APPENDIX 3.2-A **KNE AESTHETICS TECHNICAL REPORT**

Los Angeles County
Metropolitan Transportation Authority

AESTHETICS TECHNICAL REPORT

K LINE NORTHERN EXTENSION

Metro

JULY 2024

K LINE NORTHERN EXTENSION TRANSIT CORRIDOR PROJECT

Aesthetics Technical Report

Prepared for:

Metro

Los Angeles County
Metropolitan Transportation Authority

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JULY 2024

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ABBREVIATIONS / ACRONYMS

ACRONYM	DEFINITION
AA	Alternatives Analysis
Advanced AA	Advanced Alternatives Analysis
APTA	American Public Transportation Association
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
Division 16	Division 16 Southwestern Maintenance Yard
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
I-	Interstate
LACMA	Los Angeles County Museum of Art
LAX	Los Angeles International Airport
LRT	light rail transit
LU	Landscape unit
Metro	Los Angeles County Metropolitan Transportation Authority
MRDC	Metro Rail Design Criteria
MSF	Maintenance and Storage Facility
Project	K Line Northern Extension Project
ROW	right-of-way
RSA	Resource Study Area
RTP/SCS	2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
SCAG	Southern California Association of Governments
SEM	sequential excavation method
State Route	SR
TBM	tunnel boring machine

CHAPTER 1 INTRODUCTION

1.1 PROJECT OVERVIEW

The Los Angeles County Metropolitan Transportation Authority (Metro) is preparing a Draft Environmental Impact Report (EIR) for the K Line Northern Extension Transit Corridor Project (the Project) (Figure 2-1). The Project would provide a northern extension of the Metro light rail transit (LRT) K Line from the Metro E Line (Expo) to the Metro D Line (Purple) and B Line (Red) heavy rail transit lines. The Project would serve as a critical regional connection, linking the South Bay, the Los Angeles International Airport (LAX) area, South Los Angeles, Inglewood, and Crenshaw corridor to Mid-City, Central Los Angeles, West Hollywood, and Hollywood, allowing for further connections to points north in the San Fernando Valley via the Metro B Line. The Project would also connect major activity centers and areas of high population and employment density.

1.2 TECHNICAL REPORT SUMMARY

This technical report evaluates the Project's environmental impacts as they relate to aesthetics. It describes existing conditions, the current applicable regulatory setting, potential impacts from construction and operation of the alignment alternatives, stations, design option, and maintenance and storage facility (MSF), as well as mitigation measures where applicable. This technical report was conducted in compliance with the California Environmental Quality Act (CEQA) (Sections 21000 et seq.) and the CEQA Guidelines (Section 15000 et seq.), which require state and local agencies to identify the significant environmental impacts of their actions, including significant impacts associated with aesthetics, and to avoid or mitigate those impacts, when feasible.

The technical report is organized into eight chapters:

- Chapter 1 – Introduction, provides an overview of the Project and a summary of the technical report's contents.
- Chapter 2 – Project Description, provides a description of the Project's alignment alternatives, stations, design option, and MSF. This section also describes the construction approach for the Project.
- Chapter 3 – Regulatory Framework, discusses applicable federal, state, and local regulatory requirements, including plans and policies relevant to Project jurisdictions.
- Chapter 4 – Methodology and Significance Thresholds, describes the analysis methodologies applied for this Project and provides a summary of CEQA significance thresholds adopted by state and local jurisdictions.
- Chapter 5 – Existing Setting, describes the existing conditions as relevant to the Project's alignment alternatives, stations, design option, and MSF.
- Chapter 6 – Impacts and Mitigation Measures, discusses the impact analyses conducted for the Project's alignment alternatives, stations, design option, and MSF, and discusses applicable mitigation measures. It also discusses any project measures that would be implemented as part of design and construction of the Project.

- Chapter 7 – Cumulative Impacts, discusses the cumulative impacts for the Project's alignment alternatives, stations, design option, and MSF.
- Chapter 8 – References, lists the references used to prepare this technical report.

CHAPTER 2 PROJECT DESCRIPTION

This section provides information pertinent to the components of the Project as evaluated in the technical report. The Project components for evaluation in this technical report include three light rail alignment alternatives with stations, one design option, and one MSF.

2.1 ALIGNMENT ALTERNATIVES

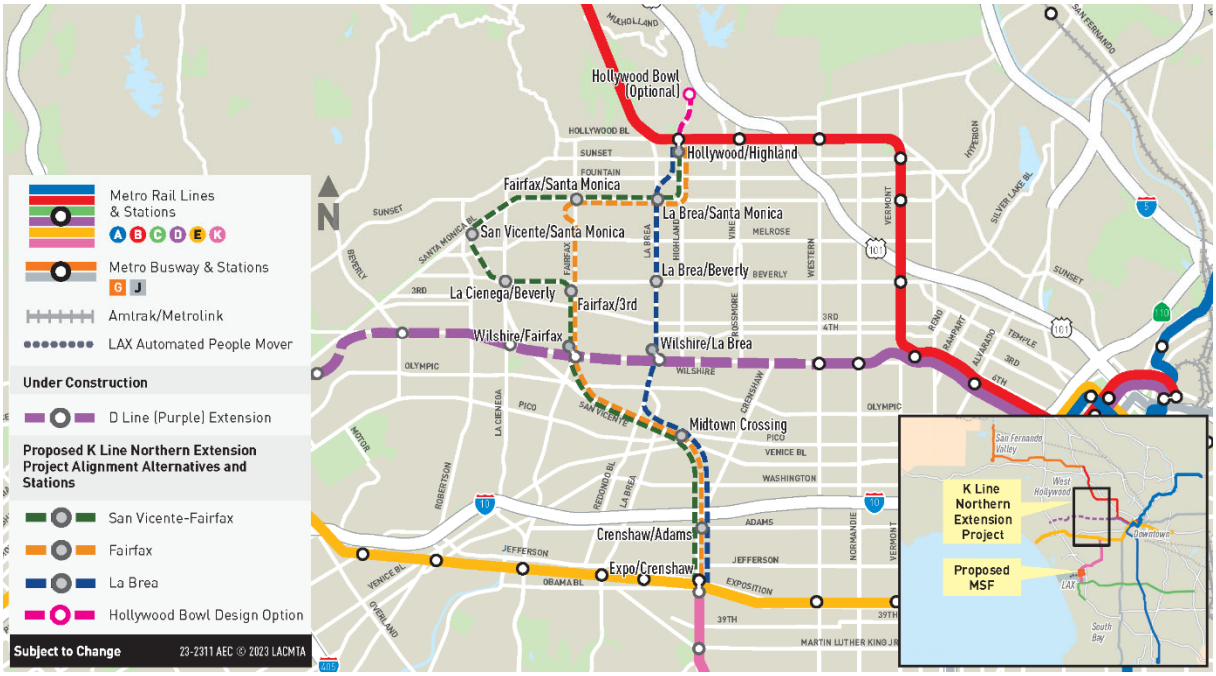
As shown in Figure 2-1, each of the three alignment alternatives would provide a northern extension of the Metro K Line from its current terminus at the Expo/Crenshaw Station to the Metro B Line Hollywood/Highland Station. All three alignment alternatives would operate entirely underground in parallel twin-bore tunnels with some station elements at the surface, including the station entrance and ventilation structures. Due to the project length and pending funding availability, the alignment alternatives would be constructed sequentially in sections.

