4.1 AESTHETICS

4.1.1 INTRODUCTION

This section defines the existing visual setting on and in the vicinity of the project site and analyzes the potential impacts of the proposed project related to visual character, viewsheds, artificial light and glare, and the casting of shade and shadow. A line of sight study illustrating views of the project site from several surrounding locations was prepared by Studio One Eleven (October 2013) and is included for informational purposes in Appendix B.

4.1.2 METHODOLOGY

This section assesses the aesthetic compatibility of the proposed project with the surrounding area and the proposed project's potential impacts to any sensitive views that may exist in the project vicinity. Sensitive views are generally associated with land uses such as residential, school, church, and passive open space/recreation uses. With the exception of Beverly Gardens Park, the majority of the surrounding land uses would not be considered sensitive view receptors for visual impacts.

A field visit was conducted to gather photographs of the project area and to assist in the evaluation of potential aesthetic impacts of the proposed project. The potential aesthetic impacts of the proposed project were further evaluated considering such factors as the scale, mass, proportion, orientation, and landscaping/buffering associated with the design of the proposed project. In order to conduct this analysis, panoramic photographs of existing views of the project site were prepared, along with photographic simulations depicting views after completion of the proposed project. Four view locations of the project site from publicly accessible vantage points were selected to best depict the change if the proposed project were implemented.

The after-development simulations were developed using a combination of the color photographs of the existing setting and computer-generated structural representations of the proposed site, grading, and landscaping plans, as well as elevations of possible structures. Conceptual building outlines and architectural planes were developed to simulate the proposed project's shape, scale, and architectural character. With all components in place, the simulations provided a reasonably accurate indication of the changes that would occur with project implementation. The four ground-level view locations were selected as representative of the publicly accessible views of the project site. Locations were chosen to best determine the potential change in views from the current condition. These view selections are graphically presented under the impacts section below and illustrate both the current conditions (before development) and the after-development conditions of the project site.

For shade and shadow analysis, shadows cast by the proposed buildings on the project site were examined for the following seasons and time periods:

- Winter Solstice, December 21 at 9:00 a.m., 12:00 p.m., and 3:00 p.m.;
- Spring Equinox, March 21 at 8:00 a.m., 12:00 p.m., and 4:00 p.m. (identical to shadows cast on the Fall Equinox on September 21); and
- Summer Solstice, June 21 at 8:00 a.m., 12:00 p.m., and 4:00 p.m.

Shadow lengths increase during the low-sun (or winter) period and are longest on December 21 (the Winter Solstice), the day of the year with the least amount of daylight. Shadow lengths are shortest on June 21 (the Summer Solstice), the day of the year with the greatest amount of daylight, and are equal in length during the Spring and Fall Equinoxes on March 21 and September 21, respectively.

In addition to seasonal variations, the daily extent and duration of shadows change in response to the angle of the sun throughout the day. Therefore, depending on the time of day and season of the year, shadows cast by buildings substantially vary in the length of shadow projection. Shadows are cast in a westerly direction during the morning hours when the sun is coming up on the eastern horizon, move north during the late morning and early afternoon hours, and are finally cast in an easterly direction when the sun begins to descend to the western horizon.

Shadows are extrapolated to determine their effects between morning and late afternoon hours. During other periods of the day not shown in this analysis, shadow lengths shorten between the morning and noon hours and lengthen between noon and late afternoon.

A line of sight study illustrating views of the project site from several surrounding locations was prepared by Studio One Eleven (October 2013) and is included for informational purposes in Appendix B.

4.1.3 EXISTING ENVIRONMENTAL SETTING

Existing Visual Character

Project Site. The site is currently developed with various commercial and light industrial buildings, a parking structure, and parking lots. A total of ten buildings are identified on site. Most of these buildings were constructed from the 1960s to the 1990s. There are two office buildings along Santa Monica Boulevard that are two- and three-stories high and a one-story service commercial building on the corner of Santa Monica Boulevard and Almont Drive. There is also a building that faces Santa Monica Boulevard between the large office building and the corner building; however, its address and entry are on Almont Drive. Three single-story buildings are located along Almont Drive, although the one adjacent to the parking structure is hidden from view from the street. Two buildings are sited along Melrose Avenue, a single-story building housing primarily art galleries and a three-story office building. Two buildings shown on Figure 4.4.1 are older than 50 years in age: 633 North Almont Drive and 9080 Santa Monica Boulevard.

The architectural styles of the existing buildings vary, and many of the buildings are deteriorated. One building is from the late 1920s and contains elements of the Streamline Moderne Style. Several others are Mid-Century Modern style, with the majority of the site characterized by various nondescript styles built in the 1950s to the late 1960s. The building placement on site is also varied. The structures on Santa Monica Boulevard and Melrose Avenue are generally located immediately

adjacent to the public sidewalks, while the buildings on Almont Drive are generally separated from the street by small parking lots. There is a 33-space open parking lot in the western corner of the triangular-shaped project site and a 40-space open parking lot in the central part of the site, although it is hidden from the street by the surrounding on-site buildings. This mixture of architectural styles and varied building placement provides a site that is disjointed and not pedestrian friendly.

The project site is bounded by existing public streets on all sides: Santa Monica Boulevard to the north, Almont Drive to the east, Melrose Avenue to the south, and Doheny Drive to the west. Current access to the site includes a driveway from Santa Monica Boulevard to the central parking lot, driveways from Almont Drive to the parking structure and the roof-top parking area, driveways from Melrose Avenue to the western and central parking lots, and access to various small parking lots along Almont Drive and at the corner of Almont Drive/Santa Monica Boulevard.

Surrounding Area. Buildings in the surrounding area along Santa Monica Boulevard include one- and two-story buildings with varied architectural styles, ranging from traditional to modern. These buildings are primarily sited immediately adjacent to the public sidewalks and are occupied by retail, service, and restaurant uses. The development on the east side of Almont Drive and the south side of Melrose Avenue consists of one- to three-story structures with a variety of uses (including office and retail) predominantly characterized by mid-century modern architectural styles. An exception includes two commercial uses in converted residential structures built in the early 1900s.

Beverly Gardens Park, a small neighborhood open space featuring a fountain and numerous trees, is located at the northwest corner of the intersection of Santa Monica Boulevard, Melrose Avenue, and Doheny Drive in the incorporated City of Beverly Hills. On the southwest corner of this intersection is a small, two-story hotel with mid-twentieth century architecture.

Existing Viewsheds

The project site and the surrounding areas are currently fully developed with commercial, light industrial, residential, transportation, and public park uses. The majority of the viewsheds in the area are defined by the existing built urban environment, which is typically full parcel build-out with structures and parking, with the exception of Beverly Gardens Park. The project area is highly urbanized with minimal open space, thus restricting distant and medium distant views. Refer to Existing Views shown in Figures 4.1.1, 4.1.2, 4.1.3, and 4.1.4.

Views from the Project Site. Because the project site is bordered by Santa Monica Boulevard, Doheny Drive, Melrose Avenue, and Almont Drive, views from the project site are characterized by urban street scenes. Across Santa Monica Boulevard, Almont Drive, and Melrose Avenue, viewsheds include commercial buildings ranging from one to three stories, public sidewalks, street trees, and other associated urban development. Views from the project site toward the north include the landscaped median of Santa Monica Boulevard (consisting of ornamental landscaping, including palm trees, grass areas, a meandering path, and art sculptures), with views of commercial and retail uses beyond Santa Monica Boulevard. Views from the project site to the northwest include Beverly Gardens Park, which features abundant trees and which is surrounded in the background by streets with suburban residential development. Views from the project site to the west consist of commercial

buildings and the landscaped median along Santa Monica Boulevard with large trees, fountain grass, and turf. Views from the project site to the south across Melrose Avenue and to the east across Almont Avenue include commercial and retail uses and landscaped sidewalks.

Distant views to the northeast consist of development in the Hollywood Hills area of the Santa Monica Mountains (Existing View, Figure 4.1.4).

