INTRODUCTION

This section describes the visual setting of the proposed project and evaluates the potential for impacts to the visual (aesthetic) environment due to the development of the proposed project. Aesthetics, views, shading, nighttime illumination and glare issues are related elements in the visual environment. Aesthetics generally refer to the identification of visual resources and the quality of what can be seen, as well as an overall visual perception of the environment. Views refer to impacts on public views of scenic vistas and scenic resources. Shading issues are concerned with effects of shadows cast by existing or proposed structures on adjacent land uses. Nighttime illumination addresses the effects of a proposed project’s exterior lighting upon adjoining uses.

ENVIRONMENTAL SETTING

Existing Visual Character of the Project Site

The project site encompasses approximately 1.09 acres; the triangular-shaped project site is generally bounded by Lincoln Boulevard on the northeast, a surface (medical center) parking lot and Admiralty Park on the southwest, and Ralphs grocery store on the northwest. The project site is currently occupied by a car rental facility, including a one-story building and a surface parking lot and as such, is nearly completely covered with impermeable surfaces. The building contains a business office, and a service area which consists of areas for both maintaining and cleaning the rental vehicles.

There are no oak trees or other indigenous species found on the project site. The only vegetation on the site consists of one common ornamental tree along with some common shrubs (roses) and groundcover.

Visual Character of the Surrounding Locale

The surrounding area is characterized by a mix of highly urbanized land uses, with retail, mid- and high-rise hotel, recreational and multi- and single family residential land uses to the north and west, medical/dental/hospital and office uses to the south and southeast, and low to mid-rise commercial and retail development to the east, across Lincoln Boulevard.

To the west of the project site is the Los Angeles County Marina del Rey harbor development, the largest man-made pleasure-craft harbor in the world, with slips and facilities for more than 5,000 vessels.

---

Marina del Rey is home to six hotels providing a total of more than 1,000 rooms, most featuring waterfront views, including the 14-story Ritz Carlton and the 10-story Marina Marriott. Other high-rise buildings in the Marina include the 700-unit, 15-story Marina City Club condominium complex and the 13-story Archstone apartment complex. In addition, there are a large number of low-rise condominium and apartment developments as well as numerous restaurant and retail establishments.

Immediately to the northwest of the project site is a one-story Ralphs grocery store and Kids Pointe preschool. Northwest of these uses are the Marina Pointe Apartments, a six-story development. The high-rise Regatta Seaside and Azzurra del Rey condominium developments are located northwest of the project site. The Regatta Seaside is a 224-unit residential development that is 20-stories in height. Further northwest is the 19-story, 450-unit Azzurra del Rey condominium development. A surface parking lot, the three-story UCLA Marina Medical Plaza and Admiralty Park are to the south and southeast of the project site (See Figures III-7 through 9).

The land uses across Lincoln Boulevard to the northeast consist of the western terminus of the Marina Expressway (state route 90), a surface parking lot used for long term automobile, recreational vehicle and boat storage, a used car lot for Toyota of Marina del Rey, and further along to the south is the new car lot. To the northeast is the Villa Marina Marketplace Shopping Center, which includes a gas station, a supermarket, a chain drug store, a 12-screen multi-plex movie theater, retail shops, restaurants and the five-story Courtyard Marriott hotel. A number of freestanding, one-story restaurant buildings (formerly Carl’s Jr., Marie Calendar’s, Chan Dara and TGIFridays) and a two-story commercial building (formerly Kinko’s) along the western edge of this shopping complex are currently vacant and boarded up. The Villa Marina site recently received City approvals to allow construction of 244 condominium units and 9,000 square feet of commercial space (Related Project No. 24). The proposed Villa Marina development would be 67 feet in height along the Maxella Avenue frontage and 55 feet in height along the Lincoln Boulevard and Marina Freeway frontages.

The jurisdictional boundary between the City of Los Angeles and the County of Los Angeles is to the southwest of the project site, along the Southern Pacific Railway right-of-way, which runs parallel to Admiralty Park and Admiralty Way.

A section of the South Bay Bicycle Trail, longest beach path of its kind in the world, which stretches 22 miles from Malibu to the north to Torrance in the south, runs through Admiralty Park, immediately adjacent to the project site. The trail, which is open to most non-motorized wheeled conveyance, offers riders an extensive sampling of Southern California beaches and beach culture.