The alignment alternatives are as follows:

- Alignment Alternative 1: San Vicente–Fairfax. This alignment alternative would travel north from the existing Metro K Line Expo/Crenshaw Station before heading northwest under San Vicente Boulevard, with a connection to the future Metro D Line Wilshire/Fairfax Station. It would continue north under Fairfax Avenue before turning west under Beverly Boulevard to rejoin San Vicente Boulevard. The alignment would then turn east under Santa Monica Boulevard, and then turn north just east of La Brea Avenue to follow Highland Avenue north to connect to the Metro B Line at the Hollywood/Highland Station.
- Alignment Alternative 2: Fairfax. This alignment alternative would travel north from the existing Metro K Line Expo/Crenshaw Station before heading northwest under San Vicente Boulevard and north under Fairfax Avenue, where it would connect with the future Metro D Line Wilshire/Fairfax Station. It would continue north under Fairfax Avenue and turn east under Santa Monica Boulevard. The alignment would then turn north just east of La Brea Avenue to follow Highland Avenue north to connect to the Metro B Line at the Hollywood/Highland Station.
- Alignment Alternative 3: La Brea. This alignment alternative would travel north from the existing Metro K Line Expo/Crenshaw Station before heading northwest under San Vicente Boulevard and north under La Brea Avenue, where it would connect with the future Metro D Line Wilshire/La Brea Station. From there, it would continue north under La Brea Avenue and turn northeast north of Fountain Avenue to follow Highland Avenue to connect with the Metro B Line at the Hollywood/Highland Station.

Table 2-1 provides a summary of the characteristics of each of the alignment alternatives and Table 2-2 identifies which stations would be constructed under each alignment alternative. In total, 12 station areas are identified, including the option to extend to the Hollywood Bowl.

FIGURE 2-1. K LINE NORTHERN EXTENSION ALIGNMENT ALTERNATIVES



Source: Connect Los Angeles Partners 2023

TABLE 2-1. CHARACTERISTICS OF THE ALIGNMENT ALTERNATIVES AND DESIGN OPTION

PROJECT COMPONENTS	ALIGNMENT ALTERNATIVES			DESIGN OPTION
	1. SAN VICENTE–FAIRFAX	2. FAIRFAX	3. LA BREA	HOLLYWOOD BOWL EXTENSION
Alignment Length	9.7 miles underground	7.9 miles underground	6.2 miles underground	+ 0.8 mile underground
Stations	9 underground	7 underground	6 underground	+1 underground
Travel time from Expo/Crenshaw to Hollywood/Highland Stations	19 minutes	15 minutes	12 minutes	+1:46 minutes (from Hollywood/Highland)

Source: Connect Los Angeles Partners 2023

TABLE 2-2. STATIONS BY ALIGNMENT ALTERNATIVE

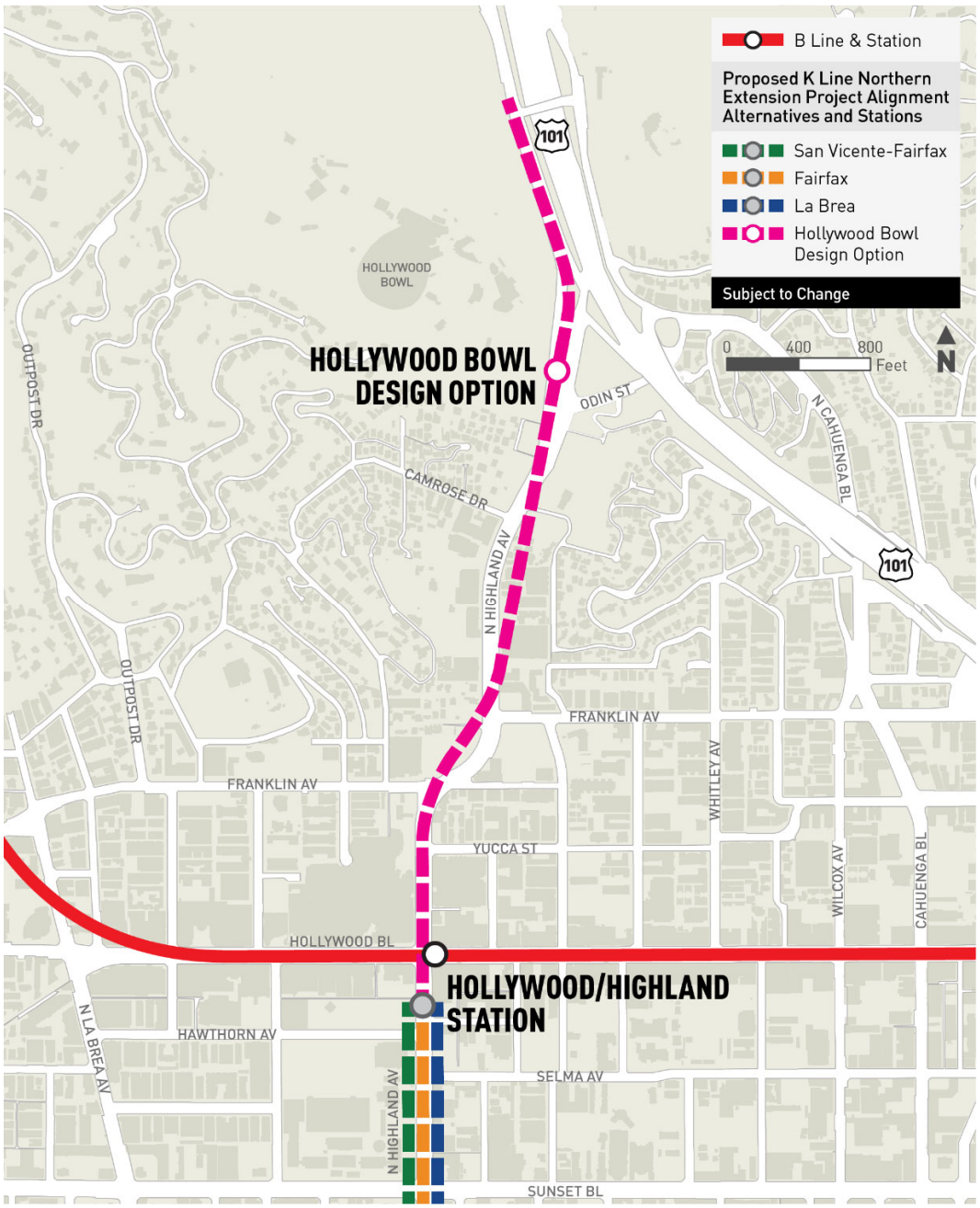
STATION	SAN VICENTE–FAIRFAX	FAIRFAX	LA BREA
Crenshaw/Adams (City of Los Angeles)	●	●	●
Midtown Crossing (City of Los Angeles)	●	●	●
Wilshire/Fairfax (City of Los Angeles)	●	●	
Fairfax/3rd (City of Los Angeles)	●	●	
La Cienega/Beverly (City of Los Angeles)	●		
San Vicente/Santa Monica (City of West Hollywood)	●		
Fairfax/Santa Monica (City of West Hollywood)	●	●	
La Brea/Santa Monica (City of West Hollywood)	●	●	●
Hollywood/Highland (City of Los Angeles)	●	●	●
Wilshire/La Brea (City of Los Angeles)			●
La Brea/Beverly (City of Los Angeles)			●
Hollywood Bowl (City of Los Angeles)	●	●	●