Views of and through the Project Site. Because the project site is surrounded by public streets and densely developed structures, clear views of the site are somewhat obstructed by structures and traffic activity from all directions. Current views of the site include the various one- to three-story commercial and light industrial buildings, which are mostly in deteriorating condition, with exception of the Streamline Moderne building located on Santa Monica Boulevard (refer to Section 4.4, Cultural and Scientific Resources). Throughout the project site, clusters of surface parking spaces can be seen, with a 33-space asphalt parking lot dominating views of the project site from the west. Visible from east and southeast of the project site is a parking structure and parking lot located on the roof of an existing one-story retail building. Refer to existing views shown in Figures 4.1.1, 4.1.2, 4.1.3, and 4.1.4.

Views of Project Site from Beverly Gardens Park. Beverly Gardens Park is located in the City of Beverly Hills; North Doheny Drive is the boundary that separates the City of West Hollywood from the City of Beverly Hills. The view of the project site from the park is dominated by heavy traffic activity at the intersection of North Doheny Drive and Santa Monica Boulevard, and the landscaped median along Santa Monica Boulevard. Beyond the busy intersection, an observer would see a landscaped corner, with three palm trees, a parking lot, and a two-story, plain, tan-colored building on the project site.

People using the park are unlikely to be standing on the edge of the park looking toward the project site because there are no visual resources to see, and because their attention would more likely be focused in the opposite direction, inwards toward the park. Refer to the existing view shown in Figure 4.1.2.

Existing Artificial Light and Glare

Project Site. As a developed urban area, the project site is regularly exposed to artificial light during the evening and night hours. Artificial light on site is produced from a variety of sources, including interior and exterior building lighting, parking lot lighting, security lighting, street lights, building signs, and automobile headlights. Overall, the level of artificial light on site is typical of a high-density urban area. The existing light fixtures, which are often unshielded and allow for lighting spillover, contributes to the existing levels of artificial light on site.

There are no exterior building materials currently used on the project site that have the potential to be highly reflective and produce glare above the normal levels found in an urban area. One of the main sources of existing glare on the project site is caused by the surfaces of automobiles in the open parking lots.

Surrounding Area. Similar to the existing lighting sources on the project site, the project vicinity is characterized by a variety of existing light sources, including interior and exterior building lighting, illuminated signs and billboards, parking lot lighting, security lighting, street lights, traffic lights, and automobile headlights. Building materials used within the vicinity are largely nonreflective (e.g., stucco, brick) and do not produce glare beyond the levels typical of an urban area.

Existing Shade and Shadow

Project Site and Surrounding Area. The existing buildings on the project site range from one to three stories in height. Although shadow diagrams were not prepared for the existing on-site buildings, the level of shade and shadow created by existing development is estimated to be low. It is estimated that the longest shadows are cast in the morning during the Winter Solstice, reaching across Santa Monica Boulevard and possibly extending to the commercial buildings located to the north. The late afternoons during the Winter Solstice, Spring and Fall Equinoxes, and Summer Solstice also produce shadows that may extend across Almont Drive to the nearby commercial properties. The noontime period during the Winter Solstice and the Spring and Fall Equinoxes and the morning during the Summer Solstice and the Spring and Fall Equinoxes likely cause shadows to be cast across Santa Monica Boulevard. Because of the position of the sun, the noontime shadows caused by existing development during the Summer Solstice are estimated to be minimal and likely do not extend across adjacent streets or nearby development. It is estimated that the residential uses in the vicinity are not impacted by shadows caused by existing development on the project site.

Development surrounding the project site consists of a range of building heights similar to those on site. Although shadow diagrams were not prepared for the surrounding areas, a similar amount of shadow is estimated to be cast by buildings in the vicinity when compared to existing buildings on site.

4.1.4 REGULATORY SETTING

The City of West Hollywood General Plan, Zoning, and Design Guidelines contain objectives and policies related to aesthetics and visual character, including sign and lighting standards. The applicable General Plan objectives and policies are provided later in this section.

City of West Hollywood Signage Standards

In an effort to reduce the overuse of signs in developed areas, the City of West Hollywood has established signage standards that serve as guidelines on the types of signs used on developed properties in the City. Title 19 of the WHMC includes the following regulations related to on-site signage:

- **Encroachment into Public Right of Way.** No sign shall encroach into a public right of way, except that a blade, bracket sign, or awning attached to a building facade may project a maximum of 3 feet over a public sidewalk if the lowest part of the sign is at least 8 feet above the sidewalk surface, with the approval of the City Engineer. (WHMC Section 19.34.040(A).)

- **Illumination of Signs.** The illumination of signs, either from an internal or external source, shall be designed to avoid negative impacts on surrounding rights of way and properties. The following standards shall apply to all illuminated signs:
    - External light sources shall be directed and shielded to limit direct illumination of any object other than the sign;
    - Sign lighting shall not be of an intensity or brightness that will create a nuisance for residential properties in a direct line of sight to the sign;
    - Signs shall not have blinking, flashing, or fluttering lights, or other illuminating devices that have a changing light intensity, brightness, or color, except for large-screen video signs approved in compliance with Section 19.34.070(H) and creative signs approved in compliance with Section 19.34.060;
    - Signs shall not use colored lights or other design elements that may be confused with or mistaken for traffic-control devices;
    - Reflective type bulbs and incandescent lamps that exceed 15 watts shall not be used on the exterior surface of signs so that the face of the bulb or lamp is visible from a public right of way or adjacent property; and
    - Light sources shall utilize energy-efficient fixtures to the greatest extent possible. (WHMC Section 19.34.040(B).)
- **Awning and Canopy Signs.** Awning and canopy signs may be allowed only as an integral part of the awning or canopy to which they are attached or applied, as follows.
    - **Location.** Signs may be placed only on awnings that are located on first- and second-story building frontages (as restricted by Table 3-12 in the City Zoning Ordinance), including those fronting a parking lot or pedestrian way.
    - **Maximum Area and Height.** Sign area shall comply with the requirements established by Section 19.34.030 (Sign Standards by Zoning District). No structural element of an awning or canopy shall be located less than 8 feet above finished grade. An awning valance may be located up to 7 feet above finished grade.
    - **Lighting.** Downward-directed light fixtures may be allowed within or under an awning only if they do not illuminate the awning itself. This limitation does not apply to creative signs.
    - **Required Maintenance.** Awning and canopy signs shall be regularly cleaned and kept free of dust and visible defects. (WHMC Section 19.34.050(A).)
- **Creative Signs-Purpose.** WHMC Section 19.34.060(A) establishes standards and procedures for the design, review, and approval of creative signs. The purposes of this creative sign program are to:
    - Encourage signs of unique design and that exhibit a high degree of thoughtfulness, imagination, inventiveness, and spirit; and
    - Provide a process for the application of sign regulations in ways that will allow creatively designed signs that make a positive visual contribution to the overall image of the city, while mitigating the impacts of large or unusually designed signs.

- **Comprehensive Sign Program-Purpose.** A comprehensive sign program is intended to:
  - Integrate the design of the signs proposed for a development project with the design of the structures into a unified architectural statement; and
  - Provide a means for defining common sign regulations for multitenant projects to encourage maximum incentive and latitude in the design and display of multiple signs and to achieve, not circumvent, the intent of WHMC Chapter 19.34. (WHMC Section 19.34.070(A).)

City of West Hollywood Lighting Standards

WHMC Chapter 19.20, General Property Development and Use Standards, establishes lighting standards to ensure that all development is harmonious with existing and future development. Section 19.20.100, Outdoor Lighting, includes general standards for outdoor lighting. These standards aim at encouraging outdoor lighting that is "designed to prevent glare, light trespass, and sky glow" to the extent feasible. Additionally, this section states that exterior lighting shall:

- Be architecturally integrated with the character of the structures;
- Be directed away from adjacent properties and public rights-of-way;
- Be energy-efficient and shielded so that all glare is confined within the boundaries of the site;
- Use timers, where acceptable, to turn outdoor lights off during hours when they are not needed;
- Be appropriate in height, intensity, and scale to the uses they are serving;
- Use no more intensity than absolutely necessary;
- Make use of "full-cutoff" fixtures to avoid glare and uplighting. Note that these are different from "cutoff" fixtures, which still allow some uplight; and
- Be on poles that are low and relatively closely spaced. Lighting in large surface areas (e.g., parking lots) shall use a larger number of lower, pole-mounted fixtures rather than fewer, taller fixtures. Wattage shall be kept below 250 watts.

