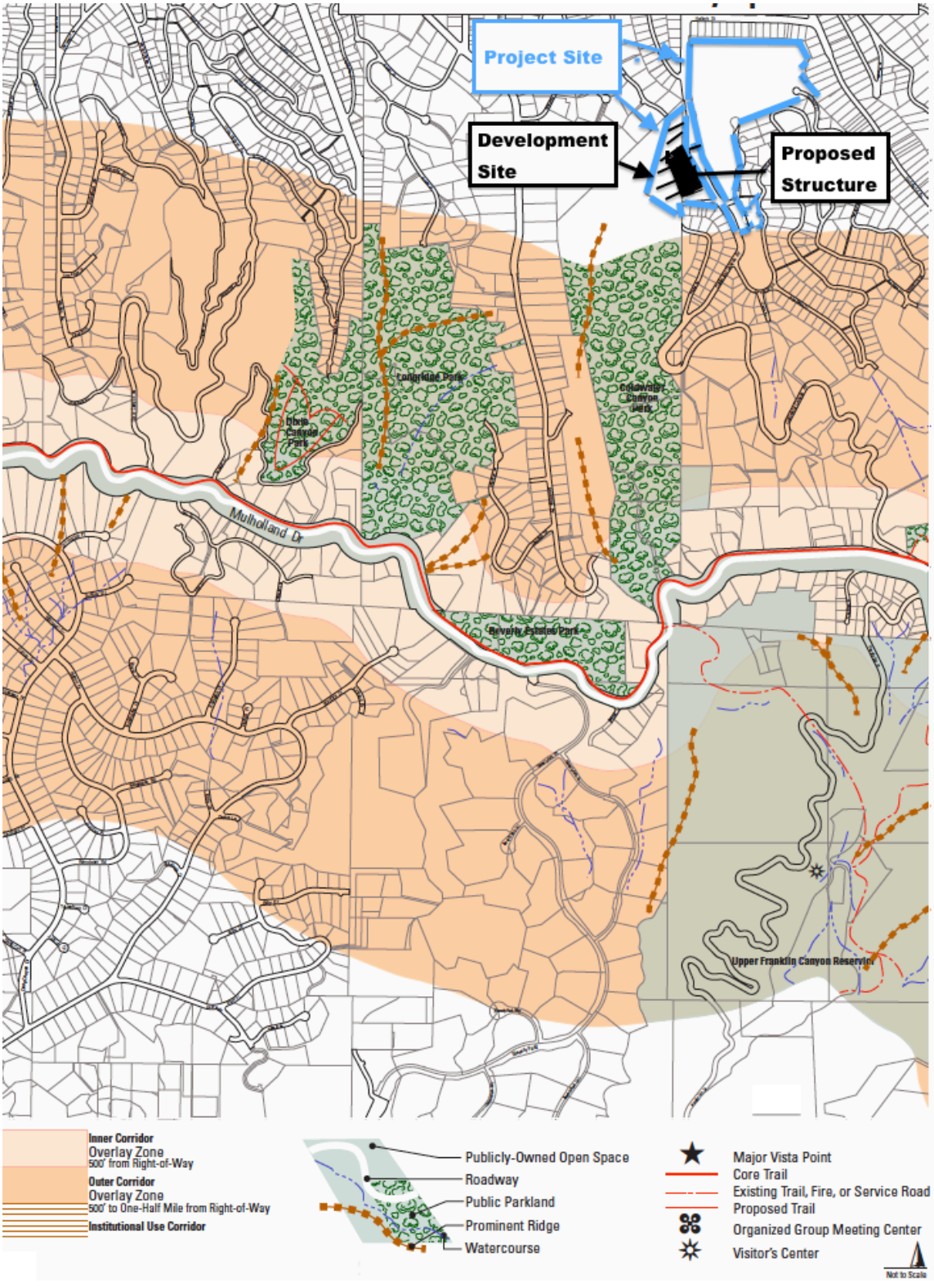

Figure 3.1-21
Mulholland Scenic Parkway Specific Plan

The Community Plan identifies a Scenic Corridor, roughly corresponding to the Outer Corridor of the Mulholland Scenic Parkway Specific Plan, as passing approximately 200 feet south of the Development Site and immediately adjacent to the southern tip of the Southern Parking Lot east of Coldwater Canyon Avenue, parallel to the mountain range (i.e. running east west) perpendicular to Coldwater Canyon Avenue. The Outer Corridor Overlay Zone of the Mulholland Scenic Parkway Specific Plan passes though the Coldwater Canyon Open Space approximately 200 feet south of the Development Site (and immediately adjacent to the southern tip of the Project Site). **Figure 3.1-21** shows the Outer Corridor Overlay Zone of the Mulholland Scenic Parkway Specific Plan and **Figure 3.6-1** Land Use Designations on the Development Site and in the Vicinity shows the Community Plan Scenic Corridor. Views of the Development Site from the Scenic Corridor are available between vegetated areas (see **Figures 3.1-1, 3.1-4, 3.1-13, 3.1-17, 3.1-18,** and **3.1-20**).

Shadows

Shading is a potential concern when new buildings can cast shadows onto residential and other sensitive buildings as well as outdoor use areas, including solar panels. Shading is a common and expected occurrence in urban areas, and it is often considered a beneficial feature when it provides cover from excess sunlight and heat (such as occurs in the San Fernando Valley). However, it can have an adverse impact if the blockage of direct sunlight substantially affects adjacent properties with uses that are sensitive to shading or when it interferes with the performance of sun-related activities. While some incidental shading on shadow sensitive uses is commonly acceptable, shading impacts are typically considered substantial when they occur for large portions of the main daylight hours. Shadow effects are dependent on several factors, including local topography, the height and bulk of a project's structural elements, sensitivity of surrounding uses, season, and duration of shadow projection.

Shadows are cast in a clockwise direction from west-northwest to east-northeast from approximately 9:00 a.m. to 4:00 p.m. or later depending on the season of the year: Summer Solstice (June 21), Spring/Fall Equinox (March 21 and September 21), 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 is lower in the sky and shadows are at their maximum lengths.

Shadow impacts may be considered significant when they cover shadow-sensitive uses for a substantial amount of time (generally three consecutive hours or more). Shadow-sensitive uses generally include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors/panels.

The Project area and the surrounding area are developed with the adjacent school and residential uses at higher elevations than the Development Site. The Development Site is located on an east-facing slope and receives sun in the morning. The mountains to the east, west and south limit solar access to the area.

Lighting

Light impacts are mostly associated with the use of artificial light during the evening and nighttime hours. Artificial light may be generated from point sources (i.e., sports field lighting, building and landscape lighting, security lighting and vehicle headlights), as well as from indirect sources (i.e., reflected light). Uses such as residences, board and care facilities, hospitals, hotels, and natural biological areas (see discussion in Section 3.3 Biological Resources) are considered light sensitive since they require minimal nighttime illumination for proper function, physical comfort, or commerce and are subject to disturbance by bright light sources.

Glare or perceived brightness is characterized as a diffused light, which is generated or reflected from a surface, often causing a nuisance to the viewer. Glare may 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. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior facades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with a viewer being within the line-of-sight of bright point source lighting that contrasts with existing low ambient light conditions. The majority of existing buildings in the area (residences and the Harvard-Westlake School) are comprised of a mixture of reflective and non-reflective materials, which include concrete, stucco and glass. During the daytime, parked vehicles (on the Harvard-Westlake Campus and in residential driveways) can produce a source of glare from sunlight being reflected off windshields and other surfaces. Glare-sensitive uses generally include residences and motorists on roadways.

The Project area is located in an area typical of canyon communities in Los Angeles with medium to low levels of ambient lighting and glare. The Development Site itself and open space to the west and southwest are dark; prior to 2011, low-levels of lighting were present from the two residential structures on-site.