Other land uses in the area include Daniel Freeman Marina Hospital, an acute care hospital offering full 24/7 emergency services as well as medical and surgical facilities in a complex that varies from one to three stories, and the Marina Towers office complex, consisting of two 12-story towers with a three-story connecting building, approximately 1/2 mile to the southeast of the project site.
Approximately 1/2 mile north of the project site, west of Lincoln Boulevard, north of the Azzurra del Rey
condominiums and Marina Pointe apartments and south of Washington Boulevard is a small enclave of
mostly single-story, single family housing.

The general aesthetic character of the vicinity surrounding the project area could best be described as
transitional or gentrifying. The derelict buildings on the western edge of the Villa Marina property add to
this ‘transitional’ impression. While there are numerous upscale, modern elements, e.g., the Villa Marina
Center and the new residential towers to the north of the project site, there are also several open lots
currently used for automobile sales (both new and used), servicing and storage, as well as older, single
story commercial and retail buildings, in various states of repair. In addition, most of the parking in the
project vicinity takes place on surface lots. There are no historic buildings or unifying architectural
characteristics to the buildings in the vicinity of the project site. Currently the tallest building in the
project vicinity is the 20-story Regatta Seaside condominium, which is approximately 265 feet (80.0
meters) tall. 3

Refer to Views 1 through 27 (Figure III-4 to Figure III-12) in Section III. Environmental Setting, for
existing views of the project site and the surrounding area.

Scenic Resources

As stated above, the project site is located in the fully developed urban area of the Venice/Marina del Rey
community. There are no significant natural features (such as rock outcroppings, open bodies of water,
substantial stands of native vegetation, etc.) or native California trees of particular aesthetic value (e.g.,
Oaks, California Sycamore, Southern California Black Walnut or California Bay) on, or adjacent to, the
project site. There are no major open spaces and there are no aesthetically significant man-made features
(such as major architectural structures, monuments, or gardens) or historic buildings on the project site.

However, the project site is adjacent to Marina del Rey, which some individuals may feel is aesthetically
valuable, as well as Admiralty Park, with large trees, benches and a well-used jogging/biking path. Further
distant, approximately one mile away, is Venice Beach and the Pacific Ocean. In addition, some
local residents value the aesthetics of the Ballona wetlands, which lay approximately one mile to the
south of the project site. The Ballona wetlands comprise approximately 556 acres of permanently
protected wetlands. Formerly much degraded, the wetlands are currently undergoing restoration, and are
designated as a state Ecological Reserve. 4 Approximately 1-3/4 miles south of the project site, rising

---

October 26, 2006

July 20, 2006
above the Ballona wetlands are the Westchester bluffs. The bluffs provide a visual backdrop that frames
the wetlands from certain viewsheds. Due to distance, the relatively flat topography in the project vicinity
and intervening development, neither the wetlands nor the bluffs can currently be seen from the project
site.

None of the roadways in the vicinity of the proposed project is designated as a scenic highway in the
Scenic Highways Element of the City’s General Plan, except for Venice Boulevard and Lincoln
Boulevard north of Venice Boulevard. Both roadways are sufficiently distant from the proposed project
site that they would not be impacted by development of the proposed project.

Existing Viewsheds

Viewsheds refer to the visual qualities of the geographical area that is defined by the horizon, topography
and other natural features that give an area its visual boundary and context, or by artificial developments
that have become prominent visual components of the area. In the area of the project site, the existing
viewsheds are defined primarily by the existing commercial, retail and residential uses.

Views of and Towards the Project Site

Views in the vicinity of the project site are largely constrained by the existing buildings, vegetation and
signage, structures on adjacent parcels, and the area’s relatively flat topography. However the project site
is directly visible from neighboring properties to the south and east and to motorists and pedestrians
traveling north and south along Lincoln Boulevard. Direct eye-level views of the project site from the
north and west are largely blocked by intervening buildings (i.e. the Seaside Regatta, Ralphs Market and
Kids Pointe Preschool) and vegetation (along the edge of Admiralty Park).

Views in the vicinity of the project site are largely constrained by the existing buildings, vegetation and
signage, structures on adjacent parcels, and the area’s relatively flat topography. Direct eye-level public
views of the project site from the north are restricted to the view corridor, a few blocks long, created by
Lincoln Boulevard. The project site is also visible from some private residences in the immediate area,
primarily from those units with southerly views in the high-rise residential towers to the north of the
project site. There are no views the project site from the Oxford Triangle single-family residential
neighborhood to the northwest. Because the under *The City of Los Angeles CEQA Thresholds Guide*
private view impacts are not considered to be significant, the focus of this aesthetic analysis is on the
project’s impact on public views.