4.1.5 THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance criteria are based on Appendix G of the CEQA Guidelines. Based on these thresholds, implementation of the proposed project would have a significant adverse impact related to aesthetics if it would:

Threshold 4.1.1: Have a substantial adverse effect on a scenic vista;

Threshold 4.1.2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway;

Threshold 4.1.3: Substantially degrade the existing visual character or quality of the site and its surroundings;

Threshold 4.1.4: Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area; or

Threshold 4.1.5: Create a new source of shade or shadow that would adversely affect shade/ shadow sensitive structures or use.

4.1.6 PROJECT IMPACTS

The analysis of the potential visual impacts of the proposed project is based on the thresholds of significance, implementation of the design features included in the proposed project, and compliance with City regulations.

The proposed project consists of a mixed-use commercial/retail, office, and residential development located in three primary structures, referred to as Buildings A (the Gateway Building), B1 (the Boulevard Building), and B2 (the Avenue Building). Building A would be a single structure on the southwest corner of the project site. Buildings B1 and B2 would be a series of buildings around a central landscaped courtyard. Portions of three buildings would surround a broad paseo running through the center of the project site, which would allow pedestrian access between Santa Monica Boulevard and Melrose Avenue. Building heights would range up to five stories. The proposed floor area ratio (FAR) would be 2.59 and the project would form a strong building line at the street with greater apparent bulk than existing development on the site and as compared to the surrounding structures. The proposed height of the tallest building for the project site would be higher than surrounding buildings (Refer to Section 4.8, Land Use and Planning). The proposed architectural design would consist of a contemporary style, and building materials would include clay tile, glass tile, stone/ceramic tile, stone, steel trellis and railings, metal louvers, glass railings, stucco, clear anodized aluminum, and concrete. Figures 3.5a to 3.5c provided in Chapter 3.0, Project Description, show elevations of the proposed project from the adjacent public streets (Santa Monica Boulevard, Melrose Avenue, and Almont Drive).

The proposed Conceptual Planting Plan is incorporated into the final project design and is described in Chapter 3.0, Project Description.

Threshold 4.1.1: Would the proposed project have a substantial adverse effect on a scenic vista?

No Impact

The project site is not within or adjacent to any designated scenic vista, as there are no officially designated scenic vistas in the City. Therefore, the proposed project would not impact scenic vistas.

Threshold 4.1.2: Would the proposed project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

No Impact

The project site is located within an urbanized area characterized by commercial and residential uses in the City. As such, the project site does not contain scenic resources such as native trees or rock outcroppings. Additionally, the City does not contain any State-designated scenic highways. Therefore, the proposed project would not significantly damage scenic resources within a State Scenic Highway.

Threshold 4.1.3: Would the proposed project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact

Visual Character: Construction. Development of the proposed project would require demolition of the existing structures on site, excavation, grading, and construction of the project components. The preliminary development schedule anticipates that construction activities would last approximately 33 months. During demolition, grading, and construction activities, the site would be surrounded by construction fencing to minimize temporary visual impacts on adjacent uses or passersby. The project construction activities would not be inconsistent with the project vicinity, which experiences other construction activity from time to time. As compared to hillside or elevated parcel grading, site preparation would be on flat ground and/or an excavated site until the primary structure rises from the foundation. Because of the limited views of the screened site, no significant impacts on the visual character of the area would occur as a result of the project-related demolition, grading, and construction activity. No mitigation would be required.

Visual Character: Developed Site. The existing buildings on site currently exhibit a variety of architectural styles and building materials, many of which are now out of style and no longer contribute to a positive visual character in the area. The proposed project would replace the existing buildings with new development of a contemporary architectural style, with building layout, scale, and architectural details that support a pedestrian-oriented atmosphere. For example, building entrances would be oriented toward pedestrian walkways and public sidewalks; vehicle parking would be concealed between buildings and below ground; the upper stories of buildings would be set back from the ground floor facades; canopies would highlight store and ground-level entrances; and vertical wall articulation and decorative metalwork would provide visual detail at a level appropriate to pedestrian users. Building materials would include clay tile, glass tile, stone/ceramic tile, stone, steel trellis and railings, metal louvers, glass railings, stucco, clear anodized aluminum, and concrete. The contemporary architectural style of the proposed project would be consistent with the existing eclectic mix of architectural styles found in the project vicinity.

Because the proposed project would serve as a gateway to the City, the proposed design includes distinct architectural features at each corner of the property. These include a glass-covered seating area at the corner of Santa Monica Boulevard and Melrose Avenue that would serve the adjacent transit stop. In addition, the corner building at the Santa Monica Boulevard/Almont Avenue corner of

the site would house retail/commercial uses on the ground floor with a two-story glass section of the building that would serve as a focal point for the north corner of the project site.

Mature trees and shrubs would be planted in rows along Santa Monica Boulevard (see Figure 3.7, Project Description). Park benches would be placed along Santa Monica Boulevard between the trees to allow pedestrian seating. Mature trees also would be planted along Melrose Avenue and Almont Avenue to replace the existing trees that would be removed as part of the proposed project. Mature trees and lower level landscaping would be provided in the courtyard areas, private open space areas, and the pedestrian paseo (see Figure 3.3, Project Description). Cafes/restaurants, potentially with outdoor seating, are planned for the street levels of the proposed project.

The proposed buildings would range up to five stories and attain a maximum height of approximately 70 feet. As previously stated, this height is inconsistent with the City's Zoning Ordinance, thus requiring a Zone Text Amendment, but it is consistent with the City's General Plan Land Use and Urban Form Element with the City's allowed height bonuses for the site.

Although different from the surrounding older buildings, the proposed architecture for the site would be consistent with redeveloped buildings along the Santa Monica corridor. The style and rounded or beveled shape of the corner buildings on Santa Monica Boulevard as well as the building colors and interior courtyard area would be consistent with the West Hollywood Gateway site which is located at the eastern entrance to the City at Santa Monica Boulevard and La Brea Avenue.

Although the existing buildings on site range in height from one to three stories, the increased height and massing associated with the proposed project would not be visually inconsistent with the existing urban environment in this area. Existing buildings in the project vicinity, including the Pacific Design Center and various high-rise residential buildings, have similar or greater heights than the proposed project. Also, because the project site is entirely bounded by existing public streets and has no adjacent parcels, there are no abutting residential or other types of land uses immediately adjacent to the project site.

No significant visual character impacts related to architectural style or massing would result from the proposed project. No mitigation would be required.

Views from the Project Site. The proposed project would provide opportunities for public views of the nearby Beverly Gardens Park. Currently, the asphalt parking lot in the western part of the project site is the only public area on site with views of this park. With the existing building orientations, a blank side wall faces the park. The proposed project would include a small glass-covered seating area immediately adjacent to the corner of Santa Monica Boulevard and Melrose Avenue that would serve the adjacent transit stop. As proposed, Building A (the Gateway Building) and the public seating areas along the sidewalk would be oriented to facilitate views of this park from the project site.

In the existing condition, there are distant views of the Hollywood Hills to the northeast, across the expanse of Santa Monica Boulevard. These views would remain relatively the same with the proposed project. Construction of the proposed project would alter the views toward some surrounding properties; however, there are no other significant public views from the project site.

Therefore, there would be a less than significant impact on viewsheds from the project site as a result of the proposed project.

Views of or through the Project Site. This discussion evaluates the effects of the proposed project on views surrounding the project site by comparing the pre-project and post-project conditions. To illustrate the change in views that would result from the proposed project, the City selected four vantage points for the preparation of view simulations to show the potential changes in views to and through the project site compared to existing conditions. The four viewpoint locations are shown in Figure 4.1.1. Computer photo simulations were prepared to show the changes in existing views as a result of the proposed project[1]. The existing conditions photographs and the view simulations with post-project conditions are shown in Figures 4.1.2 to 4.1.5 and are described in the following sections.