Ambient exterior lighting at Harvard-Westlake School consists of the illumination of parking areas, security lighting for pedestrians, as well as lighting at Ted Slavin Field. The highest illumination on the campus (and in the general area) is on Ted Slavin Field where nighttime games and practice extend to 8:00 pm on weeknights.[3] Other light sources in the Project vicinity include vehicular lighting and streetlights to illuminate roadways. The Development Site is currently undeveloped with no sources of light or glare. The Development Site together with the Coldwater Canyon Open Space to the west and southwest of the Development Site are dark at night. The residential neighborhoods that surround the Harvard-Westlake Campus and Development Site generally have low levels of nighttime illumination.

REGULATORY FRAMEWORK

City of Los Angeles General Plan

The *General Plan Framework Element*, adopted in December 1996 and re-adopted in August 2001, includes citywide goals, objectives, and policies related to urban form and neighborhood design. The General Plan Framework Element defines "urban form" as (1) the general pattern of building height and development intensity and (2) the "structural elements" that define the City physically, such as natural features, transportation corridors, open space, public facilities, as well as activity centers and focal elements. Similarly, the General Plan Framework Element defines "neighborhood design" as the physical character of neighborhoods and communities within the City.[4] Some of the policies in the General Plan Framework Element encourage development of mixed-use projects or development of housing near commercial centers, corridors, and transit. Additionally, the General Plan identifies the area around and generally west of the intersection of Victory Boulevard and Coldwater Canyon as Community Center.

In addition to the General Plan Framework, the *Conservation Element* of the City's General Plan also identifies objectives, policies, and programs to address the landforms and scenic vistas, particularly the

[3] Up to eight times per year the school is allowed to have lights on until 11 pm -- up to seven Friday evenings and one Saturday evening per Case No. CPC-2006-2375-PAD.

[4] City of Los Angeles, *The Citywide General Plan Framework -- An Element of the City of Los Angeles General Plan*, re-adopted August 8, 2001.

loss of visual or physical accessibility to visual corridors and scenic features and areas.[5]

Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan

The City of Los Angeles General Plan includes 35 community plans oriented toward specific geographic areas of the City; the community plans locally define the General Plan's more general citywide policies and programs. The Project area is located within the boundaries of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan.

The Community Plan Land Use Map (as of March 2008) identifies the southern two thirds of the Development Site, which is designated for Minimum Residential land use, as being located within the Desirable Open Space Special Boundary. Footnote 7 to the Community Plan's Land Use Map defines Desirable Open Space as follows: *Desirable Open Space is land which possess open space characteristics which should be protected and where additional development controls such as proposed in this Plan and Open Space Plan are needed to conserve such characteristics. These lands may be either publicly or privately owned. Conservation of such characteristics is needed to ensure the usefulness, safety and desirability of adjacent lands and to maintain the overall health, safety, welfare and attractiveness of the community*. It appears that this footnote is intended to address land that is designated Open Space, not land that is designated for other uses but within the Desirable Open Space Special Boundary. (See also discussion in Section 3.5 Land Use.)

The Community Plan identifies Coldwater Canyon Avenue from Ventura Boulevard to Mulholland Drive as a Secondary Scenic Highway. Mulholland Drive is identified as a Scenic Parkway by the Community Plan. In addition the Community Plan identifies a Scenic Corridor as passing approximately 200 feet south of the site.

The Community Plan includes the following design policies for parking structures (see Section 3.5 Land Use for a discussion of project consistency with the Community Plan):

> Parking structures shall be integrated with the design of the building they serve:
>
> - Designing parking structure exteriors to match the style, materials and color of the main building.
> - Landscaping to screen parking structures not architecturally integrated with the main building.
> - Utilizing decorative walls and landscaping to buffer residential uses from parking structures.

City of Los Angeles Municipal Code

The Los Angeles Municipal Code (LAMC) codifies the regulatory and penal ordinances of the City for the preservation of the public peace, health, and safety. There are several regulations in the LAMC pertaining to aesthetics, visual resources, and lighting that are applicable to the Proposed Project. These applicable regulations set the standards for nighttime lighting, building heights and setbacks, landscaping, and signage.

[5] City of Los Angeles, *City of Los Angeles Conservation Element*, adopted September 2001.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *CEQA Guidelines*, a project is considered to have a significant aesthetic impact if it would result in the following:

> Have a substantial impact on a scenic vista;
>
> Substantially degrade 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; or
>
> Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

The *L.A. CEQA Thresholds Guide* provides more specific guidance to determine, not just the potential for significance, but to establish thresholds by which a potential aesthetic impact can be measured. By way of background, the *L.A. CEQA Thresholds Guide* observes that aesthetic impact assessment generally deals with the issue of visual contrast occurring among the components of form, line, color and texture, or the degree to which elements of the environment differ visually. The *L.A. CEQA Thresholds Guide* further notes that adverse visual effects can include the loss of natural features or areas, the removal of urban features with aesthetic value, or the introduction of contrasting urban features into natural areas or urban settings.

The following is noted in the *L.A. CEQA Thresholds Guide*:[6]

> "There is an extraordinary range of aesthetic characteristics and contrasts with the City of Los Angeles, including suburban neighborhoods, dense urban areas, and hillside residential areas. Given the size and diversity of the city, there are no aesthetic standards that apply to all areas… General aesthetic requirements that apply to individual zoning districts or types of land uses are provided in the Municipal Code [and in applicable community and specific plans]…While certain screening and significance thresholds can be identified for this issue, a degree of discretionary judgment may be required to determine the 'value' of the aesthetic resource or potential project impacts."

The *L.A. CEQA Thresholds Guide* recognizes the subjectivity brought to such an analysis and states that a determination of significance is to be made on a case-by-case basis based on the following considerations:[7]

Aesthetics/Visual Quality

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered, or demolished;
- The amount of natural open space to be graded or developed;

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[6] *City of Los Angeles,* L.A. CEQA Thresholds Guide*, May 1998.*

[7] Ibid.

- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc;

- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;

- The degree to which a project would contribute to the area's aesthetic value; and

- Applicable guidelines and regulations.

Based on these factors, the Proposed Project would have significant impacts if it were to have the potential to substantially alter, degrade, or eliminate the existing visual character of an area, including valued existing features or resources; or if a project were to introduce elements that substantially detract from the visual character of an area.

Views

- The nature and quality of recognized or valued views (such as natural topography, settings, manmade or natural features of visual interest, and resources such as mountains or the ocean);

- Whether a 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 a project affects recognized views available from a length of a public roadway, bike path, or trail as opposed to a single, fixed vantage point.

Based on these factors, the Proposed Project would have potentially significant impacts with respect to views if anticipated development were to have the potential to substantially obstruct an existing recognized or valued view.

Light/Glare

- The change in ambient nighttime levels as a result of project sources; and

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

Based on these criteria, the Proposed Project would have a significant impact on light aesthetics if lighting associated with anticipated development has the potential to substantially alter the character of off-site areas surrounding the Project Site.

Shading

The *City of Los Angeles CEQA Thresholds Guide* states that a Proposed Project would have a significant shading impact if: shadow sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time (between early November and early March), or more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time (between early March and early November). The *City of Los Angeles CEQA Thresholds* above are used in the following analysis.

IMPACTS

Visual Character of the Site and Surroundings

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

The Proposed Project consists of the development of a three-story Parking Structure with a rooftop athletic field. The building would be 45-feet to the field level, or 755 feet above mean sea level – (AMSL), and 57 feet (767 feet AMSL) to the top of the facilities building proposed to be located at the north end of the field. The Parking Structure would also feature a catchment fence (32 feet above the field level, 77 feet above grade, 787 feet AMSL) around and atop the field on top of the structure. There would be 10 light poles (each with two to three fixtures) that would reach a height of approximately seven feet above the catchment fence, or 39 feet above the field, with the total overall height up to approximately 84 feet above grade (794 feet AMSL).