Source: Connect Los Angeles Partners 2023

2.2 HOLLYWOOD BOWL DESIGN OPTION

For every alignment alternative, there is one design option under consideration. The Hollywood Bowl Design Option includes an alternate terminus station at the Hollywood Bowl, north of the proposed Hollywood/Highland Station, as shown in Figure 2-2.

FIGURE 2-2. HOLLYWOOD BOWL DESIGN OPTION



Source: Connect Los Angeles Partners 2023

2.3 MAINTENANCE AND STORAGE FACILITY

An MSF would be constructed that would expand the Division 16 Maintenance Yard (Division 16), the existing MSF for the Metro K Line near LAX, as shown in Figure 2-3. The MSF would provide equipment and facilities to accommodate daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles that are not in service. The MSF would be the primary physical employment center for rail operation employees, including train operators, maintenance workers, supervisors, administrators, security personnel, and other roles. If the Project is opened in sections, operation of the extended K Line from the Expo/Crenshaw Station to the Metro D Line could be accommodated within the existing Division 16 site with four new storage tracks.

FIGURE 2-3. MAINTENANCE AND STORAGE FACILITY

Source: Connect Los Angeles Partners 2023

2.4 CONSTRUCTION APPROACH

The Project would be constructed in sections that would be built sequentially, depending on available funding. The development of the Project would employ conventional construction methods, techniques, and equipment similar to other Metro projects that require underground tunneling. Detailed information on construction techniques can be found in the KNE Construction Approach Report. Major construction activities for the Project include surveys and preconstruction, which consist of local business surveys, building and utility assessments, and site preparations; right-of-way acquisition; tunnel construction, including tunnel boring machine (TBM) excavation and segmental lining and installation; utility relocation and installation work; station, crossover, and connection box construction; MSF construction, including site grading, maintenance building construction, and storage and access track construction; street restorations, including paving and sidewalks; ventilation and emergency egress construction; systems installation and facilities, including trackbed, rail, overheard contact system, conduit, electrical substation, and communications and signaling construction; and construction of other ancillary facilities.

The tunnels would be bored with TBMs, and the stations and track crossover boxes would be constructed via cut-and-cover methods, which entail excavating down from the ground surface and stabilizing the ground with an excavation support, then placing temporary decking surfaces above the excavation and conducting all excavation inside the supported area. The tunnel and station associated with the Hollywood Bowl Design Option would be constructed by sequential excavation method (SEM), which entails conventional mining techniques and equipment for hard rock excavation, which would reduce surface impacts.

Construction staging areas have been identified at each of the station locations, which are described and illustrated in Appendix A of the KNE Construction Approach Report. In order to construct a station, a minimum of one to two acres of construction staging sites would be needed for the duration of the station construction period. A larger construction staging site of three to four acres would be required if the site is also used to launch the TBMs and support tunneling activities. The TBM launch sites have been identified at the Midtown Crossing, San Vicente/Santa Monica, and La Brea/Santa Monica Stations. Temporary street, lane, sidewalk and bike lane closures as well as street reconfigurations will be part of construction activities. Construction and operational impacts on aesthetics are identified and discussed in this technical report.

CHAPTER 3 REGULATORY FRAMEWORK

3.1 FEDERAL REGULATIONS

There are no federal regulations applicable to this Project regarding aesthetics. However, the analysis methodology follows the Federal Highway Administration's (FHWA) guidelines for the preparation of Visual Impact Assessments, which is used by the State of California.

3.2 STATE REGULATIONS

3.2.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT (PUBLIC RESOURCES CODE SECTION 21000 ET SEQ.) AND CEQA GUIDELINES (SECTION 15000 ET SEQ.)

CEQA establishes that it is the policy of the state to take all action necessary to provide the people of this state "with clean air and water, enjoyment of aesthetic, natural, scenic and historic environmental qualities of the state" (California Public Resources Code Section 2100[b]). CEQA requires state and local agencies to identify the significant environmental impacts of their actions, including potential significant aesthetic and visual impacts, and to avoid or mitigate those impacts, when feasible.