View 1: Looking East along Santa Monica Boulevard. Figure 4.1.2 shows both the existing condition and the proposed project as viewed from the intersection of Santa Monica Boulevard/Melrose Avenue/Doheny Drive looking east along Santa Monica Boulevard. View 1 also represents what is seen from Beverly Gardens Park. The park is about 100 feet further away from the project site than the median from where the photograph on Figure 4.1.2 was taken. With the proposed development, Building A would be placed close to the three-way intersection, which would replace the existing view of the surface parking lot. The proposed facades visible from the three-way intersection are pedestrian-oriented, creating an active building elevation, as opposed to the blank building side wall that currently exists. Building A would be oriented to create a gateway focal point at the City's western entry. The proposed project would replace the aging buildings that have inconsistent architectural design with new development characterized by consistent architectural design and effective building siting. In addition, the power poles would be removed and utilities would be placed underground, further improving the views from this vantage point.

In this view, the proposed project would provide more consistent architectural design with more building articulation and a pedestrian-oriented environment by way of balconies and increased pedestrian access and complementary landscaping. Although the proposed project would include building massing in this view that would exceed the existing buildings, it would be consistent with views expected in an urban environment as well as with the other entrance to the city on Santa Monica Boulevard (West Hollywood Gateway). Therefore, the proposed project would not degrade the existing visual character or quality of the project site or the surrounding areas from this viewpoint.

View 2: Looking Southwest along Santa Monica Boulevard. Figure 4.1.3 shows the view of the existing conditions and the proposed project from the intersection of Santa Monica Boulevard and Almont Drive looking southwest. In this view, the corner building would house retail/ commercial uses on the ground floor, with office uses on the second through fifth floors. In

[1] These view simulations are intended to represent the proposed project and are not intended to represent the exact architectural design.

addition, a two-story glass section of this building would serve as a focal point for the north corner of the project site. Ground-floor commercial uses along Santa Monica Boulevard, as well as the mature trees and park benches, would promote a pedestrian-oriented atmosphere. The proposed project would provide buildings with consistent architectural styles as opposed to the varied styles characterizing the existing three buildings shown in this view, which are not complementary or cohesive. The proposed uniform architecture and pedestrian-oriented atmosphere would enhance the quality of views of the project site from this viewpoint. Although the proposed project would include building massing in this view that would exceed the existing buildings, this view would be consistent with views of revitalized buildings along the Santa Monica Boulevard corridor, including the West Hollywood Gateway. Therefore, the proposed project would not degrade the existing visual character or quality of the project site or the surrounding areas from this viewpoint.

View 3: Looking Northeast from Melrose Avenue. Figure 4.1.4 shows the existing and proposed views of Melrose Avenue looking northeast, taken from the intersection of Melrose Avenue and Santa Monica Boulevard. The view of the west corner of the project site would appear similar to that described for Figure 4.1.2. The proposed project facade along Melrose Avenue would create a strong building line, replacing the surface parking areas and power poles that currently dominate the view of the western part of the site. Mature trees would be planted along Melrose Avenue, where a limited number of trees currently exist. In this view, the proposed project would provide well-defined buildings that are well-articulated with varied architectural themes and painting schemes with inviting landscaping and a pedestrian-oriented atmosphere. Office balconies would be visible from this viewpoint. The proposed project would not degrade views from this vantage point. Although the proposed project would include building massing in this view that would exceed the existing buildings, this view would be consistent with views of revitalized buildings in the City and provide a gateway or architectural statement for the area. Therefore, the proposed project would not degrade the existing visual character or quality of the project site or the surrounding areas from this viewpoint.

View 4: Looking Northwest at the Intersection of Melrose Avenue and Almont Drive. Figure 4.1.5 shows the views of the existing land uses and the proposed project from the intersection of Melrose Avenue and Almont Drive. The existing view includes mature trees on Melrose Avenue, power poles, a single-story gallery building with rooftop parking, and an adjacent parking structure. In this view, the proposed project would replace the existing trees with new mature trees, provide ground-level retail/commercial uses (possibly including a café/ restaurant) with associated pedestrian traffic, replace the power poles with underground utilities, provide apartment balconies, and provide buildings with articulated and consistent architecture. Although the proposed project would include building massing in this view that would exceed the existing buildings, this view would be consistent with views of revitalized buildings in the City. Therefore, the proposed project would not degrade the existing visual character or quality of the project site or the surrounding areas from this viewpoint.

As discussed above, there would be no significant adverse impact on views of or through the project site as a result of the proposed project. No mitigation would be required.

Regulatory Consistency. This discussion addresses the consistency of the proposed project with City policies, and standards related to aesthetics. The General Plan Land Use and Urban Form Element and Public Open Space Urban Design Element contain policies related to aesthetics as listed in Table 4.1.A. The consistency of the proposed project with the City's design-related objectives and policies will be reviewed by the applicable City review authority, as noted in the table and as provided for in the Zoning Ordinance. As demonstrated in Table 4.1.A, the proposed project and associated discretionary applications are consistent with adopted City of West Hollywood plans, policies, or standards relating to aesthetics. The design of the proposed project will also be reviewed by the Design Subcommittee of the City Planning Commission as noted in Table 4.1-A to ensure consistency of the project with the City policies related to aesthetics.

Table 4.1.A: Consistency of the Melrose Triangle Project with the City General Plan Objectives and Policies Related to Aesthetics

Policy	Project Consistency/Comment
LU-4-2: Continue to improve the pedestrian environment though a coordinated approach to street planting, sidewalk maintenance and enhancement, pedestrian amenities, and a focus on human-scale frontage design for building renovations and new development projects.	**Consistent.** The proposed project would include the addition of trees along the perimeter of the project site. More specifically, the proposed project would add an additional row of street planting along Santa Monica Boulevard. In addition, the proposed project would include a variety of pedestrian amenities, such as benches, water features, and outdoor dining areas. The proposed project would also have large windows on the building surfaces to increase the human scale.
LU-4.3: Continue to implement parking strategies and standards that ensure parking areas do not dominate street frontages and are screened from public views whenever possible.	**Consistent.** The proposed project would include four levels of subterranean parking that would ensure the parking area would not dominate street frontages and would be screened from public views.
LU-4.5: Require development project to incorporate landscaping in order to extend and enhance the green space network of the City.	**Consistent.** The proposed project would include landscape features such as street planting, plaza areas, and a paseo. Additional landscape features to serve residents on the project site would include a pool, sunset, and backyard terrace; and a perch area. The proposed project would include drought-tolerant landscaping to the extent feasible.

Table 4.1.A: Consistency of the Melrose Triangle Project with the City General Plan Objectives and Policies Related to Aesthetics

Policy	Project Consistency/Comment
LU-4.6: Require commercial development projects to provide for enhanced pedestrian activity in commercial areas through the following techniques: • Minimize vehicle intrusions along the sidewalk; • Locating the majority of building's frontages in close proximity to the sidewalk edge; • Requiring that the first level of the building occupy a majority of the lot's frontage, with exceptions for vehicle access; • Allowing for the development of outdoor plazas and dining areas; • Requiring that the majority of the linear ground floor frontage be visually and physically "penetrable," incorporating windows and other design treatments to create an attractive street frontage; • Requiring that ground floor uses be primarily pedestrian-oriented; and • Discouraging new surface parking lots.	**Consistent.** The proposed project would provide opportunities for outdoor dining activities, plazas, architecture that detailed to the human scale, and a pedestrian-oriented and scale site layout. In addition, the proposed project would include four levels of subterranean parking that would reduce the presence of vehicles on the project site, thus making the site more pedestrian-friendly. Street views into the project site would be of visually "penetrable" buildings characterized by large windows and a unique architectural style.
LU-5.1: Continue to encourage diverse architectural styles that reflect the City's diversity and creativity.	**Consistent.** The proposed project would feature a contemporary style with a variety of building elements, varying heights, and design details. This style would provide a consistent architectural style and form that would reflect the City's diversity and creativity.
LU-6.3: In commercial areas, strongly encourage attractive and consistent pedestrian amenities including items such as bus stop shelters, benches, trash receptacles, newspaper racks, bicycle racks, planters and other similar amenities.	**Consistent.** The proposed project would include a bus stop garden characterized by large palm trees and pedestrian amenities, such as outdoor tables and a sheltered bus stop.
LU-6.4: Strive for all new street lights in commercial areas to be pedestrian-oriented, attractively designed, compatible in design with other street furniture, and to provide adequate visibility and security.	**Consistent.** The proposed project would include pedestrian-oriented and attractively designed lighting. This would include lighting features such as "light buttons" at crosswalks with color-changing lights, planter boxes with under-lit benches, glowing awnings on storefronts, and lighting along stairways and pedestrian passages. In addition, sufficient lighting throughout the project site would provide a sense of safety and security.