The Proposed Project also includes a pedestrian bridge crossing Coldwater Canyon Avenue that would connect the proposed Parking Structure to the Harvard-Westlake School Campus. The proposed pedestrian bridge would allow for safe crossing between the Parking Structure and the Harvard-Westlake Campus without stopping vehicles traveling north and south along Coldwater Canyon Avenue. For safety reasons associated with the danger of speeding vehicles currently traveling along Coldwater Canyon Avenue, no pedestrian access to the Development Site will be provided from the street. Similarly, a sidewalk is not provided along the west side of Coldwater Canyon Avenue so as to further discourage the possibility of student drop-off or pick-ups from occurring along the west side of Coldwater Canyon Avenue.

The pedestrian bridge would reach a height of approximately 41 feet (approximately 18 feet as measured from the bottom of the bridge to the top of the bridge). The top of the elevator shaft on either end of the bridge will reach 65 feet (on the west side) and 46 feet (on the east side) in height. The bridge would be 163 feet long and 13 feet wide and would provide a minimum vehicular clearance of approximately 25 feet 7 inches above Coldwater Canyon Avenue. Connection to the pedestrian bridge would be provided at Level 2 of the proposed Parking Structure and a bridge landing would be constructed on the Harvard-Westlake Campus. Pedestrians would be able to access the Harvard-Westlake Campus from the Parking Structure, and vice versa, only via the proposed pedestrian bridge crossing Coldwater Canyon Avenue.

Two retaining walls are proposed on the Development Site to retain the hillside to the west. The primary retaining wall would be located on three sides (north, west and south) of the Parking Structure. Along the rear (west side) of the Parking Structure, the retaining wall would step back from east to west at the third level of the Parking Structure and would vary in height from 50 feet to 87 feet. The south face of the retaining wall would vary in height from 20 feet to 60 feet (from east to west), and the north face of the wall would vary in height from 30 feet to 70 feet (from east to west).

The second retaining wall would be located on the north end of the Development Site, parallel to Coldwater Canyon Avenue. This retaining wall would vary in height from 4 feet to 28 feet (from north to south). Due to the topography of the Development Site, the retaining walls are necessary to protect the adjacent hillsides and to construct the Parking Structure.

The texture and colors of the retaining walls are intended to blend into the natural hillside area to the extent possible. The retaining walls would also maximize the amount of open space areas that could remain to the west of the Parking Structure within the steep hillside that is designated as "Desirable Open Space" on the Community Plan Land Use Map.

The Proposed Project would include vegetation on approximately 60% of the Development Site (see **Figure 3.1-22** below). The maximum proposed building footprint, or maximum lot coverage, would be approximately 35.1%, plus an additional approximate 4.5% of hardscape areas. Approximately 39.9% of the site would remain in its existing vegetated state (except that new trees would be planted in this area to replace Protected Trees removed by the project on other areas of the site), and approximately 20.5% of the site would be newly landscaped using native vegetation.

Additional landscaping is also proposed outside of the property lines along Coldwater Canyon Avenue. The vegetation would partially screen the new structure (see renderings of the new Structure in Section 2 Project Description, **Figures 2-11** through **2-15**). The Harvard-Westlake School main driveway would also include new landscaping.

The hillside areas to the west would remain undeveloped with native vegetation and abundant trees. A Project elevation, floor plans and renderings are shown in **Figures 2-3** through **2-15** in Section 2, Project Description. A site plan showing the relationship to adjacent uses is shown in **Figure 3.1-23** below.

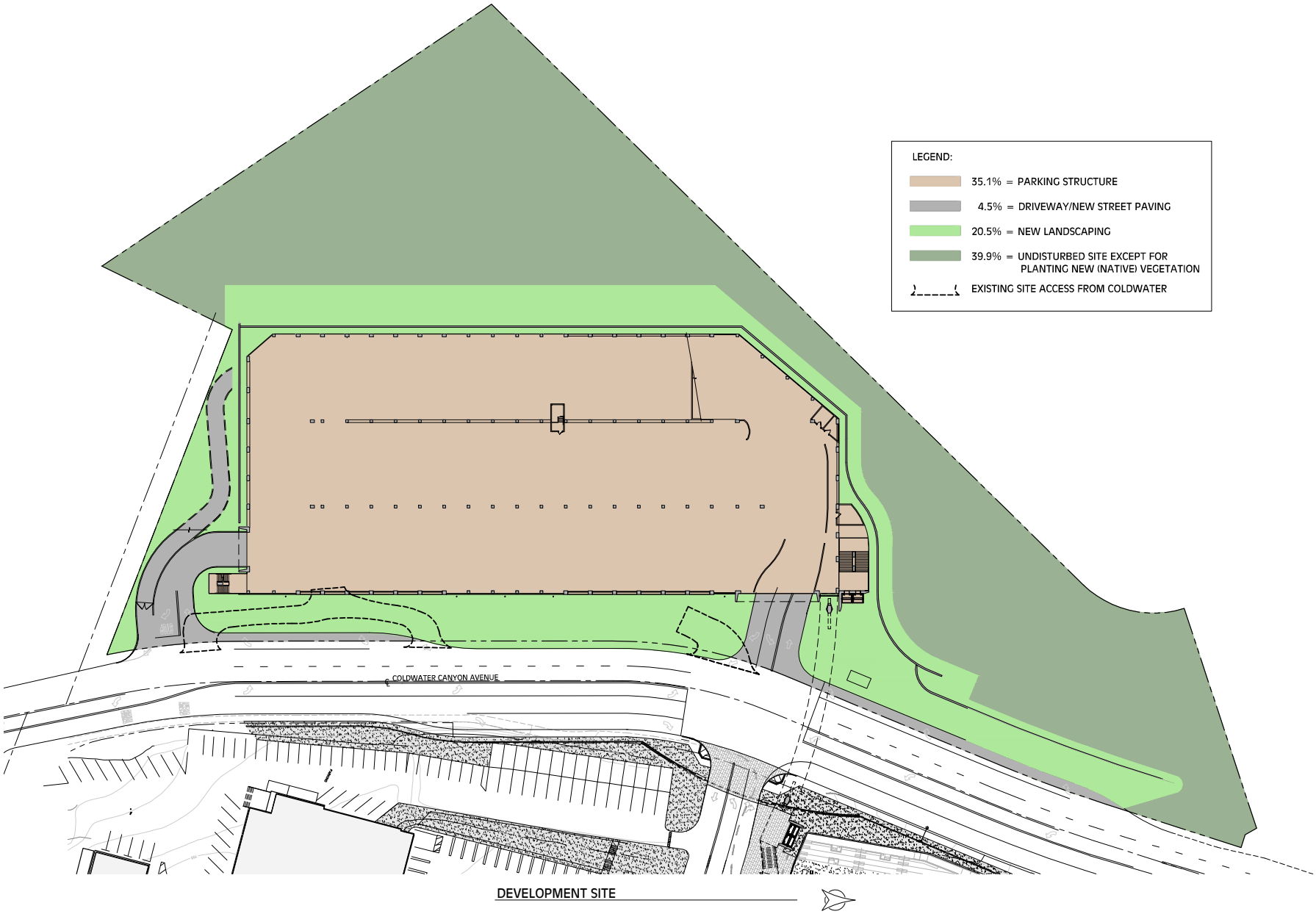
The proposed Parking Structure includes a front yard setback of approximately 20 feet along Coldwater Canyon Avenue; a secondary retaining wall along a portion of Coldwater Canyon Avenue that is necessary to stabilize the hillside would be setback approximately 15 feet from the property line and approximately 21 feet from the roadway curb. A service access ramp for Fire Department access to the roof/field level would be provided at the southern end of the site. The pedestrian bridge support would be set back approximately 49 feet from the street on the west side of Coldwater Canyon Avenue; and would be set back approximately 16 feet on the east side.

There would be a minimum of approximately 69-foot (increasing to 112 feet as a result of the irregular shape of the site and orientation of the building) side yard setback along the southwesterly property line (which generally runs east-west) and a minimum approximately 47-foot (increasing to 170 feet) side yard setback along the northerly property line. A minimum approximately 29-foot at the northwest corner (increasing to approximately 213 feet along the western property line) rear yard setback would be provided along the westernmost property line that is approximately parallel to Coldwater Canyon Avenue.