3.2.2 CALIFORNIA STATE SCENIC HIGHWAY PROGRAM (CALIFORNIA STREETS AND HIGHWAYS CODE SECTIONS 260 TO 263)

The California State Scenic Highways Program, managed by the California Department of Transportation (Caltrans), lists highways that are either eligible for designation as a scenic highway or are already designated as a scenic highway. A highway may be designated as a scenic highway depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view (Caltrans 2023). The Streets and Highways Code Sections 260 through 263 establish state responsibility for protecting, preserving, and enhancing California's natural scenic beauty of scenic routes and areas that require special scenic conservation and treatment.

3.3 LOCAL REGULATIONS

Regional agencies, Los Angeles County, and the cities within the area in the vicinity of the Project have local regulations and policies pertaining to aesthetics and visual quality, as summarized below.

3.3.1 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization for the six-county region, consisting of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG works with local governments and stakeholders to develop transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas as

aesthetic and visual resources, improve public health and roadway safety, support the goods movement industry, and use resources more efficiently.

In September 2020, the SCAG Regional Council adopted the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2020-2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. It includes an implementation plan for future transportation investments over the next 25 years—ranging from highway improvements, railroad grade separation, bicycle lanes, new transit hubs, and replacement bridges. While the 2020-2045 RTP/SCS focuses primarily on transportation and land use decisions, it incorporates elements related to aesthetic impacts, primarily in the form of conservation and open space. In particular, the 2020-2045 RTP/SCS Public Health Technical Report (SCAG 2020) identifies the importance of preserving open space, parks, and natural lands as aesthetic and visual resources.

3.3.2 METRO

3.3.2.1 METRO SYSTEMWIDE STATION DESIGN STANDARDS POLICY

In January 2018, Metro adopted a Systemwide Station Design Standards Policy to ensure all future Metro Rail stations follow a consistent, streamlined systemwide design, with integrated site-specific public art and sustainable landscaping as variable elements. Metro's Systemwide Station Design Standard uses a modular system that ensures stations are streamlined and adaptable for varying site conditions, allowing stations to be more cost-effective to design, construct, operate, and maintain (Metro 2018). Metro's other planning documents and policies related to aesthetics include the Metro Rail Design Criteria (MRDC), the Metro Art Program Policy, and Metro's Signage Standards (2012); further information about these specific planning documents and policies is provided below in Sections 3.3.2.2 through 3.3.2.4. An overarching goal of these plans is to visually enhance Metro projects, create a more inviting environment for system users, and establish consistency of Metro's signage.

3.3.2.2 METRO RAIL DESIGN CRITERIA

The MRDC includes design guidelines to provide a uniform basis for the design of light rail projects. The policies and procedures pertain to design criteria for all construction over, under, or adjacent to a Metro facility or structure. Policies include minimizing visual intrusion on public and private spaces and identifying landscaping, public art, and other transit parkway improvements as potential train station amenities.

3.3.2.3 METRO ART PROGRAM

The Metro Art Program Policy, in accordance with Federal Transit Administration Circular 9400.1A (Design & Art in Transit Projects) and American Public Transportation Association (APTA) SUDS-UD-RP007-13 (Best Practices for Integrating Art Into Capital Projects), mandates the inclusion of art in the design of public spaces to create a more inviting environment, enliven a functional world, and

contribute to a positive experience for the system's future riders. This program consists of guidelines pertaining to community involvement, artist collaboration, and certain components of light rail, including station design, trees, and other landscaping, signage, street, and pedestrian lighting, and public art (Metro 2021; APTA 2013). This program allocates a minimum of 0.5 percent capital project construction costs for public art.

3.3.2.4 METRO SIGNAGE STANDARDS

Metro's Signage Standards (2012) describes its graphic identity and how it helps to increase the consistency of Metro's public image and reinforce Metro's reputation for quality, efficiency, and safety. Consistency and quality in Metro's graphic identity represents the professionalism of Metro's employees and the vision Metro brings to urban life in Los Angeles County. Graphic standards reduce operational costs by reducing duplication and providing guidelines to help avoid "reinventing the wheel." When communication is clear, consistent, thoughtfully designed, and attractively presented, everyone benefits.

3.3.2.5 METRO TREE POLICY

In October 2022, the Metro Board adopted the Metro Tree Policy, which clarifies and standardizes Metro's practices for protecting the urban canopy throughout its construction program. The Metro Tree Policy recognizes the environmental benefits of trees and outlines Metro's commitment to a consistent and sustainable approach to mitigating the impacts of construction. The key elements of this approach include the following:

- Protecting trees through planning, design and construction, and maintenance.
- Replacing any trees removed (when necessary) at a 2:1 ratio, or at a 4:1 ratio in the case of heritage trees. This replacement ratio is in line with the requirements of other local jurisdictions.
- Adopting species, palette, and planting strategies that maximize opportunities for native species, carbon capture, mitigating urban heat effect, stormwater capture, and use of recycled water for irrigation.
- Committing to a three-year establishment period for new trees planted and encouraging creative approaches to tree replacement planting within the affected area, including but not limited to first/last-mile pathways, parkway strips, parks, or schools (however, Metro will not support planting trees in parkway locations that have the potential to damage Metro buses or impede their operation).

The Metro Tree Policy also includes several other ways in which Metro will approach issues related to trees, including those that are planted at maintenance and office facilities and trees located at or near bus stops and train stations. The policy also includes additional objectives for maintaining or planting trees on Metro properties or in conjunction with Metro-funded projects.

3.3.3 LOS ANGELES COUNTY

The following general policy statements related to visual resources are part of the existing Los Angeles County 2035 General Plan, adopted in October 2015 (Los Angeles County 2015):

- Urban Form: Protect and enhance the visual uniqueness of natural edges, encourage superior design of major entryways, and create a consistent visual relationship with surrounding development.
- Community Design: The concept of community design includes, but is not limited to, examples such as consistent landscaping, visual delineation of a special district, or design standards to minimize the visual impact of structures on the environment.
- Scenic Resources: Protect the visual quality of highly scenic areas and views from scenic highways, roads, trails, and key vantage points.
- Historic Resources: Protect the visual integrity of historical sites or structures, including consideration of building heights, materials, textures, colors, setbacks, and landscaping.