Existing development limits public views of the project site from the South to those afforded by the view
corridor created by Lincoln Boulevard.

There are ground level views of the project site from the adjacent Admiralty Park, to the west and
southwest. However, these views are partially screened by intervening landscaping along the periphery of
the park. There are also views of the site from some nearby locations within the Marina; although these views are also partially screened by intervening landscaping and structures. From the east, the project site is visible from nearby commercial areas along the east side of Lincoln Boulevard and from west-bound vehicles on the Marina Expressway (SR-90) as they approach Lincoln Boulevard.

**Views From and/or Through the Project Site**

As previously discussed, the only major scenic feature in the immediate project site vicinity is the Marina del Rey harbor. Due to distance, intervening existing buildings and the relatively flat topography, there are no views of Venice Beach, the Pacific Ocean, the Ballona wetlands or the Westchester bluffs from or through the project site. However, depending upon their orientation, the occupants of the high-rise residential towers to the northwest of the project site may currently have unrestricted views of these scenic features. Views of the Marina del Rey harbor from Lincoln Boulevard are almost non-existent, due to the almost continuous extent of intervening development. The few public views of the Marina that do exist are created by roadway corridors (e.g., Bali Way). Due to the existing buildings on and surrounding the project site, as well as a row of well established trees in Admiralty Park, there are no views across the project site of the Marina del Rey harbor. However, a narrow corridor provided by the alley between the project site and the Ralph’s supermarket provides a limited view of the Park (see View 5, Figure III-5).

**Shade and Shadow**

The issue of shade and shadow pertains to the blockage of direct sunlight by project buildings, which may affect adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses, such as residential, recreational/parks, churches, schools, outdoor restaurants, and pedestrian areas have some reasonable expectations for direct sunlight and warmth from the sun. These land uses are termed “shadow-sensitive”.

Shadow lengths are dependent on the height and size of the building from which they are cast and the angle of the sun. The angle of the sun varies with respect to the rotation of the earth (i.e. time of day) and elliptical orbit (i.e. change in seasons). The longest shadows are cast during the winter months and the shortest shadows are cast during the summer months.

**Summer and Winter Solstice**

“Solstice” is defined as either of the two points on the ecliptic (i.e., the path of the earth around the sun) that lie midway between the equinoxes (separated from them by an angular distance of 90°). At the solstices, the sun’s apparent position on the celestial sphere reaches its greatest distance above or below the celestial equator, about 23 1/2° of the arc. At winter solstice, about December 22, the sun is overhead at noon at the Tropic of Capricorn; this marks the beginning of winter in the Northern Hemisphere. At the time of summer solstice, about June 22, the sun is directly overhead at noon at the Tropic of Cancer.
In the Northern Hemisphere, the longest day and shortest night of the year occur on this date, marking the beginning of summer. Measuring shadow lengths for the winter and summer solstices represents the extremes of the shadow patterns that occur throughout the year. Shadows cast on the summer solstice are the shortest shadows during the year, becoming progressively longer until winter solstice when the shadows are the longest they are all year.

**Existing Shadow Patterns**

The area around the proposed project site was surveyed for shadow sensitive uses in June 2006. The area surrounding the project site is characterized by a mix of mid- and high-rise retail, hotel, office, and multi-family residential land uses to the south, north and west, with low and mid-rise commercial and retail development to the east, across Lincoln Boulevard.

The nearest shadow-sensitive uses are the Kids Pointe pre-school and the residential uses located to the northwest of the project site. Currently, the tallest existing structure on the project site is only one story tall and thus does not cast shadows long enough to impact these nearest sensitive uses.

**Light and Glare**

The project site and the surrounding highly urbanized area contain numerous sources of nighttime lighting including streetlights, architectural and security lighting, indoor building illumination (light emanating from the interior of structures which passes through windows), and automobile headlights. Streetlights along the Marina Expressway, Lincoln Boulevard and Admiralty Way and lighting from the surrounding residential and commercial development, provide considerable amounts of lighting for visibility and safety purposes. Vehicle headlights from traffic on local surface streets also contribute to lighting levels.