The steep slopes on the southern, western, and northern portions of the Project Site require the Proposed Structure to be constructed closer to Coldwater Canyon (to avoid greater earth movement than is currently proposed).

As a result of the irregular shape of the Development Site, the southwestern point of the Parking Structure and retaining wall would encroach in the southerly and north-south running southwesterly side yards to keep the Parking Structure at a maximum distance from the open space hillside area to the west. There are four immediately adjacent private residences that overlook the project site to the north and northwest.[8] The athletic field would be approximately 217 feet from the closest private residence structure (12920 Galewood) located to the north. The retaining wall would be approximately 91 feet (at the closest point) from the closest private residence structure (12917 Galewood).

[8] Plus one home owned by Harvard-Westlake at the end of Potosi Drive (3680 Potosi Drive) would have views of the athletic field (and associated lights) and structure.

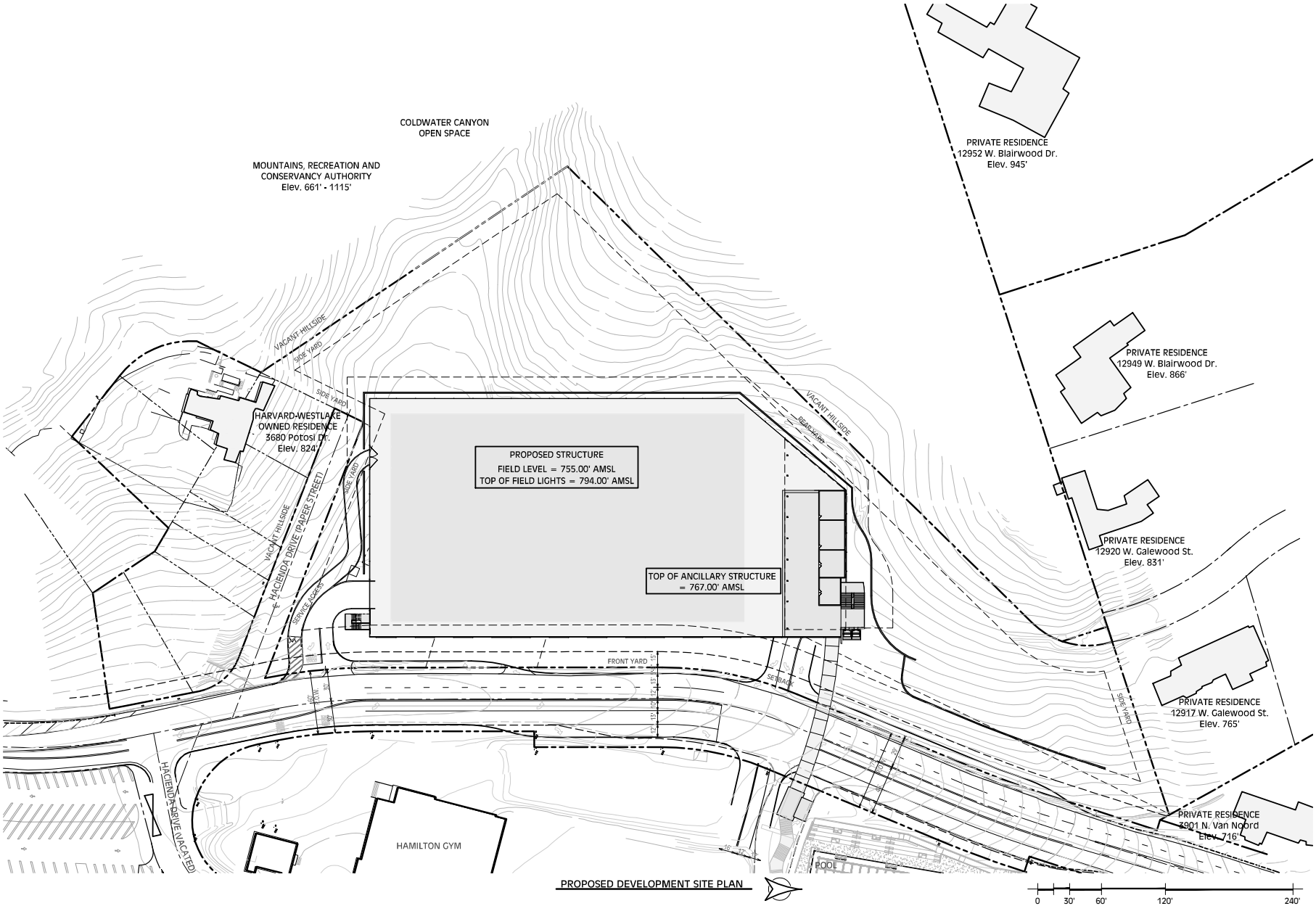


SOURCE: IDG Parkitects, Inc.

Harvard-Westlake Parking Structure ■

Figure 3.1-22

Development Site -- Structure, Pavement and Landscaping



SOURCE: IDG Parkitects, Inc.

Harvard-Westlake Parking Structure ■

Figure 3.1-23

Site Plan Showing Relationship to Adjacent Uses

Approximately 35.1% (1.9 acres) of the (5.5-acre) Development Site would be developed with the new structure and an additional 4.5% (0.25 acres) is proposed to be paved with driveways and an additional approximately 20.5% of the site would be newly landscaped. Approximately 39.9% of the site would remain undisturbed (except that new native trees would be planted to mitigate loss of Protected Trees, replacing dead trees and augmenting native vegetation in this area of the Development Site). Over half of the Development Site currently includes a number of generally flatter disturbed/graded areas previously developed with two residential structures as well as an area that has been used for construction staging (this area is generally shown as disturbed area on **Figure 3.3-1** Vegetation Impact Map in Section 3.3, Biological Resources). The Project would impact 1.05 acres of undisturbed oak/walnut woodland (out of a total of 2.33 acres of oak/walnut woodland that are present on the Development Site); for more detailed discussion of impacts to oak/walnut woodland see Section 3.3 Biological Resources in particular **Table 3.3-3**.

Trees native to the area, including many protected by City Ordinance, substantially cover the remainder of the site. The Project would remove 129 protected trees (12 oaks and 117 walnuts). It would impact 0.95 acres of Southern Oak Woodland/Southern Walnut Woodland as well as an additional 0.10 acres of adjacent woodland area; 2.24 acres of Southern Oak Woodland/Southern Walnut Woodland are present on the Development Site (2.97 acres were identified within the area surveyed) so the majority of this protected woodland community would remain undisturbed. Most of the walnut trees (78%) currently on-site are in poor health and are infected with a fungus that is anticipated to ultimately kill these trees.

The Project would include addition of trees to the existing woodland to more than replace the trees removed by the Project as well as walnut trees dying from the fungus disease (see Section 3.3 Biological Resources). In areas of the Development Site where the residential buildings were removed and areas that have been used for construction staging that are generally flatter than the remainder of the site, the Project would impact 2.79 acres (out of 2.91 existing acres) of disturbed/landscaped area as well as 0.10 acres of ruderal (weedy) vegetation. Removal of the disturbed/landscaped and ruderal areas could be an aesthetic benefit. Removal of the 12 oak and 117 walnut trees and blocking views of wooded areas from Coldwater Canyon Avenue (a designated Secondary Scenic Highway) with a new building would be significant. The proposed landscaping plan includes substantial screening of the structure that would substantially mitigate the Project impact. (See also Section 3.3 Biological Resources for a discussion of biological resources on the Project Site.)

The Project Site (720 feet AMSL to 820 feet AMSL; rooftop athletic field would be at 755 feet AMSL) is generally topographically separated from the adjacent Coldwater Canyon Open Space area (which ranges from approximately 660 feet AMSL to 1,115 feet AMSL in the vicinity of the site) and adjacent residences (which range from 765 feet AMSL to 945 feet AMSL). The hillside that includes the Development Site and open space land is heavily vegetated with a few grassy areas (that allow some short-range views of the site from the open space land).