Specific policies included in the general plan that pertain to aesthetics and visual impacts are as follows:

- Policy LU 10.2: Design development adjacent to natural features in a sensitive manner to complement the natural environment.
- Policy LU 10.3: Consider the built environment of the surrounding area and location in the design and scale of the new or remodeled buildings and architectural styles, and reflect appropriate features such as massing, materials, color, detailing, or ornament.
- Policy LU 10.5: Encourage the use of distinctive landscaping, signage, and other features to define the unique character of districts, neighborhoods, or communities, and engender community identity, pride, and community interaction.
- Policy LU 10.8: Promote public art and cultural amenities that support community values and enhance community context.
- Policy LU 10.10: Promote architecturally distinctive buildings and focal points at prominent locations, such as major commercial intersections and near transit stations or open spaces.
- Policy C/NR 13.1: Protect scenic resources through land use regulations that mitigate development impacts.
- Policy C/NR 13.3: Reduce light trespass, light pollution, and other threats to scenic resources.
- Policy C/NR 13.4. Encourage developments to be designed to create a consistent visual relationship with the natural terrain and vegetation.
- Policy C/NR 13.5: Encourage required grading to be compatible with the existing terrain.
- Policy C/NR 13.6: Prohibit outdoor advertising and billboards along scenic routes, corridors, waterways, and other scenic areas.

3.3.4 CITY OF LOS ANGELES

The City of Los Angeles General Plan contains goals and policies for future development in the city. The General Plan Framework Element (adopted December 11, 1996; re-adopted August 8, 2001) provides citywide policy and direction for the creation and updates of the general plan elements. In addition to the Framework Element, the Urban Design, Conservation, and Transportation Elements include objectives and policies relevant to visual and aesthetics resources. The following are relevant goals, objectives, policies, and programs related to visual and aesthetic resources:

- Goal 5A: A livable city for existing and future residents and one that is attractive to future investment. A city of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and Citywide scales (City of Los Angeles 2001a).
  - Policy 5.3.1.a: Pedestrian-priority segments, where designated in community centers, neighborhood districts, and mixed-use corridor nodes, are places where pedestrians are of paramount importance and where the streets can serve as open spaces both in daytime and nighttime. Generally, these streets shall have the following characteristics (as defined through the Street Standards Committee and designated by amendments to the community plans to address local conditions):
    (1) Buildings should have ground-floor retail and service uses that are oriented to pedestrians along the sidewalk, with parking behind.
    (2) Sidewalks should be wide and lined with open canopied street trees, pedestrian-scale streetlights provided to recognized standards commensurate with planned nighttime use, and other pedestrian amenities.
  - Policy 5.3.2c: Public improvement standards should address street tree form and spacing; street light type, height, and illumination level; and other streetscape elements, particularly in the vicinity of transit stops.
  - Policy 5.5.4: Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, streetlights and trees, bus shelters and benches, and other street furniture.
  - Policy 5.7.1: Establish standards for transitions in building height and for on-site landscape buffers (City of Los Angeles 2001c).
- Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community (City of Los Angeles 2001b).
  - Policy 5.8.2: The primary commercial streets within pedestrian-oriented districts and centers should have the following characteristics:
    a. Sidewalks 15 to 17 feet wide.
    b. Mid-block medians (between intersections); landscaped where feasible.

c. Shade trees, pruned above business signs, to provide continuous canopy along the sidewalk and/or palm trees to provide visibility from a distance.

- Policy 6.1.2c: Preserving natural viewsheds, whenever possible.

3.3.4.1 CITY OF LOS ANGELES COMMUNITY PLANS

The City of Los Angeles maintains community plans for over 30 Community Plan Areas. The community plans are policy documents that establish a framework of neighborhood-specific goals, policies, and implementation strategies to achieve the broad objectives laid out within the City's larger general plan. The following information details the goals and policies from relevant communities that are applicable to aesthetics and visual resources.

3.3.4.2 WEST ADAMS – BALDWIN HILLS – LEIMERT COMMUNITY PLAN

The neighborhoods of West Adams, Jefferson Park, and Arlington Heights are part of the West Adams-Baldwin Hills-Leimert Community Plan, which was updated in 2016 (City of Los Angeles 2016a). This Community Plan Area encompasses a vibrant and diverse community of neighborhoods that embody the rich history and inclusive prosperity of the city. Applicable policies are as follows:

- LU24-2: Assess the needs of commercial businesses in order to retain and improve their visual characteristics.
- LU53-1: Enhance the visual appearance and appeal of the regional center commercial areas by providing perimeter and interior landscaping.
- G72: The mass, proportion, and scale of all new buildings and remodels should be at a pedestrian scale. The design of all proposed projects should be articulated to provide variation and visual interest and enhance the streetscape by providing continuity and avoiding opportunities for graffiti.
- G117: Install street furniture that encourages pedestrian activity or physical and visual access to buildings, and which is aesthetically pleasing, functional, and comfortable.
- G121: Re-pave existing sidewalks and crosswalks in principle commercial districts … to create a distinctive pedestrian environment, and for crosswalks to visually and physically differentiate these areas from vehicle travel lanes and promote continuity between pedestrian sidewalks.
- Street Trees: Select species that (a) enhance the pedestrian character and convey a distinctive high-quality visual image for the streets, (b) are drought- and smog-tolerant, fire-resistant, and (c) complement existing street trees.

3.3.4.3 CRENSHAW CORRIDOR SPECIFIC PLAN

The Crenshaw Corridor Specific Plan (City of Los Angeles 2017) encompasses the Crenshaw Boulevard corridor from the Interstate 10 (I-10) freeway south to Florence Avenue. Sections of the Project would intersect with Sub-Area A of this specific plan; this sub-area also includes a transit-oriented development area. Applicable guidelines and policies are as follows:

- Guideline 6: Loading, storage, and trash areas should be attractive, well-defined, and located where there will be a minimal negative impact, physical or visual, on pedestrians, the flow of traffic, or adjacent uses.
- Guideline 7: Minimize glare upon adjacent properties.
  - Guideline 7a: On-site lighting should be installed along all vehicular accessways and pedestrian walkways. Such lighting should be directed onto the driveways and walkways within the development and away from adjacent properties.
  - Guideline 7b: All other on-site lighting should be shielded and directed onto the site. No floodlighting should shine directly onto any adjacent residential property. This condition should not preclude the installation of low-level security lighting.
    (1) All exterior lighting fixtures should be compatible with the architectural design of the building.
    (2) Indirect lighting or "wall washing" and overhead down lighting is encouraged.
- Guideline 8: Provide landscaping for freestanding walls parallel to public streets.
  - Guideline 8a: Freestanding walls located parallel to and visible from a public street should provide a minimum of three-foot-wide landscaped buffer for the length of the wall adjacent to that public street, with a maximum height of four feet. The landscaped buffer should contain clinging vines, oleander trees, or similar vegetation capable of covering or screening the length of such a wall.