Light pollution is defined as the artificial nighttime skylight generated by electric lighting. The illumination of the night sky is caused by exterior lighting systems and light emitting from buildings that is reflected off particles in the atmosphere generating a glowing effect in the nighttime sky, sometimes referred to as ‘sky glow’. Sky glow is affected by several factors and is highly variable depending on immediate weather conditions, quantity of dust and gas in the atmosphere, amount of light directed skyward, and the direction from which it is viewed. In poor weather conditions, more particles are present in the atmosphere to scatter the upward-bound light, so sky glow becomes a very visible effect of wasted light and wasted energy. For example, overcast, cloudy or foggy nights reflect more light from the surroundings than clear nights. Thus the local marine environment which often results in overcast or foggy nights, leads to frequent night conditions when the stars or other heavenly bodies are not visible but there is substantial night sky reflection and/or sky glow.

In addition, glare is a common daytime phenomenon in the southern California area due mainly to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a large concentration of potentially reflective surfaces. Excessive glare not only...
restricts visibility but also increases the ambient heat reflectivity (i.e., albedo) in a given area. Potentially reflective surfaces in the project vicinity include pavement, windows (including automobile and truck windows) at the project site and adjacent buildings and automobiles traveling and parked on streets in the vicinity of the project site.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with guidance provided in Appendix G of the CEQA Guidelines, the proposed project could have a potentially significant impact if it were to result in one or more of the following:

a. Have a substantial adverse effect on a scenic vista.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

c. Substantially degrade the existing visual character or quality of the site and its surroundings.

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

Based upon criteria established in the City of Los Angeles Draft CEQA Thresholds Guide, the determination of significance for aesthetic impacts shall be made on a case-by-case basis, considering the following factors:

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

- The amount of natural open space to be graded or developed;

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

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

- The degree to which a proposed zone change would result in buildings that would detract from the existing style or image of the area due to density, height, bulk, setback, signage, or other physical elements;
• The degree to which the project would contribute to the area’s aesthetic value; and

• Applicable guidelines and regulations.

Based upon criteria established in the City of Los Angeles Draft CEQA Thresholds Guide, the determination of significance for obstruction of views shall be 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 from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

According to the City of Los Angeles Draft CEQA Thresholds Guide, a project-related shading impact would normally be considered significant 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 late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 PM Pacific Daylight Time (between early April and late October).

The Oxford Triangle Specific Plan requires that all proposed buildings shall be designed so as not to cast shadows on any single-family residential development adjacent and within the Specific Plan area between the hours of 10 AM and 4 PM at the Summer Solstice, for more than one hour. Summer shade and shadows impacts are also analyzed under the criteria of the Oxford Triangle Specific Plan.

Based upon criteria established in the City of Los Angeles Draft CEQA Thresholds Guide, the determination of significance for nighttime illumination shall be made on a case-by-case basis, considering the following factors:

• The change on ambient illumination levels as a result of project sources; and

• The extent to which project lighting would spill off the project site and effect adjacent light-sensitive areas.
Proposed Project

As described in Section IV., Project Description, a mixed-use development would be constructed on the project site. The proposed project would consist of approximately 3,178 square feet (sf) of commercial/retail uses and 158 residential units. The proposed development would be a total of 31 stories and would extend approximately 366 feet in height including mechanical equipment covering a small area on the rooftop, which would be screened from off-site views. The single structure would be roughly triangular in shape and would be sited with the tallest portions of the tower towards the southeastern corner of the project site.

The residential tower would rise from the southeast corner of the six-story podium building, which would be approximately 90 feet in height. The podium wall would be built with transparent glass and inserted with tall glass panels that could be opened during fair weather to enhance the sense of openness and the flow of activity between the landscaped patios and the interior lobby. In addition, the landscape plan calls for the planting of tall palm trees along the podium walls to give a measure of visual relief to the glass walls. In addition, awnings, street furniture and similar elements will introduce pedestrian scale and a water feature will enhance the pedestrian experience and reduce the effects of traffic noise.

The proposed building’s predominant exterior surface material would utilize low-emission glass (Low-E glass) which would not be highly reflective and would not be covered with a mirrored tinting. As shown in the architect’s renderings (see Figures IV-1 and IV-2, in Section IV., Project Description), the building will be translucent due to glass curtain wall and will appear less solid than the existing high-rises to the northwest.

The commercial/retail uses would be located on the first floor with the residential uses occupying the second through thirty-first floors. Parking would be provided on six levels within the podium of the building. Common open space areas would be provided on the seventh floor (i.e., the roof of the podium building), including a pool and spa area; private open space would also be provided on balconies within many of the units.

Street trees would be planted along the Lincoln Boulevard façade to match the existing street trees. The common open space areas of the project would also be fully landscaped, including the pool deck on top of the parking structure.