Impacts to visual character are subjective. Without mitigation, impacts to visual quality are significant as a result of changing undeveloped land to developed in an area with a number of identified visual resources. However, over half of the site has been previously disturbed and is currently generally disturbed/weedy, and the Development Site is somewhat topographically separated from adjacent uses (including the roadway and the residences to the north, south and west). The addition of a pedestrian bridge over a designated Secondary Scenic Highway is potentially significant without mitigation.

Scenic Views

The proposed athletic field is located approximately 217 feet from the closest adjacent single-family residence to the north, at 12920 Galewood. Due to the sloping hillside terrain, natural topography and vegetation, homes on the west side of Coldwater Canyon would have limited views of the Parking Structure. The Development Site would be partially visible from yards of the immediately adjacent residences (north, west and south). However, existing and new vegetation would serve to impair views of the site from yards of these adjacent residences.

The Parking Structure would be visible from grassy areas of the open space land (Coldwater Open Space, owned by the Mountains Recreation and Conservation Authority) immediately west of the Development Site. The retaining wall would be approximately 69 feet (at the southeast corner) to 213 feet (along the western property line) from the open space area, with the Parking Structure an additional 31 feet further away. However, new trees planted to mitigate tree loss on site would screen views of the site from these areas (see also Section 3.3 Biological Resources for a discussion of impacts to wildlife).

Because adjacent surrounding residences (west, south, north and east) are mostly above the elevation of the roof of the Parking Structure, the Parking Structure and rooftop athletic field would appear as a green athletic field with synthetic grass, similar to the athletic field (Ted Slavin Field) that currently exists on the Harvard-Westlake Campus. Private residences to the east across Coldwater Canyon Avenue and east of the Harvard-Westlake Campus (some of which are owned by Harvard-Westlake) would experience the greatest change in views. Their existing views of open space on the Development Site (a substantial fraction of which is degraded/disturbed land) would change to that of a landscaped Parking Structure with an athletic field on top.

The Parking Structure and pedestrian bridge would be prominent in views of motorists on Coldwater Canyon Avenue (a designated Secondary Scenic Highway) in the immediate vicinity of the Development Site. The west side of Coldwater Canyon Avenue is already developed with the Harvard-Westlake Campus. The Project would increase the urbanization of this area by developing the street frontage on the west side of the street. This area of Coldwater Canyon Avenue is an entry point into the community of Studio City. The pedestrian bridge could be viewed as a gateway to/from Studio City.

The Project would not block any scenic views for motorists; it would be located along and across (the pedestrian bridge) Coldwater Canyon Avenue, a designated Secondary Scenic Highway and would therefore change motorists' views in that stretch of Coldwater Canyon Avenue. Impacts to motorist views would be along a relatively short (because of curves in the roadway) segment of Coldwater Canyon Avenue. The Project is approximately 200 feet south of a designated Scenic Corridor; this corridor is substantially screened from motorist view by topography and vegetation. Views of the site from the Scenic Corridor are substantially screened by dense vegetation. The Project would be partially visible from grassy areas of the immediately adjacent open space use (Coldwater Canyon Open Space), although much of the open space includes dense vegetation that screens the site from view. The Project would also be partially visible from private residences east across Coldwater Canyon Avenue as well as homes and yards of 6 homes to the north, south and west.

Similar to impacts to visual character, impacts to views can be very subjective, especially in a semi-urban environment.

Shadows

Given the location of the Project Site nestled in to a west-facing hillside, the Project does not have the potential to cause significant shading impacts.

Light and Glare

The Project area is similar to many of the hillside areas in Los Angeles' canyons, hillside residential areas overlook the canyon roadway. Ambient lighting is generally medium to low with light and glare associated with reflective construction materials (private residences as well as the Harvard-Westlake Campus and St. Michael's Church), street lights, parking area lighting, automobile/vehicle lighting, as well as signage. The majority of existing structures in the area (the Harvard-Westlake Campus, surrounding residences and St. Michael's Church) are comprised of non-reflective materials, such as concrete and stucco.

During the daytime, moving and parked vehicles in the canyon and on the campus produce glare from sunlight being reflected off windshields and other surfaces. Existing night lighting includes City of Los Angeles street lights as well as night and security lighting on the Harvard-Westlake Campus and weeknight lighting (to 8:00 pm) on the Ted Slavin field.[9]

Residential hillside neighborhoods (as well as the neighborhood immediately north of the campus which is on flatter land) surrounding the Harvard-Westlake Campus and the Development Site generally have low levels of nighttime illumination. Streetlights (and parking area lighting on the Harvard-Westlake Campus) provide medium levels of illumination on local roadways (and parking areas). Lighting of Ted Slavin Field on the Harvard-Westlake Campus (allowed to 8:00 p.m. on weekdays) provides a high level of illumination on the field (75 footcandles -- suitable for game play); however, there is relatively low spillover of light (see **Figure 3.1-24**) that diminishes rapidly with distance from the field.[10] The lighted area of Ted Slavin Field and the lights themselves are visible from Coldwater Canyon Avenue and surrounding homes that overlook the Campus. Adjacent residents have expressed concern about perceived glare from the artificial turf (the surface material used on Ted Slavin Field that is also proposed for the practice field is FieldTurf; Field Turf is approximately 3 inches thick – thicker than Astroturf which is flatter and closer to 3/8 of an inch thick). Measurements show that the grass exhibits "diffuse reflection" i.e. light is reflected in multiple directions, which does not result in significant glare (see **Appendix I**).

Athletic Field Lights

Lighting of the athletic field would be prominent in views of the site as seen from residential uses to the east. While substantial light would not be cast on to these uses, views of the site would change from a dark hillside to a lighted structure with an illuminated field during weekday evening hours up to 8:00 pm (the field would be lighted if needed weekdays up to 8 pm; no lighting would be allowed on weekends). Lighting of the athletic field would be with fixtures similar to (i.e. Musco brand lights) those used on Ted Slavin Field (see **Figure 3.1-24**). The Ted Slavin Field has four light poles with a total of 68 lights. On the Ted Slavin Field the following light levels are provided: play-level lights provide 75 footcandles of light; for practice play 50 footcandles are provided; for exiting 25 footcandles are provided. The proposed practice field would have 10 light poles each with two or three lights and is designed to have lighting levels of 30 footcandles on the field.

A lighting plan has been prepared (see **Figure 3.1-25**), including 10 light poles (five on each side of the field) each with two to three fixtures per pole. Light poles would extend approximately 39 feet above the

[9] Up to eight times per year the school is allowed to have lights on until 11 pm -- up to seven Friday evenings and one Saturday evening, per Case No. CPC-2006-2375-PAD.

[10] Spillover lighting from Ted Slavin Field diminishes with distance from the field. Spillover direct lighting on adjacent residential properties is substantially less than the City's thereshold of 2 footcandles.

field level (up to approximately 84 feet above ground level; or approximately 794 feet AMSL) and would be painted green to blend with the surrounding foliage.

The athletic field would be at an elevation of approximately 755 feet AMSL. Four residences are located immediately adjacent to the Development Site (see **Figure 3.1-23**) – and/or adjacent to the Coldwater Open Space with proximity to the site (south, west and north). All but one of these residences are located at a higher elevation than both the athletic field and the top of the lights.