Table 4.1.A: Consistency of the Melrose Triangle Project with the City General Plan Objectives and Policies Related to Aesthetics

Policy	Project Consistency/Comment
LU-6.5: Design the streetscapes of high volume corridors, including Sunset Boulevard, Santa Monica Boulevard, San Vicente Boulevard, La Cienega Boulevard, La Brea Avenue, Fountain Avenue, and Fairfax Avenue, to balance regional traffic flow with pedestrian movement and safety and the unique physical environment of the area.	**Consistent.** As previously stated, the proposed project would include landscaped sidewalks characterized by vegetated planters and rows of street trees. This additional landscaping would increase pedestrian safety and characterize the project site as a unique physical environment.
LU-7.5: Promote the use of drought-tolerant and native plants throughout the City.	**Consistent.** The proposed project would feature native landscaping and drought-tolerant plant species to reduce the proposed project's water demands.
LU-8.6: Encourage design of building facades and frontages that foster resident views of the street to provide a positive sense of security and community.	**Consistent.** As previously stated, the proposed project would include buildings with facades characterized by large windows that would foster resident views of the street. These windows would increase the transparency of the proposed project, creating a positive sense of safety and security.
LU-9.2: Require a high level of architectural design of all new development in support of the City's commitment to design quality and innovation.	**Consistent.** The proposed project would feature buildings designed in the contemporary style with unique design features that would promote the City's commitment to design quality and innovation.
LU-12.6: Focus and encourage new mixed-use development in the Mixed-Use Incentive Overlay Zone on parcels near the intersection with Doheney Drive, along Santa Monica Boulevard east of San Vicente Boulevard and near the intersection of Santa Monica Boulevard and La Cienega Boulevard.	**Consistent.** The proposed project would be a mixed-use development project with commercial and residential uses along Santa Monica Boulevard east of San Vicente Boulevard.
LU-12.7: As feasible, maintain an attractive pedestrian environment with wide sidewalks, benches, and street trees and continue to enhance the pedestrian experience in the area by implementing the following building and public realm concepts: a) Locate buildings on or near the sidewalk edge to create an attractive and interesting pedestrian environment; b) Support pedestrian activity and business vitality-and the overall experience of the streetscape-through active and transparent ground floor frontages with main entries that face the street; and c) Encourage projects to incorporate landscape elements into the design of building frontages or courtyards to continue the greening of the City's public spaces and streetscapes.	**Consistent.** The proposed project would locate buildings near public sidewalks. These buildings would feature unique architectural elements, such as lighted storefront awnings and LED signage. In addition, these buildings would include large windows, as well as varying heights and setbacks that would contribute to the pedestrian-friendly atmosphere of the project site. The proposed project would also include the addition of street trees and planters along public sidewalks bordering the project site, a landscaped paseo running through the project site, and various landscaped terraces. Therefore, the proposed project would also contribute to the City's greening of public spaces and streetscapes.

Table 4.1.A: Consistency of the Melrose Triangle Project with the City General Plan Objectives and Policies Related to Aesthetics

Policy	Project Consistency/Comment
LU-12.10: Seek to create a park-once district for this area that allows for centralized shared parking facilities from which customers and employees can then walk to and between multiple destinations.	**Consistent.** As previously stated, the proposed project would include four levels of on-site subterranean parking. Due to the fact that the proposed project would be a mixed-use development, customers and employees accessing the project site would be able to park once and walk to and from multiple destinations.
LU-17.1: Prohibit the use of roof signs, pole signs, and flashing animated signs, except as part of a Creative Sign Program.	**Consistent.** The proposed project would not include roof signs, pole signs, or flashing animated signs. However, the proposed project would include changeable banners, green bollards with graphic elements, and store frontage signage.
LU-17.2: Rely on size, placement, location, and numeric limits for on-site signs that properly integrate into overall site development, avoiding undue proliferation of signage and preventing signs from dominating or overpowering buildings.	**Consistent.** The proposed project would include signs and graphic elements consistent with the contemporary architectural style of the proposed buildings. The store frontage signage and changeable banners would be cohesive with the building frontages.
LU-17.3: Allow imaginative signage that is a positive contribution to its surroundings through the use of Creative Sign Permits, and in the execution of Comprehensive Sign Programs.	**Consistent.** The proposed project would include unique wall graphics featured in the entries, lobbies, stairwells, and parking levels of the proposed project. These graphics would complement the spaces and create a pleasant atmosphere.
LU-17.4: Encourage signage that is designed for pedestrians, especially where there is discretionary authority such as Creative Signs and Comprehensive Sign Programs.	**Consistent.** The proposed project would include directional/directory signage and/or graphics that would guide pedestrians throughout the site. In addition, the proposed project would include unique features that would enhance the pedestrian experience. For example, the proposed project would include a glass wall with environmental graphics that would enrich the pedestrian experience.

LED = light-emitting diode

Threshold 4.1.4: Would the proposed project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Potentially Significant Impact

Light and Glare. The proposed project would provide the following light sources: exterior lighting in the parking areas, courtyard, and along building boundaries; LED downlights incorporated into the store awnings; uplit trees; planter boxes with under-lit benches; luminous pylons and in-ground lighting through the paseo; and recessed downlights and wall sconces on balconies, decks, and connecting building bridges. All exterior lighting would be shielded and directed away from residential areas.

The proposed project would feature architectural elements that include steel trellis and railings, metal louvers, and possibly metal accent panels adjacent to some windows. These elements would be painted in a matte finish or would be anodized, and thus would not be highly reflective or a source of glare. Large windows would be provided along the ground level to commercial areas and to offices and apartments on the upper floors; however, these windows would be recessed and shielded by overhangs, architectural louvers, and balconies.

Based on the analysis and evaluation of building materials and building positioning, the proposed project would not provide a significant source of light and glare. However, as a precautionary measure, to further ensure the proposed project lighting would not result in significant impacts related to light and glare, Mitigation Measure AESTH-1 is proposed, requiring project lighting be contained on site and not spill onto adjacent land uses. Implementation of Mitigation Measure AESTH-1 would reduce potential light and glare impacts to a less than significant level.

Threshold 4.1.5: Would the proposed project create a new source of shade or shadow that would adversely affect shade/shadow sensitive structures or use?

Less than Significant Impact

Shade and Shadow. This discussion addresses the potential impacts of shadows cast on and across the project site during the Winter Solstice (December 21), Summer Solstice (June 21), and Spring Equinox (March 21), as shown in Figures 4.1.6 to 4.1.8. Shadows are examined for three time periods on each day: morning, noon, and afternoon.

The impact of Winter Solstice (December 21) morning shadows (9:00 a.m.) from the proposed project buildings on the south side of Santa Monica Boulevard would cover Santa Monica Boulevard and would extend onto the roofs of the commercial uses on the north side of Santa Monica Boulevard. By 12:00 p.m., these shadows only would extend to the median on Santa Monica Boulevard; therefore, it is expected that adjacent buildings would be in shadow for 1–1.5 hours each morning. No other off-site areas would be affected.

Winter afternoon shadows (3:00 p.m.) from the proposed project buildings along Almont Drive would extend across the street and onto the roofs of the commercial buildings facing on Almont Drive between Santa Monica Boulevard and just north of Melrose Avenue. Buildings on the north part of the project site also would create shadows on the adjacent sidewalk, extending slightly onto Santa Monica Boulevard. No other off-site areas would be affected.