Project Impacts

Would the project have a substantial adverse effect on a scenic vista?

As previously discussed, due to the highly urbanized nature of the Oxford Triangle and Marina del Rey communities combined with a mostly flat topography, there are no ground-level scenic vistas of major features seen through or from the project site. Neither Venice Beach, the Pacific Ocean, the Ballona
wetlands nor the Westchester bluffs are visible through or from the project site. While the project site is in close proximity to the Marina del Rey harbor, public view of the harbor is not a scenic vista and the harbor cannot be seen through or from the project site. Therefore, the construction of the proposed project would not have a substantial adverse effect on an existing public scenic vista seen through or from the project site, and project impacts with this respect would be less than significant.

The proposed project’s tower element would be visible from many off-site locations and, would have the potential to block existing views. The most immediate impact would be to occupants of the existing high-rise residential towers to the northwest (i.e., the Regatta Seaside, Azzurra del Rey and Cove condominium developments) who have southerly exposures. Their views toward the southeast (including vistas of the Ballona wetlands and the Westchester bluffs) would be altered and some portions of their panoramas blocked by the new tower. It is recognized under CEQA that a project that interferes with scenic views has an adverse aesthetic effect on the environment. However, the City’s CEQA Guidelines do not consider the obstruction of private views to be a significant environmental impact. Under CEQA, the question is whether a project will affect the environment of persons in general, not whether a project will affect particular persons. Therefore, given the limited scope of the impact the proposed tower would have on primarily private views, the proposed project tower's effect on private scenic is adverse, but less than significant.

Beyond the immediate project impact area defined by the Regatta Seaside, Azzurra del Rey and Cove condominium developments, the proposed project would be visible from many private homes and public vantage points. Due to the area’s flat topography, it is unlikely that the tower would obstruct scenic vistas from sites located more than a few blocks away. However, many affected persons from more distant locations would experience the tower as a new element penetrating their field of view of the sky. The addition of the new tower to the skyline is somewhat mediated by the highly urbanized character of the surrounding area where views of the sky are regularly interrupted or blocked by existing development. Furthermore, as viewed from a distance of more than a few blocks, the tower would only obstruct a small portion of the field of view of the sky. Therefore, while adverse, the impact of the tower on views of the sky would be less than significant. See Figure V.B-2 for a visual simulation of a typical view of the tower from a nearby Oxford Triangle residential area; Figure V.B-3 is a visual simulation of the project as seen from the vicinity of Admiralty Park in the Marina.
Figure V.B-1 Visual Simulation Map
Figure V.B-2  Visual Simulation No. 1
Figure V.B-3  Visual Simulation No. 2
Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

As previously discussed, there are no scenic resources (such as trees, rock outcroppings, historic buildings, buildings of architectural merit, monuments, etc.) on the project site. Lincoln Boulevard is not a state scenic highway, although it is a City of Los Angeles scenic highway. Therefore, the removal of the existing car rental facility which offers little aesthetic value to the area and its replacement with the proposed residential tower would improve onsite scenic resources by constructing a project in a modern architectural style utilizing colors and details that would be more consistent with the architectural themes emerging in the area. Project impacts with respect to onsite scenic resources would be less than significant.

Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The existing visual character of the site is one of under-utilization and surface parking. Currently, the project site is used for a car rental facility, consisting of a one-story commercial building with numerous vehicles parked on the surrounding surface lot. The facility has little aesthetic interest and the redevelopment of the site would be an enhancement to the visual character of the site by constructing a project in a modern architectural style utilizing colors and details that would be more consistent with the architectural themes emerging in the area. In addition, awnings, street furniture and similar elements will introduce pedestrian scale, and a water feature will enhance the pedestrian experience along Lincoln Boulevard and reduce the effects of traffic noise.

The existing visual character of the surrounding area is currently auto-oriented commercial and retail uses that are transitioning to modern mid to high rise residential uses within the context of nearby established single family neighborhoods and the Marina del Rey harbor. The proposed project would continue this transformation. While much of the existing development in the surrounding area consists of a mix of low- and mid-rise residential and commercial buildings, the 20-story Seaside Regatta, Azzurra and Cove Condominium buildings are located adjacent to the project site. These buildings have introduced and established a pattern of high-rise development in this part of the Oxford Triangle Specific Plan area. While taller, the project’s tower element would appear slender and translucent as compared to these three adjacent high-rise buildings. The project’s all-glass curtain wall will appear much less solid that the adjacent towers, which are built out of more conventional materials. The proposed project would be consistent with the redevelopment currently taking place in the vicinity and therefore is contextually appropriate.