Figure 3.1-24
Night Lighting of Ted Slavin Field and Track Illustrating Precise Targeting of Lighting and Limited Spillover Lighting

The closest private residence structure not owned by Harvard-Westlake (12920 Galewood Street), located approximately 217 feet to the north of the athletic field, is located at an elevation of approximately 831 feet above mean sea level (AMSL) (i.e. 37 feet above the height of the lights and 76 feet above the field level – see **Table 3.1-1** below for relative heights of all adjacent homes); other residences to the north and northwest at the ends of Blairwood Drive (12952 Blairwood Drive) and also another residence on Galewood Street (12917 Galewood Street) are located at elevations ranging from 765 feet AMSL to 945 feet AMSL (from east to west). Residence structures are located at distances of 217 feet to 356 feet from the athletic field. One residence (12917 W. Galewood Street) located approximately 297 feet to the northeast of the athletic field would be located at an elevation of approximately 10 feet above the field level and 29 feet lower than the lights, at approximately 765 feet AMSL. Other than this one residence,

the Parking Structure, including lights, would be at a lower elevation than immediately neighboring residences. The house lower than the level of lights (12917 W. Galewood Street) would be somewhat shielded from the athletic field lights by an intervening hill and vegetation. In addition the house at 3901 N. Van Noord would be lower than the level of the field and lights; it would be mostly shielded from the structure by an intervening hillside. The house on Potosi (3663 Potosi) that overlooks the Development Site is owned by Harvard-Westlake; it would have a clear view of lights and the field. The elevations of properties that overlook the Development Site on the west side of Coldwater Canyon Avenue and their distances to a) the construction limit line (15 feet beyond the retaining walls), b) the parking structure and c) the athletic field are shown in **Table 3.1-1**.

TABLE 3.1-1: DISTANCES FROM RESIDENTIAL STRUCTURES AND PROPERTY LINES TO CONSTRUCTION ACTIVITY, PARKING STRUCTURE AND ATHLETIC FIELD

Address	Elevation of Residence (AMSL) Relative Height Compared to Field/Lights	Distance from Residence / Property Line to Construction Limit Line	Distance from Residence / Property Line to Parking Structure	Distance from Residence / Property Line to Athletic Field
3901 N. Van Noord*	716 ft -39 feet/-78	119 ft/ 54 ft.	405 ft./ 330 ft.	509 ft./ 434 ft.*
12917 W. Galewood	765 ft. +10 feet/-29feet	91 ft./ 43 ft.	303 ft./ 257 ft.	297 ft./ 252 ft.
12920 W. Galewood	831 ft. +76 feet/+37 feet	176 ft./ 139 ft.	222 ft./ 200 ft.	217 ft./ 184 ft.
12949 W. Blairwood	866 ft. +111 feet/+72 feet	198 ft./ 163 ft.	225 ft./ 200 ft.	219 ft./ 184 ft.
12952 W. Blairwood	945 ft. +190 feet/+151 feet	335 ft./ 210 ft.	362 ft./ 237 ft.	356 ft./ 231 ft.
3663 Potosi	849 ft. +94 feet/+55 feet	341 ft./ 297 ft.	373 ft./ 328 ft.	368 ft./ 323 ft.

* The property line for this residence is adjacent to the Development Site; there is no line of sight from the residence to the athletic field. The residence is below the level of the field and lights and the line of sight would be blocked by the Parking Structure itself. There is also an intervening vegetated hillside that would substantially block line of sight to the Parking Structure.
SOURCE: Innovative Design Group

The proposed athletic field atop the Proposed Parking Structure is proposed to be lighted to a level suitable for practice play – which is less than the light level necessary for game play. The Ted Slavin Field has a lighting system suitable for game play. A state-of-the-art lighting system is proposed (similar to the Musco Green System, which is also used on the Ted Slavin Field -- except that on the Development Site they would be designed to provide light levels for practice rather than game play; on the proposed practice field, lighting levels are designed to provide 30 footcandles of illumination (as compared to 50 footcandles that is used for practice play on the Ted Slavin Field and 75 footcandles that is used for game play). In order to provide greater directional control over the lights and minimize spillover light, there would be a greater number of light poles on the practice field as compared to the Ted Slavin Field (10 poles each with two or three light fixtures as compared to four poles with a total of 68 light fixtures); in addition light poles on the practice field would be considerably shorter than those on the Ted Slavin Field (39 feet tall as compared to 60 feet on the east side of Ted Slavin Field and 80 feet on the west side).

A lighting plan has been prepared by Musco Sports Lighting (Musco) and lighting levels have been calculated, based on the lighting plan (see **Figure 3.1-25** for lighting fixture specifications), for the proposed field and adjacent properties (see **Figure 3.1-26** for calculated light levels in footcandles on the

field and surrounding areas). Topography adjacent to the structure as well as the retaining walls would reduce the spillover of light on to adjacent property.

Musco assumed five poles per side with two to three fixtures per pole. The plan also assumed the use of Musco's long visors on all their fixtures to direct the light downward onto the playing surface while cutting off light as much as possible outside of the field. Each fixture would be individually aimed to optimize light on the field of play while at the same time minimizing spill and glare. While a different lighting system could be used, the analysis presented herein assumes that the plan prepared by Musco represents a reasonably conservative plan for purposes of analysis of spillover lighting.

Using the Musco lighting plan, the proposed lighting system would result in field lighting levels appropriate for a practice field. The lighting system proposed by Musco is not anticipated to result in substantial light on adjacent open space land. Taking into account topography and proposed retaining walls, 0.0 footcandles[11] of direct glare (the terms spillover lighting and direct glare are used interchangeably in this EIR) is calculated on adjacent open space property. To the south, along the planned street (Hacienda Drive) spillover lighting would reach 0.7 fc. In addition, Harvard-Westlake-owned property to the south of Hacienda Drive would experience some spillover lighting (0.3 fc).

Two footcandles ("fc") is identified as an acceptable level for spillover lighting on residential property for local jurisdictions including the City of Los Angeles.[12] The lighting system for the proposed athletic field would be designed to result in negligible spillover lighting onto adjacent residential and open space property. Spillover lighting would be confined to the immediately adjacent areas of the Development Site and Coldwater canyon Avenue immediately in front of the site. The lighting plan proposed by Musco would result in the most spillover lighting on Coldwater Canyon Avenue (up to 3.5 fc).

The Project would result in new views of the lighted field (up to 8 p.m. weeknights) from private residences to the east, and yards of residences to the north, south and west.[13] These impacts would be to a relatively small number of private properties and as noted above private views are not valued to the same extent as public views. The Development Site is somewhat screened by topography and vegetation from the Coldwater Canyon Open Space (which ranges in elevation from 660 feet AMSL to 1,115 feet AMSL); similarly, lighting on the Development Site would be somewhat screened from the designated Scenic Corridor by intervening dense vegetation. However, a glow from the lighted athletic field would be visible from the adjacent Coldwater Canyon Open Space and the Scenic Corridor located 200 feet south of the Development Site. Motorists also would be able to see lights from the athletic field. In addition the pedestrian bridge would include security and minimal architectural lighting that would be visible to motorists on Coldwater Canyon Avenue, a designated Secondary Scenic Highway. Potential impacts to light and glare are considered potentially significant without mitigation.

In summary, direct glare would not exceed:

- 0.0 fc on adjacent residential properties
- 3.5 fc on Coldwater Canyon Avenue
- negligible spillover lighting (0.0 fc) on adjacent open space land owned by the Mountains Recreation and Conservancy Authority.