During the Summer Solstice (June 21), summer morning shadows (8:00 a.m.) from the project buildings facing Santa Monica Boulevard would extend onto the adjacent sidewalk and northeast-bound lane of Santa Monica Boulevard. No summer noon shadows (12:00 p.m.) would be cast onto off-site areas. Summer afternoon shadows (4:00 p.m.) from the proposed project buildings along Almont Drive would cast shadows across the adjacent sidewalk, cover the street, and extend onto the front part of the commercial properties on the east side of the street.

The Spring Equinox (March 21) morning shadows (8:00 a.m.) from the proposed project buildings along Santa Monica Boulevard would cast shadows across the sidewalk and Santa Monica Boulevard. Spring noon shadows (12:00 p.m.) would cover the sidewalk and part of the northeast-bound lane of

Santa Monica Boulevard. The spring afternoon shadows (4:00 p.m.) from the proposed buildings on Almont Drive would cover the sidewalk and street, extending to the commercial properties on the east side of Almont Drive.

Similar shadows would occur during the Fall Equinox (September 21), although they are not specifically illustrated in the figures.

Commercial buildings adjacent to the project site on Santa Monica Boulevard and Almont Drive would be in shadow for a maximum of 1 to 2 hours each day in either the morning or late afternoon. Because shading during the Winter Solstice, Summer Solstice, and Spring and Fall Equinoxes would not cast shadows on a substantial number of nearby properties or structures for an extended period of time, and because the shading would not affect sensitive land uses, impacts from these shadows would be considered less than significant, and mitigation would not be required.

4.1.7 MITIGATION MEASURE

AESTH-1 Prior to the issuance of a building permit, the Applicant shall submit an Exterior Lighting Plan subject to review and approval by the City Building Official (or designee). The Lighting Plan shall indicate the location, type, and wattage of all light fixtures and include catalog sheets for each fixture. The Lighting Plan shall demonstrate that all exterior lighting has been designed and located so that all direct rays are directed downward and confined to the property, away from off-site areas. Architectural lighting shall be directed onto the project site building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. All pole-mounted light fixtures on the project site or within the public right of way shall be shielded to limit spillover of lighting onto adjacent properties and to minimize glare.

4.1.8 CUMULATIVE IMPACTS

Cumulative visual impacts would occur if the visual character of the project site or the immediately adjacent areas would be degraded by the project in combination with other past, present, or reasonably foreseeable projects, thereby having a substantially negative effect on the surrounding aesthetics, including visual character, views and light and glare and shade and shadow conditions. The cumulative impact area for aesthetics for the proposed project is the adjacent area along the Santa Monica Boulevard corridor, in the City of West Hollywood and the City of Beverly Hills. Santa Monica Boulevard is classified as a Major Highway on the City's General Plan Circulation Element and is the City's commercial corridor. The east and west ends of Santa Monica Boulevard are the gateways to the City of West Hollywood from Hollywood (City of Los Angeles) and the City of Beverly Hills, respectively. Table 4.1.B provides a description of approved and planned projects along Santa Monica Boulevard in West Hollywood and the City of Beverly Hills.

The Santa Monica Boulevard corridor contains commercial development from various decades. The redevelopment/development trend in the Santa Monica corridor is to provide consistent design, articulated structures and a pedestrian-oriented environment, consistent with the objectives and policies of the General Plan (Tables 4.1.A and 4.8.A). The visual character of the proposed project would be consistent with these objectives and policies.

The proposed project, which would be up to five stories in height, would have a greater height/bulk in relation to some of the existing surrounding development. However, the proposed building concept is consistent with the visual character expected in an urban environment as well as with the other entrance to the City on Santa Monica Boulevard (West Hollywood Gateway). Furthermore, the approval of the project would not establish an automatic precedent for subsequent developments of similar height elsewhere in the City because future development would be limited by the applicable General Plan and Zoning Ordinance height limits and would require individual discretionary reviews and approvals by the City. In addition, future development proposals, including the City of West Hollywood projects listed in Table 4.1.B, would require approval by the City's Design Review Committee to ensure that planned development meets the City's design standards.

Table 4.1.B: Planned Future Projects

Project Name/Address	Project Status as of December 2012	Location	Description
7144 Santa Monica Boulevard (Faith Plating)	Application submitted, currently under review, EIR in progress	On Santa Monica Boulevard, near the intersection of North La Brea Avenue and Santa Monica Boulevard, City of West Hollywood	Mixed-use, with 10,000 square feet of retail and restaurant uses and 166 rental units
8120 Santa Monica Boulevard	Approved	8120 Santa Monica Boulevard, near the intersection of Santa Monica Boulevard and North Crescent Heights Boulevard, City of West Hollywood	Mixed-Use with 13,830 square feet of retail and 20 units (Walgreens)
8550 Santa Monica Boulevard	Approved	On Santa Monica Boulevard, near the intersection of La Cienega and Santa Monica Boulevard at West Knoll Drive, City of West Hollywood	Mixed-use, with 8,700 square feet of retail uses and 19 residential condominium/townhome units
8555 Santa Monica Boulevard	Application submitted, currently under review	On Santa Monica Boulevard, near the intersection of La Cienega and Santa Monica Boulevard at West Knoll Drive, City of West Hollywood	Mixed-use, with 40,000 square feet of retail, restaurant, and office uses, and 102 residential units
8631 Santa Monica Boulevard	Approved	8631 Santa Monica Boulevard, near the intersection of Santa Monica Boulevard and Westmount Drive, City of West Hollywood	4,200 square feet of commercial
8969 Santa Monica Boulevard	Pending	Located on Santa Monica Boulevard between Ramage Street and Hilldale Avenue, City of West Hollywood	65,000 to 70,000 square feet of retail and grocery store with alcohol sales and outdoor dining (Vons)
9001 Santa Monica Boulevard	Pending	On Santa Monica Boulevard, at the corner of Ramage Street and Santa Monica Boulevard, City of West Hollywood	Mixed-Use of 21,000 square feet (retail, restaurant with alcoholic beverage service) and 42 condo units

Table 4.1.B: Planned Future Projects

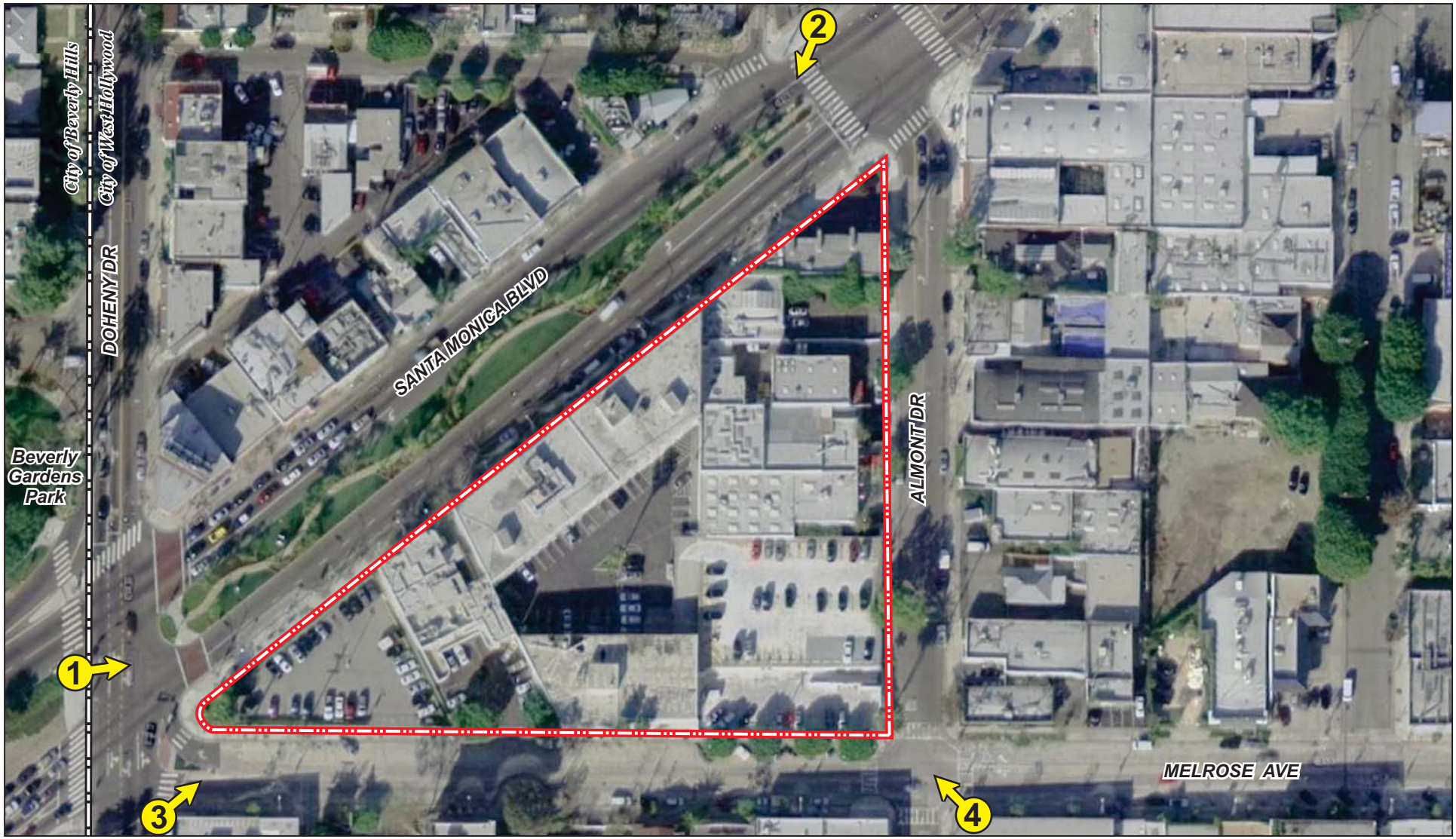
Project Name/Address	Project Status as of December 2012	Location	Description
Southwest corner of Santa Monica Boulevard and Formosa Avenue	95,000 square feet office building currently under construction. Development Agreement is currently in place.	Southwest corner of Santa Monica Boulevard and Formosa Avenue	Warner Studios lot, including: 88,343 square feet of office space; 88,164 square feet of stages; 87,254 square feet of media/workshop space; 46,435 square feet of storage; and a 2,300 square feet retail/café