The Oxford Triangle Specific Plan’s prohibits projects from casting shadows on any single-family residential development adjacent and within the Oxford Triangle Specific Plan area between the hours of 10:00 AM and 4:00 PM at the Summer Solstice. Height in the Specific Plan’s commercial zones, in
which the project is located, is otherwise unlimited. As discussed in the following section, the project does not cast such shadows. Therefore, the project’s height is consistent with the Specific Plan.

The project’s tower element would sit on a podium structure that will result in increased massing along Lincoln Boulevard as compared to existing conditions. Some viewers may find this increased massing displeasing. To minimize the effects of increased massing, the podium wall would be built with transparent glass and inserted with tall glass panels that could be opened during fair weather to enhance the sense of openness and the flow of activity between the landscaped patios and the interior lobby. Also, the landscape plan calls for the planting of tall palm trees along the podium walls to give a measure of visual relief to the glass walls. Moreover, the building will be set back from Lincoln Boulevard (no setback is required under the Specific Plan or zoning). In addition, awnings, street furniture and similar elements will introduce pedestrian scale, and a water feature will enhance the pedestrian experience along Lincoln Boulevard and reduce the effects of traffic noise.

Given the existing high-rise buildings and the above-referenced project design features, the proposed project would not degrade the visual character or quality of the existing community. Therefore, the proposed project would not have a significant impact with respect to visual character and quality.

Would the project cast shadows on any single-family residential development adjacent and within the Oxford Triangle Specific Plan area between the hours of 10:00 AM and 4:00 PM at the Summer Solstice, for more than one hour; or, would shadow-sensitive uses 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 late October and early April?

Shade/Shadow Methodology/Assumptions

Shadow length multipliers and bearings were projected for 34° latitude, which is the latitude location for the project site. Shadows shown for winter solstice, cast between 9:00 AM to 3:00 PM, were shown to have a maximum shadow angle of 318° in the west and 44° in the east. Thus, shadow sensitive uses located greater than 318° west or 44° east of due north would not be affected by winter shadows. Shadow patterns for summer solstice, cast from 10:00 AM to 4:00 PM, were shown to have a maximum shadow angle of 274° and 88°, respectively. Thus, shadow sensitive uses located greater than 274° west or greater than 88° east of due north would not be affected by summer shadows. Topography was not incorporated as an input in the following analysis because the changes in elevation in the area of the project site are gradual. The dimensions, setbacks, and placement of existing buildings were estimated based on a site reconnaissance, ground photographs and aerial photographs of the project vicinity. For the purpose of this study, the height used to calculate the shadows cast by the proposed building is 366 feet for the tower portion of the building and 80 feet for the podium portion of the building. Shadows were cast as one contiguous area for both heights of the building.
Proposed Shadow Patterns

Shadows lengths and angles which would be cast by the proposed project during the winter and summer solstices are described in Table V.B-1 below. Although the shadows lengths and angles are distinguished by the 366-foot tower or the 80-foot podium section of the building, the shadows are discussed as one building shadow and illustrated this way in the accompanying graphic presentations.

<table>
<thead>
<tr>
<th>Shadow</th>
<th>Tower – 366 feet</th>
<th>Parking Structure – 80 feet</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Shadow Length</td>
<td>Shadow Angle*</td>
</tr>
<tr>
<td>Winter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9:00 AM</td>
<td>1,024 feet</td>
<td>318°</td>
</tr>
<tr>
<td>12:00 PM</td>
<td>574 feet</td>
<td>2°</td>
</tr>
<tr>
<td>3:00 PM</td>
<td>1,191 feet</td>
<td>44°</td>
</tr>
<tr>
<td>Summer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10:00 AM</td>
<td>300 feet</td>
<td>274°</td>
</tr>
<tr>
<td>11:00 AM</td>
<td>187 feet</td>
<td>285°</td>
</tr>
<tr>
<td>12:00 PM</td>
<td>104 feet</td>
<td>308°</td>
</tr>
<tr>
<td>1:00 PM</td>
<td>69 feet</td>
<td>6°</td>
</tr>
<tr>
<td>2:00 PM</td>
<td>117 feet</td>
<td>57°</td>
</tr>
<tr>
<td>3:00 PM</td>
<td>206 feet</td>
<td>77°</td>
</tr>
<tr>
<td>4:00 PM</td>
<td>325 feet</td>
<td>88°</td>
</tr>
</tbody>
</table>