3.3.5 CITY OF WEST HOLLYWOOD

The following general policy statements related to visual and aesthetic resources are part of the existing City of West Hollywood 2035 General Plan, adopted in September 2011 (City of West Hollywood 2011a):

- LU-1.2: Consider the scale of new development within its urban context to avoid abrupt changes in scale and massing.
- LU-1.3: Encourage new development to enhance the pedestrian experience.
- LU-1.13: Seek to reduce the demand for motorized transportation by supporting land use patterns that prioritize pedestrian, bicycle, and transit mobility options, and mixed-use development.
- LU-2.9: Consider and allow modifications to development standards, not including increases in height, density, or floor area ration, for development projects that provide public benefits, such as transportation infrastructure improvements, development projects with architectural

design of unusual merit that will enhance the City, and public spaces including plazas, parks, and paseos.

  - Transportation infrastructure improvements (City of West Hollywood 2011b).

- LU-4.2: Continue to improve the pedestrian environment through a coordinated approach to street tree planting, sidewalk maintenance and enhancement, pedestrian amenities, and a focus on human-scale frontage design for building renovations and new development projects.
- LU-4.4: Require development projects along commercial corridors to employ architectural transitions to adjoining residential properties to ensure compatibility of scale and a sense of privacy for the existing residences.
- LU-4.5: Require development projects to incorporate landscaping in order to extend and enhance the green space network in the city.
- LU-4.6: Require commercial development projects to provide for enhanced pedestrian activity in commercial areas through the following techniques (City of West Hollywood 2011c):
  - Locating the majority of a building's frontages close to the sidewalk edge.
  - 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.
- LU-5.2: Review and evaluate development proposals during the design review process for the following:
  - How the landscape is coordinated with and contributes to the overall design of the project and the public landscape.
- LU-5.3: Require that new development be designed to reflect the natural topography of the city.
- LU-6.4: Strive for all new streetlights in commercial areas to be pedestrian-oriented, attractively designed, compatible in design with other street furniture, and to provide adequate visibility and security.
- LU-7.3: Require development projects to install street trees consistent with the City's street tree specifications along public sidewalks adjacent to the project site, as sidewalk width permits, where such street trees do not currently exist or where replacement is needed.
- LU-7.5: Promote the use of drought-tolerant and native plants throughout the city.
- 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:
  - 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 (City of West Hollywood 2011d).

- LU-13.1: Support the location of a transit station near the intersection of Santa Monica Boulevard and Fairfax Avenue.
- LU-14.1: Support the location of a transit station near the intersection of Santa Monica Boulevard and La Brea Avenue.
- LU-16.1: Consider aesthetics, size, location, lighting, and siting in the evaluation of offsite signage.
- LU-16.2: Design and locate offsite signage to minimize its impact on adjacent properties, the public right-of-way, cultural resources, the creation of shade and shadow, and potential conflict with the development of adjacent properties.
- LU-17.1: Prohibit the use of roof signs, pole signs, and flashing and animated signs, except as part of a Creative Sign Program.
- IRC-1.7: Require aesthetically pleasing infrastructure and infrastructure improvements that are consistent and compatible with the surrounding physical character and environment.

CHAPTER 4 METHODOLOGY AND SIGNIFICANCE THRESHOLDS

4.1 METHODOLOGY

The purpose of this assessment is to evaluate the Project against thresholds of significance as the basis for determining the level of impacts related to aesthetics. The methodology for analyzing aesthetics impacts follows the principles outlined in the Guidelines for the Visual Impact Assessment for Highway Projects (2015) published by the Federal Highway Administration (FHWA). Despite assessment guidance, analysis of existing visual resources and potential aesthetics impacts can be highly subjective, dependent on the background of the assessor and the opinions of viewers. The qualities that create an aesthetically pleasing setting or that result in the perception of a visual element as aesthetically positive or negative vary from person to person. Different viewers may consider a change in the visual environment as either beneficial or adverse.

The following steps were followed to assess the existing visual setting and potential visual impacts of the Project:

- Identify landscape units
- Identify the existing visual resources that could be noticeably obstructed by the Project
- Assess the visual impacts associated with the Project

4.1.1 LANDSCAPE UNITS

The immediate vicinity of the Project was subdivided into a series of landscape units (LU) to capture the overall characteristics of different segments of the corridor. FHWA defines landscape units as the spatially defined landscape with a particular visual identity upon which impacts to visual character, viewers, and visual quality are assessed. A landscape unit is typically defined by the limits of a particular viewshed[1] or by a distinct transition in land uses—a 0.25-mile radius that includes viewers and visual resources that could be affected temporarily or permanently by the Project. The 0.25-mile radius is a standard based on FHWA guidance and considers the position of the viewer in relationship to the landscape. Views representative of the visual character of the area were identified within each LU. A discussion of how landscape units relate to the Resource Study Area (RSA) is provided in Section 5.2 of this technical report.

[1] A viewshed is the surface area visible from a particular location (e.g., an overlook or business) or sequence of locations (e.g., along a roadway or trail).

4.1.2 VISUAL RESOURCES

Visual resources include items typically found in the natural environment (e.g., land, water, vegetation, animals); the cultural environment (e.g., buildings, infrastructure, structures, iconic artifacts, and art); or the Project environment (e.g., roadway geometrics, grading, constructed elements, vegetative cover, ancillary visual elements, and atmospheric conditions). The cohesion or variation in form and the level of upkeep or deterioration of these environments are part of the visual resource's identification process.