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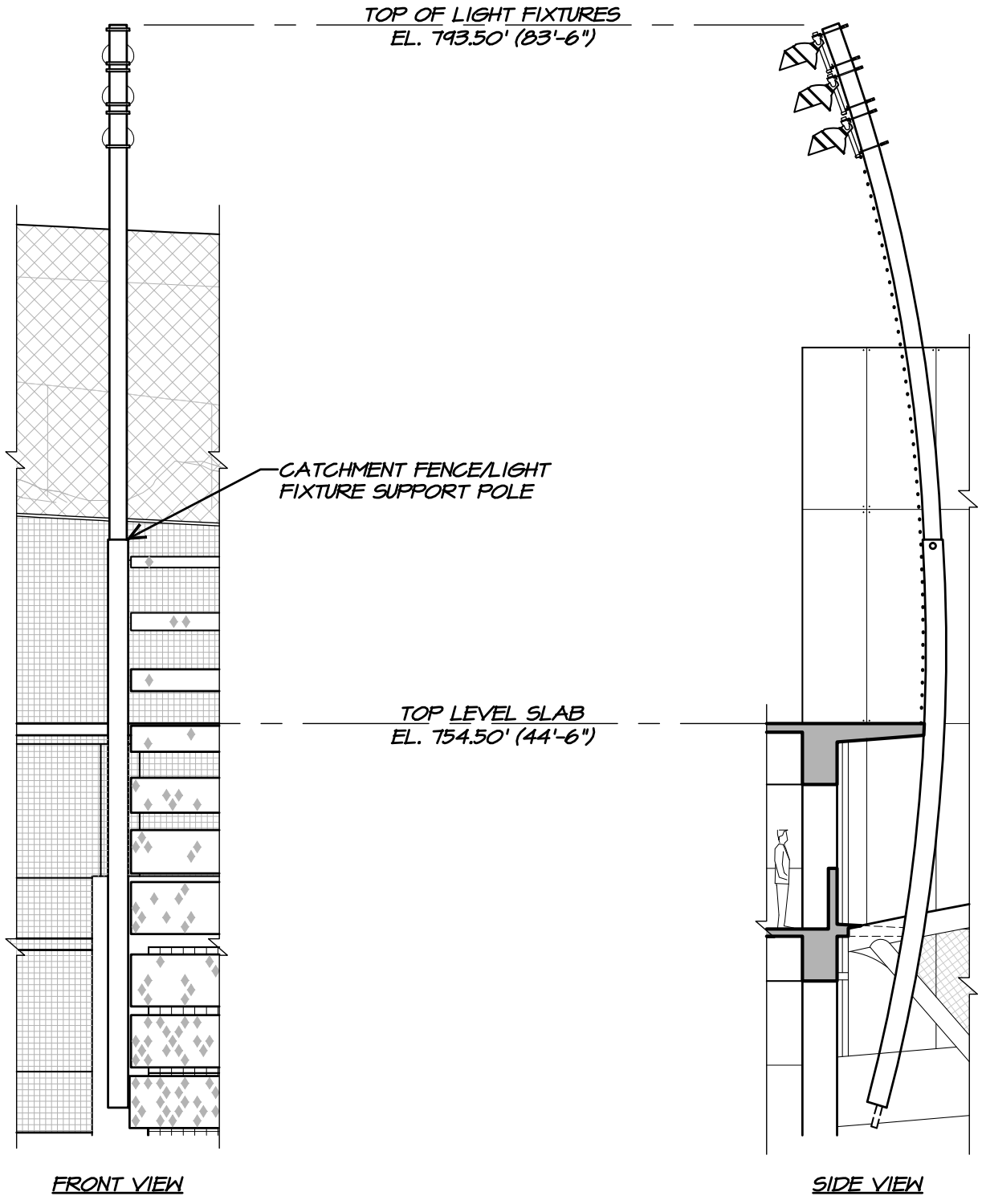
11 One footcandle (fc) indicates the amount of light cast on a surface by a one- candela [one candle] source one foot away.

12 LAMC Section 93.0117 indicates that lighting shall not cause more than two footcandles (fc) of lighting intensity or direct glare from the light source at any residential property.

13 Plus one home owned by Harvard-Westlake at the end of Potosi Drive (3680 Potosi Drive) would have views of the athletic field (and associated lights) and structure.

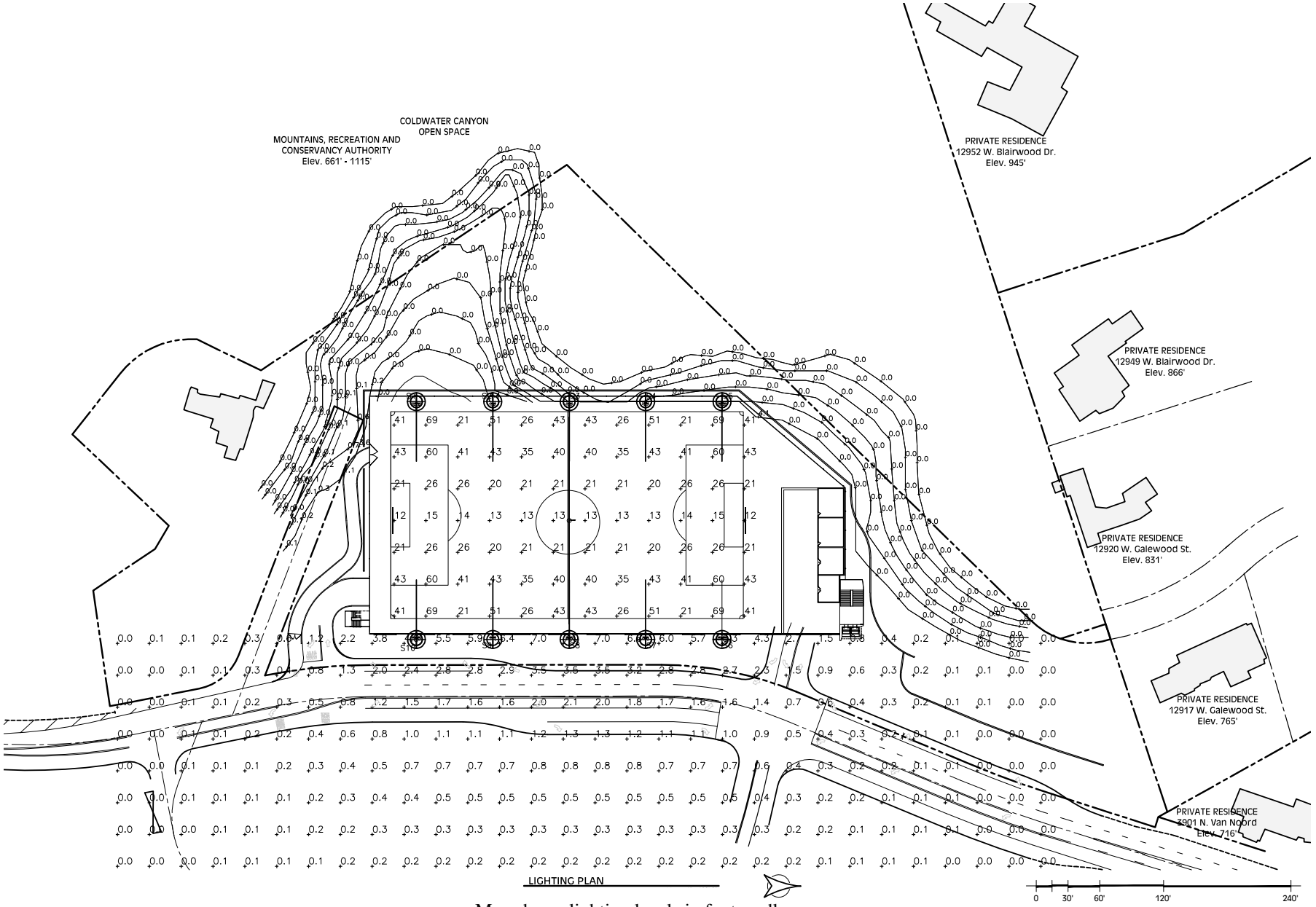


CATCHMENT FENCE/FIELD LIGHT SUPPORT DETAIL

SOURCE: IDG Parkitects, Inc.

Figure 3.1-25

Lighting Fixture Specifications



Map shows lighting levels in footcandles.

SOURCE: IDG Parkitects, Inc., Musco Sports Lighting, LLC

Figure 3.1-26

Lighting Map

Residential uses to the north are also anticipated to receive negligible spillover light (see **Figure 3.1-25)**. Such levels of spillover lighting are all well below the level of 2 fc on residential property considered acceptable by the City of Los Angeles. Therefore, the proposed athletic field would result in less-than-significant impacts related to lighting. However, the lighted field would be visible from a number of homes and yards in the surrounding area, which could be annoying to some residents. (Lighting would be used weekdays up to 8 pm as needed; no weekend use of lights would be allowed.)