*Angle measured from North which is taken as 0°

Winter Shadows

9:00 AM

As shown in Figure V.B-4, winter shadows cast at 9:00 AM by the proposed project would fall in a northwesterly direction across the Ralph’s building and parking lot and on to the and onto the Marina Pointe Apartment buildings northwest of Marina Pointe Drive. This shadow would extend for approximately 1,024 feet, but would not shade any of the aforementioned uses for more than three hours, with the exception of a small area of the Ralph’s grocery store building. Since this is not a sensitive use, shadow impacts would be less than significant.
Figure V.B-4  Winter Solstice Shadows
12:00 PM

As shown in Figure V.B-4, shadows at 12:00 PM would extend in a northerly direction for approximately 574 feet onto the commercial uses in the Villa Marina Shopping Center. This shadow would overlap with the 9:00 AM shadow over a small area of the Ralph’s grocery store building and also with the 3:00 PM shadow over the roadway of Lincoln Boulevard. Although this shadow would last longer than three hours between the hours of 9:00 AM and 3:00 PM, none of the uses shaded are sensitive and therefore impacts would be less than significant.

3:00 PM

As shown in Figure V.B-4, shadows cast at 3:00 PM would fall in a northeasterly direction across Lincoln Boulevard, the surface parking at the corner of the intersection of Highway 90 and Lincoln Boulevard and across the Villa Marina Shopping Center as far as Glencoe Avenue to the northeast. This shadow would be the longest, extending for approximately 1,191 feet. However, this shadow would only combine with the 12:00 PM shadow over the roadway area of Lincoln Boulevard to produce a shadow lasting longer than three hours. As the roadway is not a shadow-sensitive use, impacts would be less than significant.

Summer Shadows

As shown in Figure V.B-5, summer shadows cast by the proposed project would be much shorter than the winter shadows, extending to a maximum of 300 feet to the west at 10:00 AM and 325 feet to the east at 4:00 PM. The 10:00 AM shadow extends towards the Kids Pointe pre-school but would not actually shade it. The summer and winter solstice shadows represent the maximum shadow lengths and angles that would occur during the year. The 10:00 AM shadow as represented on Figure V.B-5 is as close as shadows cast by the building would get to the shadow-sensitive receptor near the project site. No shadows cast by the proposed project would combine to produce a shadow lasting more than one hour between the hours of 10:00 AM and 4:00 PM that would shade a single-family residential development or any other shadow-sensitive use. As shown on Figure V.B-6, shadows lasting more than one hour would be restricted to the project site itself and the very close proximity, and the roadway of Lincoln Boulevard and the surface parking at the corner of the intersection of Highway 90 and Lincoln Boulevard. Consequently, the proposed project would not cast shadows that would be considered significant under either the CEQA Thresholds Guide or the Oxford Triangle Specific Plan, and summer shadow impacts would be less than significant.
<table>
<thead>
<tr>
<th>Figure V.B-5</th>
<th>Summer Solstice Shadows</th>
</tr>
</thead>
</table>

City of Los Angeles  
November 2007  
Marina del Rey Tower  
V.B. Aesthetics  
Draft Environmental Impact Report  
Page V.B-19
Figure V.B-6  Summer Solstice Shadows Lasting More Than 1 Hour
Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Daytime Glare

Development of the proposed project would include architectural features and facades that have a low level of reflectivity due to the use of low-emission glass (Low-E). Low-E glass is a clear glass, with a microscopically thin coating of metal oxide. This coating allows the sun's heat and light to pass through the glass into the building. At the same time it blocks heat from leaving the room, reducing heat loss considerably. Further, this coating helps to reduce the amount of reflectivity and glare coming off the building.

Thus, although the proposed project includes glass windows, which could increase the amount of glare coming from the project site, with the use of Low-E glass, daytime glare impacts would be less than significant. The incorporation of Mitigation Measures B-2 and B-3, prohibiting expansive areas of highly reflective materials, such as mirrored glass, and requiring that non-reflective building materials be used to the maximum extent possible to reduce potential glare impacts would further reduce these less than significant impacts.