Visual quality is the value that viewers place on their relationship—their experience—with the visual resources in their environment. For example, it is the sense of harmony viewers perceive when viewing the resources that compose the natural environment; the order they perceive when viewing the resources that compose the cultural environment; and the coherence they perceive when viewing the resources that compose the project environment.

Primary viewers groups (e.g., people that drive, roll [including but not limited to those that bicycle, use e-scooters, human-powered scooters, or wheelchairs] or walk, including residents, travelers, business patrons, and people who work in the area) were identified by observing the surrounding land uses and circulation patterns via site visits, aerial photos, Google Earth, Google Maps, and by reviewing applicable planning documents such as general plans and neighborhood and community specific plans. Viewer group perception of visual resources is influenced by physical constraints—topography, land cover (e.g., vegetation and structures), and the temporary presence of typical atmospheric conditions (e.g., smoke, dust, fog, and precipitation). In addition, visibility is constrained by the physiological limits of human sight—location, proximity, and lighting.

Typically, visual sensitivity varies with the type of viewer group and is based on the visibility of and distance to the visual resource, the relative elevation of the viewers compared to the visual resource, and the frequency and duration of views. Residents and recreationists at parklands or other public spaces may be the most sensitive to changes in the visual environment because their activities are enhanced by the presence of visual resources and the time spent within the visual environment viewing these resources. Users and employees of commercial, industrial, and office facilities are less sensitive to changes in the visual environment because these users do not use these facilities for their visual and aesthetic values. People who drive and bicyclists on streets have lower expectations and lower sensitivity to changes to the visual environment than other viewer groups due to the speed at which they travel through the environment; less time is spent in the visual environment and observing the visual resources. In addition, because the Project alignment alternatives are primarily underground, the aboveground project components are limited in size, shape, and area, and they have been designed to be incorporated into the existing surroundings and, therefore, have less effect on viewer sensitivity.

4.1.3 VISUAL ANALYSIS

Visual impacts are determined by assessing the compatibility of the Project components (i.e., mass, scale, and light and glare) with the existing surrounding visual character and the viewer groups' sensitivity to changes in the visual character or changes to their views of visual resources. Significant visual impacts may include the removal of visual resources, obstruction of scenic vistas, glare from reflective surfaces and light spill onto sensitive uses, and the introduction of new Project components that may detract from the visual character of a local area. Aboveground or surface Project components include stations (including canopies), radio tower poles and equipment shelters, and the MSF. Additionally, the analysis includes site reconnaissance (January and May 2023) of the RSA in consideration of the Project components and preliminary design. The visual analysis was conducted and prepared based on the CEQA Significance Thresholds described below.

4.2 CEQA SIGNIFICANCE THRESHOLDS

In accordance with Appendix G of the 2022 CEQA Guidelines, the Project would have a significant impact related to aesthetics if it would:

- Impact AES-1: Have a substantial adverse effect on a scenic vista.
- Impact AES-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- Impact AES-3: In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.
- Impact AES-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

CHAPTER 5 EXISTING SETTING

5.1 REGIONAL SETTING

The regional setting for the Project is Southern California within Los Angeles County. The Los Angeles County area is a coastal lowland basin bounded on the north, northeast, and east by the Santa Monica Mountains, Hollywood Hills, San Gabriel Mountains, and San Bernardino Mountains; on the southeast by the Santa Ana Mountains and San Joaquin Hills; and to the south and west by the Pacific Ocean. The Project is primarily located in the central portion of Los Angeles County where the topography slopes gently to the south and southwest. The topography of the basin within a few miles of the coast is typical of a flat, coastal plain. The area in the vicinity of the Project includes the City of Los Angeles and the City of West Hollywood and is generally characterized as dense, built-out urban environments consisting of a variety of commercial, industrial, and residential development. A discussion of the existing setting of each city is provided below.

5.1.1 CITY OF LOS ANGELES

The city of Los Angeles is a vast and visually diverse metropolitan area. The majority of the city lies within the Los Angeles Basin but extends to the north through the Santa Monica Mountains into the San Fernando Valley, to the south and west to the Pacific Ocean and Palos Verdes Peninsula, and east to the San Gabriel Valley. The setting of the city consists of both the built and natural environments, as well as the interface between the two. The built environment includes commercial, office, residential, industrial, institutional, and public uses. The natural environment includes coastlines, beaches, foothills, mountains, and ridgelines.

The city of Los Angeles is a "corridor city" with numerous north-south and east-west streets crossing the city and connecting the various communities and neighborhoods. Crenshaw Boulevard extends north-south across the city for 23 miles from the Palos Verdes Peninsula north to Wilshire Boulevard. Wilshire Boulevard is a major east-west corridor stretching approximately 15 miles from downtown Los Angeles in the east to Santa Monica State Beach. Santa Monica Boulevard is a 15-mile corridor linking Santa Monica on the west to Sunset Junction in the Silver Lake community on the east. The surrounding mountains and hills provide a backdrop to the city; however, the dense development limits broad, sweeping distant views for people who drive, roll, or walk around the city. Throughout the city, development ranges from low-rise commercial, institutional, and residential buildings to mid-rise office, and multifamily buildings. A full description of the visual resources and existing conditions in the RSA within the city of Los Angeles is provided in Section 5.2.

5.1.2 CITY OF WEST HOLLYWOOD

The city of West Hollywood's urban structure and land use pattern reflects its history of development and social policy over time. At the time of its incorporation as a city in 1984, West Hollywood was already a densely built urban community in an unincorporated area of Los Angeles County surrounded by other cities—the city of Los Angeles to the east, north, and south, and the city of Beverly Hills to the west. The Pacific Ocean is approximately 10 miles west of the city (City of West Hollywood 2011a).

Many West Hollywood neighborhoods are predominantly multifamily, including historic or modern apartments, while some neighborhoods are predominantly single-family. Buildings within the neighborhoods vary in their form and architectural style, in their open spaces' scale and design, and in their roles in the overall life of the city.

As with the city of Los Angeles, the city of West Hollywood is physically a "corridor city," with its major east-west corridors of Santa Monica and Sunset Boulevards connecting West Hollywood with the Cities of Beverly Hills, Santa Monica, and Los Angeles, and major north-south corridors of La Brea Avenue, Fairfax Avenue, and La Cienega Boulevard connecting Hollywood and the Hollywood Hills with the rest of the Los Angeles Basin to the south. In between the corridors is a rich variety of residential building types, architectural styles, and public spaces.