EIR = Environmental Impact Report

Because the proposed project would not degrade the visual character of the project site or surrounding area, would not adversely affect surrounding views, would not contribute excessive light and glare or shade and shadow, and would be visually consistent with revitalized properties along the Santa Monica Boulevard corridor, including the eastern entrance to the City, the proposed project would not contribute to a cumulative adverse impact in the City related to aesthetics and no mitigation is required.

4.1.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of mitigation measure AESTH-1, the proposed project would not result in significant impacts related to aesthetics, including visual character, views, light and glare, and shade and shadow.



LSA

LEGEND

- #→ - View Location/Direction
- Project Site
- City Boundary

N

0 45 90
FEET

SOURCE: USGS Aerial Image, Beverly Hills, 3/29/2004

FIGURE 4.1.1

Melrose Triangle
Viewpoint Locations

I:\CWH1002\G\Visual\View-sim_Locs.cdr (3/2/12)

This page intentionally left blank

View 1 - Existing Condition - From the median on Santa Monica Boulevard at North Doheney Drive.

View 1 - Proposed Development

LSA

FIGURE 4.1.2

Melrose Triangle

Looking East on
Santa Monica Boulevard

SOURCE: studionelevan at Perkowitz+Ruth Architects

I:\CWH1002\G\Visual\View-sim_1.cdr (11/14/13)

This page intentionally left blank

View 2 - Existing Condition - From the corner of Almont Drive and Santa Monica Boulevard

View 2 - Proposed Development

LSA

FIGURE 4.1.3

Melrose Triangle

View Looking Southwest
Along Santa Monica Boulevard

SOURCE: studionelevan at Perkowitz+Ruth Architects

I:\CWH1002\G\Visual\View-sim_2.cdr (11/14/13)

This page intentionally left blank

View 3 - Existing Condition - From the corner of Melrose Avenue and Santa Monica Boulevard

View 3 - Proposed Development

LSA

FIGURE 4.1.4

Melrose Triangle

View Looking Northeast
Along Melrose Avenue

SOURCE: studionelevan at Perkowitz+Ruth Architects

I:\CWH1002\G\Visual\View-sim_3.cdr (11/14/13)

This page intentionally left blank

View 4 - Existing Condition - From the corner of Almont Drive and Melrose Avenue

View 4 - Proposed Development

LSA

FIGURE 4.1.5

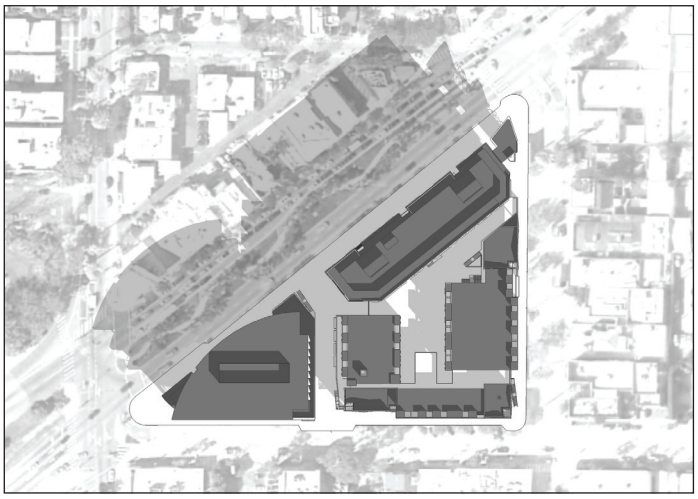
Melrose Triangle

View Looking Northwest at
Melrose Avenue and Almont Drive

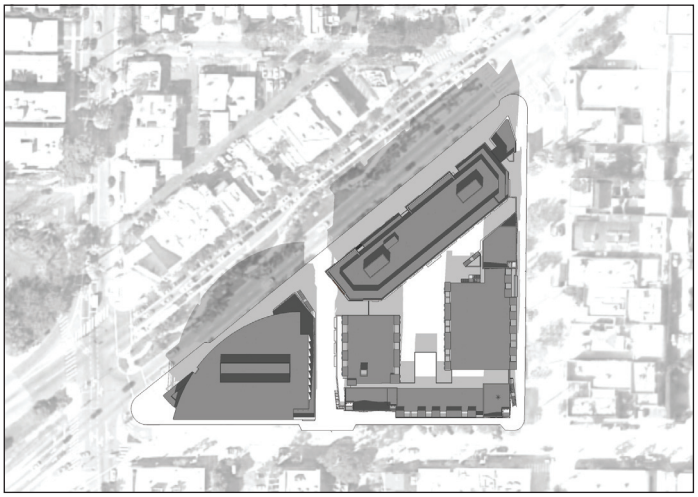
SOURCE: studionelevan at Perkowitz+Ruth Architects

I:\CWH1002\G\Visual\View-sim_4.cdr (11/14/13)

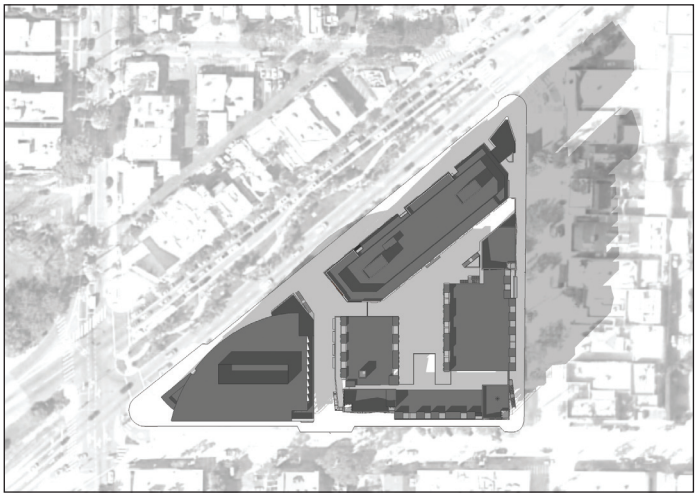
This page intentionally left blank



Winter Solstice, December 21 at 9:00 AM



Winter Solstice, December 21 at 12:00 PM



Winter Solstice, December 21 at 3:00 PM

LSA

FIGURE 4.1.6

These shade/shadow studies were generated with a computer program that approximates shade/shadow conditions. Actual shade/shadow conditions in the field may vary from these approximations.