Interior Garage Lights and Headlights

Without screening, the Project's interior garage lighting and/or headlights from cars inside the structure could produce glaring sources of light that could impact residential uses east of the Development Site and the Harvard-Westlake Campus across Coldwater Canyon Avenue. However, all interior lighting point sources would be shielded from view. Exterior lighting (building and landscape) would be integrated with the building design to promote student safety and highlight architectural details and landscaping.

Exterior lighting would be shielded to reduce glare and eliminate light being cast into the night sky. Additionally, security lighting would be integrated into the architectural and landscape lighting system.

Pedestrian Bridge

Glare from buildings or structures can be a problem when the sun is low in the sky and reflective surfaces reflect light on to roadways potentially momentarily blinding or distracting drivers. The Project is located within a canyon with relatively steep sides that limit the duration of daily sunshine onto the Development Site, including the proposed pedestrian bridge. Late afternoon sun, which is the source of most glare problems, is behind the steep west hill, thus, shading the Proposed Structure and pedestrian bridge from sun when glare has the highest potential to reflect off structures in to the eyes of drivers. The proposed pedestrian bridge over Coldwater Canyon Avenue is designed to minimize potential glare. The east side elevator core is rotated to the west to minimize any potential low winter morning sun onto the glass. Extended overhangs would shade the glass during the day and in the late afternoon and evening, the bridge would be in shade. Several large trees are located on both sides of the elevators providing a screened view to and from the street. No glass is proposed on the bridge itself. All the exterior surfaces would be a painted finish with a flat (no gloss) texture on all the building elements. Also, the exterior finish colors would be earth tones with low reflective values.

Lighting of the pedestrian bridge would be provided in fixtures concealed inside the bridge so that no light point source would be visible from the street and spillover light on to the street below is not anticipated. Lighting of the bridge would be low-level security lighting that would be activated by motion sensors (in order to minimize the amount of time they are on).

As described above, the proposed pedestrian bridge is not anticipated to result in significant glare or lighting impacts.

CUMULATIVE IMPACTS

Aesthetic impacts, especially in hillside areas are location-specific, as there are few long-distance views available within the canyons. Development under the Proposed Project would result in increased urban density along the Coldwater Canyon Avenue corridor. There are no related projects proposed along the Coldwater Canyon Avenue corridor, therefore this impact is considered less than significant.

REGULATORY COMPLIANCE MEASURES

RC-AES-1: Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to LAMC Section 91.8104.

RC-AES-2: Building materials shall be of neutral colors designed to blend in with the surrounding hillside. The exterior of all buildings and fences shall be kept free from graffiti when such graffiti is visible from a public street or alley, pursuant to LAMC Section 91.8104.15.

RC-AES-3: Project lighting shall comply with LAMC Section 93.0117. As such, lighting shall not cause more than two footcandles (fc) of lighting intensity or direct glare from the light source at any residential property.

PROJECT DESIGN FEATURES

The following Project Design Feature would serve to enhance visual character of the Proposed Structure as well as screen it in views from surrounding areas.

PDF-AES-1: All open areas not used for buildings, driveways, or athletic facilities shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decisionmaker. Natural areas shall be maintained as much as feasible in their natural state. The plant palette shall include extensive use of native vegetation. At a minimum, non-protected trees (4" diameter at breast height – dbh) to be removed from the site shall be replaced at a ratio of 1:1 (protected trees are addressed in Section 3.3 Biological Resources, they will be required to be replaced at a ratio of 4:1). Views of the Parking Structure from off-site areas shall be screened to the maximum extent feasible so that views of the site contain extensive vegetation and views of parking levels and the lighted athletic field are screened to the extent feasible (once plantings have reached maturity, which in general shall be within five years).

PDF-AES-2: The orientation of the Parking Structure (along Coldwater Canyon Avenue close to the roadway) allows for the Development Site to maintain a large amount of open space to the rear, where the property shall remain in its natural vegetated state (trees planted to mitigate the loss of Protected Trees would be planted in this area) adjacent to land owned by the Mountains Recreation and Conservation Authority.

PDF-AES-3: The proposed retaining walls shall be constructed with earth tone textures and finishes. The proposed cast-in-place concrete walls would be provided with a natural appearing rock finish and colored to match the indigenous rock.

PDF-AES-4: Musco sports lighting fixtures (or equal alternative) with visor system shall be used to illuminate the athletic field to provide better light control, reduce glare, and reduce the amount of spill light. Sports lighting fixtures shall be painted a natural green color so that they blend in to the natural surroundings. Sports lighting fixtures shall be on a time clock to ensure the fixtures are turned off at or before 8:00pm on weeknights.

PDF-AES-5: Lighting for the Pedestrian Bridge shall be integrated within the handrails and mounted at a height below the adjacent solid metal panels to eliminate any source of glare from the bridge. Light from the handrails shall illuminate the bridge walkway only and not spillover onto Coldwater Canyon Avenue.

MITIGATION MEASURES

Light and Glare

MM-AES-1: Any lighting related to construction activities shall be shielded or directed to prevent any direct illumination onto residential property located outside of the school property.

MM-AES-2: Permanent exterior lighting shall incorporate fixtures and light sources that focus light onto the Project Site to minimize light trespass.

MM-AES-3: Spillover light levels shall not exceed 0.0 foot candles on adjacent residential and open space properties (this mitigation measure shall not apply to property owned by Harvard-Westlake).

MM-AES-4: The Project shall not use highly reflective building materials such as mirrored glass in exterior façades. All building materials shall be diffuse and of low reflectance to prevent potential glare. Examples of appropriate non-reflective building materials include cement, plaster, concrete, metal, and non-mirrored glass, and could likely include additional materials as technology advances in the future.

MM-AES-5: All outdoor lighting (including athletic field lighting, security and landscape lighting) shall be designed and installed so that the lighting at residential and open space properties is minimized and in no event exceeds 0.0 footcandles (this mitigation measure shall not apply to property owned by Harvard-Westlake). Permanent exterior lighting shall be shielded to prevent direct views of the fixture source from adjacent residential neighbors. Fixtures shall also be focused properly to limit the amount of spillover lighting.

MM-AES-6: The Parking Structure shall include appropriate measures to ensure that neither interior lighting of the structure nor headlights from cars using the structure cause light to disturb residents in the vicinity of the Development Site to the north, west or east of the site across Coldwater Canyon Avenue. All interior parking garage fixtures shall be shielded to prevent direct views of the source when viewed from outside the structure. The design of the parking structure shall incorporate screening elements to prevent lighting and car headlights from disturbing residences around the project site. Interior lighting fixtures shall be controlled by photocells and occupancy sensors to reduce the light output of the fixtures when the structure is unoccupied.

MM-AES-7: The Project applicant shall retain a lighting design expert to implement the following protocol to ensure compliance with all City lighting regulations, assumptions used in the EIR analysis and all mitigation measures, no later than 6 months after certificate of occupancy:

a) Six representative testing sites shall be established on or next to those light sensitive receptors that have the greatest exposure to site lighting (residential uses east of the Campus, and open space and residential uses to the west and north of the Development Site).

b) A light meter mounted to a tripod at eye level, facing the Development Site, should be calibrated and measurements should be taken to determine ambient light levels with Project lights on.

c) A reading should be taken with lights on and then with lights off to determine the change in ambient light levels.

d) The difference between the two would be the amount of light the Project casts onto the sensitive receptor.

MM-AES-8: Building materials, including those on the pedestrian bridge shall be of low reflectivity to prevent potential glare reflected on to motorists along Coldwater Canyon Avenue. Lighting elements on the bridge shall be concealed to minimize spillover light on to the street below.

MM-AES-9: An eight-foot-tall (total average height) cable retention system (to prevent rock fall) combined with a green chain link fence (with undulating top), with adjacent appropriate native plantings shall be constructed atop retaining walls to further assist in screening the structure and light and glare from the practice field on to adjacent residences.

SIGNIFICANCE AFTER MITIGATION

Impacts from the Project after application of all mitigation measures would be less than significant to aesthetic resources (visual character, views, and light and glare) due to application of landscaping and use of state-of-the-art light shielding. Impacts to shading would be less than significant without mitigation.