Night Lighting

Ambient nighttime lighting presently emanates from the project site, as well as from other development in the project locale including street lights, automobile headlights, security lighting, and indoor building illumination (light emanating from the interior of adjacent structures through windows). Due to the high level of urbanization and the marine environment in the vicinity of the proposed project the area currently experiences a high level of light pollution and/or sky glow. However, implementation of Mitigation Measure B-4 would help to minimize atmospheric light pollution from the proposed project by utilizing exterior lighting fixtures that cut-off light directed to the sky.

The proposed project would illuminate the development with lighting from within the commercial/retail and residential uses, security lighting, and lighting in the common areas. Streetlights adjacent to the proposed project would be provided along Lincoln Boulevard. As part of the City’s Conditions of Approval, Mitigation Measure B-5 shall specify that all project lighting shall be directed onto the site, and shall be designed and installed with shielding, so that the light source cannot be seen from adjacent roadways and off-site properties. Furthermore, all lighting would be similar to the amount of lighting provided by adjacent commercial and retail uses. Therefore, the proposed project would not result in a substantial amount of additional light that would adversely affect the nighttime views in the project vicinity, and impacts would be less than significant.
CUMULATIVE IMPACTS

Section III. of this EIR identifies 35 related projects that may potentially occur in the proposed project’s study area. However, only the Villa Marina Mixed-Use project (Related Project No. 24) is located in the immediate vicinity of the Project and thus has the potential to result in cumulative visual impacts. The rest of the related projects are located sufficiently distant to the proposed project site so as not to result in changes in the visual environment within which the proposed project is located. Furthermore, most if not all of these related projects would require discretionary actions, and it is expected that the decision-maker would require adherence to applicable design guidelines and site plan requirements.

The Villa Marina Mixed-Use project would involve development of new condominiums and commercial space with landscaped setbacks on a site that is developed with aging and partly vacant commercial structures and an asphalt parking lot. As discussed in the Visual Resources section of the approved FEIR for this related project, the Villa Marina Mixed Use project would upgrade the visual character of the proposed project’s immediate vicinity by redeveloping a site which currently offers limited aesthetic value to the area. As the Villa Marina Mixed-Use Project will be a maximum of 55 feet in height along Lincoln Boulevard, it does not have the potential to, in combination with the proposed project, result in cumulative view impacts. Furthermore, for the reasons set forth above the project would not result in a significant view blockage or visual character impacts. Therefore, cumulative view blockage and visual character impacts would be less than significant.

Development of the proposed project, in conjunction with the related projects, would not increase ambient lighting and glare levels in the project vicinity. Furthermore, any additional glow from the related projects would be subject to the City’s reflective materials design standards which limits the amount of reflective surface areas and materials that can be used for any given project. The potential light and glare created by these related projects would not be cumulatively considerable.

Development of the proposed project, in conjunction with the related projects would not result in an increase of shading impacts on the project site or in the vicinity of the project site as major roadways and numerous other developments separate the project site from the nearest related projects. There are no related projects in the immediate vicinity of the project site that would increase the shading of the sensitive uses adjacent to the project site. Therefore, no cumulatively considerable shading impacts would occur.

MITIGATION MEASURES

Project impacts with respect to scenic vistas and scenic resources are less than significant. Therefore, under CEQA, mitigation measures are not required. Project impacts with respect to community character and quality would be less than significant and mitigation measures are not required. However, the following measure is recommended to ensure that potential impacts to existing visual character remain less than
significant. Impacts with respect to night lighting and daytime glare would be less than significant and mitigation measures are not required. However, the following measures are recommended to ensure that potential impacts from light and glare remain less than significant.

B-1 All open areas not used for the building, driveway, parking area, recreational facilities or walks 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 decision maker.

B-2 Expansive areas of highly reflective materials, such as mirrored glass, shall not be permitted.

B-3 Non-reflective building materials shall be used to the maximum extent possible to reduce potential glare impacts. The proposed building shall incorporate non-reflective exterior building materials in its design. Any glass to be incorporated into the façade of the building shall be either of low-reflectivity, or accompanied by a non-glare coating.

B-4 Atmospheric light pollution shall be minimized by utilizing exterior lighting fixtures that cut-off light directed to the sky.

B-5 Project lighting shall be directed onto the site, and shall be designed and installed with shielding, so that the light source cannot be seen from adjacent roadways and off-site properties.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed project would not result in any significant impacts to scenic vistas or scenic resources.

The proposed project would not result in any significant impacts related to public views or visual character.

The proposed project would not result in any significant shading impacts to nearby shadow sensitive uses during any part of the year.

Project impacts associated with nighttime illumination and daytime glare would be less than significant.