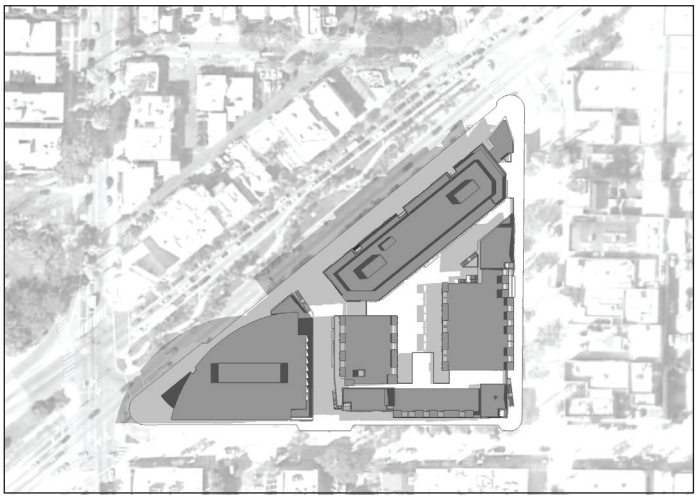
Melrose Triangle

Shadow Study - Winter Solstice

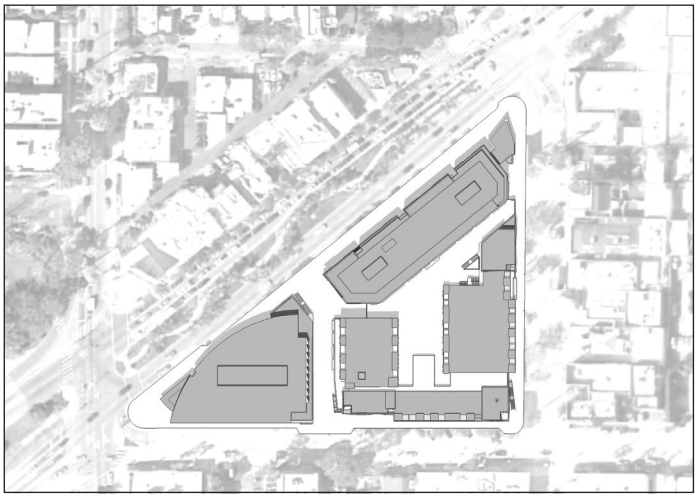
SOURCE: Studio One Eleven

I:\CWH1002\G\Shadow-Winter.cdr (10/3/13)

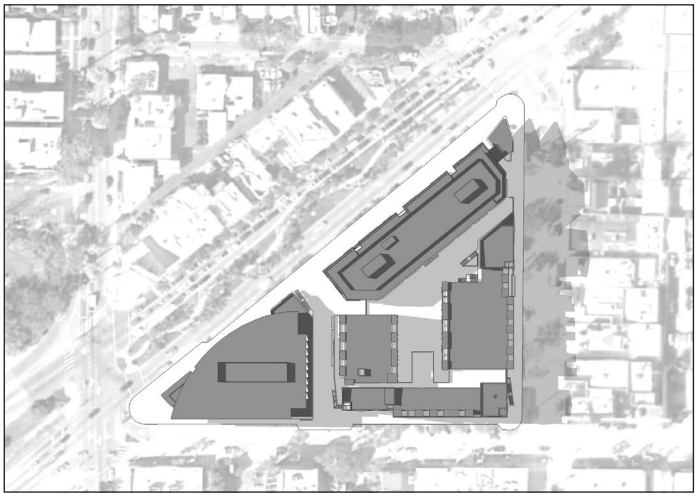
This page intentionally left blank



Summer Solstice, June 21 at 8:00 AM



Summer Solstice, June 21 at 12:00 PM



Summer Solstice, June 21 at 4:00 PM

LSA

FIGURE 4.1.7

These shade/shadow studies were generated with a computer program that approximates shade/shadow conditions. Actual shade/shadow conditions in the field may vary from these approximations.

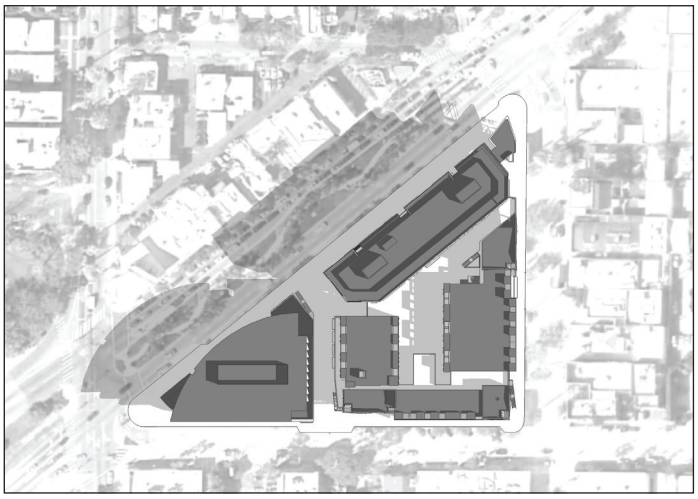
Melrose Triangle

Shadow Study - Summer Solstice

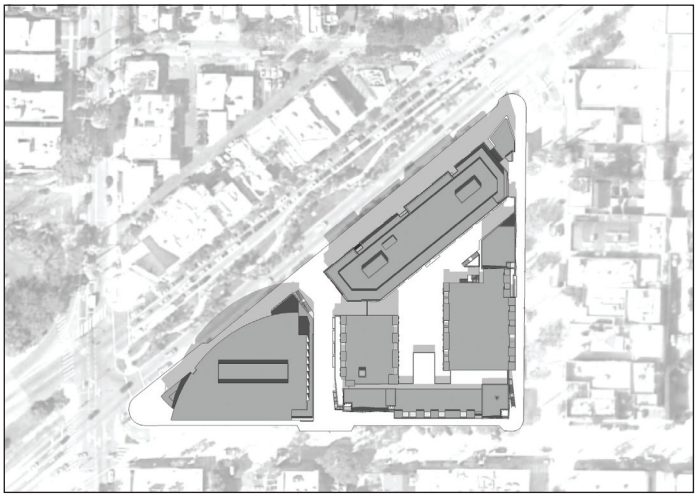
SOURCE: Studio One Eleven

I:\CWH1002\G\Shadow-Summer.cdr (10/4/13)

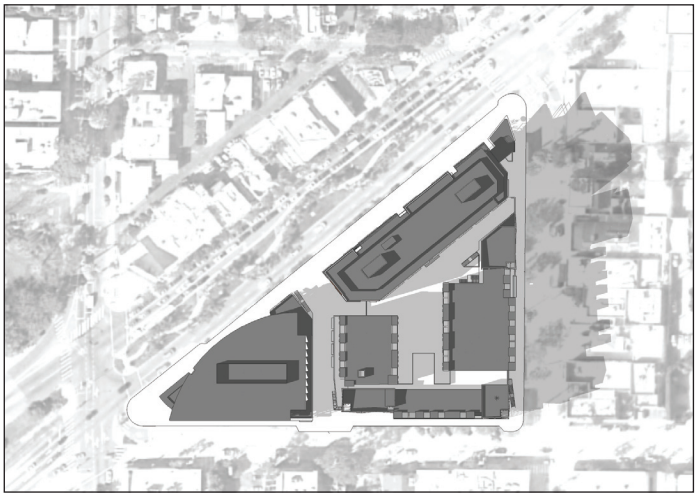
This page intentionally left blank



Equinox, March 21 at 8:00 AM



Equinox, March 21 at 12:00 PM



Equinox, March 21 at 4:00 PM

LSA

FIGURE 4.1.8

These shade/shadow studies were generated with a computer program that approximates shade/shadow conditions. Actual shade/shadow conditions in the field may vary from these approximations.

Melrose Triangle

Shadow Study - Equinox

SOURCE: Studio One Eleven

I:\CWH1002\G\EIR\Shadow-Equinox.cdr (10/4/13)

This page intentionally left blank