The majority of West Hollywood's public space is in the form of streets and sidewalks. The character and appearance, or the "streetscape," define the experience for those who use the street. This is especially true of pedestrians for whom the level of safety, comfort, and aesthetic quality is a major attractor or detractor. Most residential neighborhoods have tree-lined streets and sidewalks. In commercial areas, most streets have interesting retail frontages along sidewalks, with amenities such as benches, landscaping, and street trees. A full description of the visual resources and existing conditions in the RSA within the city of West Hollywood is provided in Section 5.2.

5.2 RESOURCE STUDY AREA

This section describes the existing visual and aesthetic conditions within the RSA, which is an area with a radius of up to 0.25 mile from the alignment alternatives, stations, and visible construction-related activities and staging, and from the MSF. The RSA for this analysis encompasses the existing aboveground landscapes within views from public vantage points that would be directly affected, temporarily and/or permanently, by the Project's facilities and components during both construction and operation.

For analyzing aesthetics for this Project, the RSA is limited to the zone of highest visual concern. Most of the Project is underground and therefore not visible; there is no subsurface RSA for the aesthetics and visual analysis. The extent of the surface RSA includes temporary and permanent aboveground features up to a 0.25-mile radius from proposed station entrances and visible construction activities. The 0.25-mile radius for aboveground features also applies to the proposed MSF. The 0.25-mile radius is standard based on FHWA guidance and considers the position of the viewer in relationship to the landscape. It applies to the aboveground features of the Project because these features are at street level and are easily visible to primary viewer groups, as described in Section 4.1.2 (e.g., people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area). However, given the presence of intervening development such as multistory structures, street trees, signage, and utilities adjacent to and in the vicinity of proposed aboveground features, viewsheds are limited at these locations; therefore, the RSA is actually less than a 0.25-mile radius.

5.2.1 SCENIC VISTAS

There is no clear-cut definition of what constitutes a scenic vista. Generally, scenic vistas could be considered visually interesting public views of focal points (e.g., notable objects, buildings, settings) or panoramas that extend into the distance. Relevant planning documents such as general plans, specific plans, and zoning codes provide the most precise definitions. However, even with guidance from planning documents, determining whether or not a scenic vista exists can be subjective. What some may consider a scenic vista may not be considered a scenic vista by others. In addition, not all scenic vistas relate to ocean views, mountains, hills, or other natural features. A scenic vista can include an urban setting that is important on a communitywide basis and helps define the aesthetic character of a community. For example, the mountains and hills, as described above in Section 5.1, give the greater Los Angeles area a distinctive scenic backdrop; however, the unique streetscaping along Santa Monica Boulevard in the city of West Hollywood (part of the RSA for this Project), described above in Section 5.1.2, define the community and provide scenic views to the primary viewers (the residents, visitors, commuters, workers, and business patrons) in the vicinity. Further, views of unique types of development that speak to the historic and cultural development of a community or are considered iconic landmarks such as the Hollywood Sign above Los Angeles can be considered scenic vistas. Therefore, this analysis applies a broad approach in the evaluation of scenic vistas.

According to the general plans and community plans of the Cities of Los Angeles and West Hollywood, there are no state, county or locally designated scenic vistas within the RSA. Depending on the publicly accessible location, distant views include the Hollywood Hills to the north-northwest and the San Gabriel Mountains and Hollywood Hills to the north-northeast; however, these vistas are minimally visible throughout the RSA due to the orientation of roadways and the built-out urban landscape (i.e., there are intervening structures, trees and landscaping, and utility poles).

One of the best-known landmarks in Los Angeles, and a cultural icon, is the Hollywood Sign located on Mount Lee in the Santa Monica Mountains. Another iconic Los Angeles landmark is the Griffith Observatory located on the south-facing slope of Mount Hollywood in Griffith Park, with views of downtown Los Angeles to the southeast and the Pacific Ocean to the southwest. Depending on location, the 50-foot-tall, 450-foot-long Hollywood Sign and the Griffith Observatory are often visible from various locations around the greater Los Angeles area. Site visits of the entire RSA in support of this analysis (conducted in January and May 2023) verified neither the Hollywood Sign nor the Griffith Observatory are visible from the proposed station entrances. From these street-level locations, sweeping views of the hills to the north and northeast are limited by development. The hills are mainly visible in narrow portrait-like views from major intersections looking north and northeast. At eye-level—which is the perspective of people driving, rolling, or walking—the street striping and the buildings, trees, streetlights, and other objects that line each side of the street all appear to move away from the viewer, providing the illusion of depth. This perspective makes the hills and features on the hillsides appear farther from the viewer and to decrease in size. The Hollywood Sign may be visible to those attending events at the Hollywood Bowl but would only be visible from seats within the Hollywood Bowl (Hollywood Bowl Tips 2018) but not from street level along Highland Avenue where a proposed station entrance may be located. At the intersection of Hollywood Boulevard and Highland Avenue, the Hollywood Sign can be seen from the observation decks on the north side of the Ovation Hollywood Entertainment Complex

(LA Tourist n.d.) but not from the intersection at street level where a proposed station entrance may be located. The visual perspective combined with the surrounding development limit the ground-level views of the surrounding hills and structures on the hillsides, such as the Hollywood Sign and the Griffith Observatory.

5.2.2 STATE SCENIC HIGHWAYS

Review of the relevant planning documents described in Chapter 3 indicates that there are no state- or county-designated scenic highways or eligible state scenic highways located within the RSA or with views of the RSA. The closest designated scenic highways are Topanga Canyon Road (post mile 1 to post mile 3) and State Route (SR) 2 (Caltrans 2023). Topanga Canyon Road is approximately 13 miles west of the proposed stations in the city of West Hollywood and approximately 14 miles west of the Hollywood/Highland Station. SR 2 is approximately 13 miles northeast of the proposed stations in the city of West Hollywood and approximately 10 miles northeast of the Hollywood/Highland Station.

The closest Los Angeles County Officially Designated Scenic Highways include Malibu Canyon-Las Virgenes Highway from SR 1 to Lost Hills Road, Mulholland Highway from SR 1 to Kanan Dume Road, and from West Cornell Road to Las Virgenes Road. These county-designated Scenic Highways are approximately 20 miles from the RSA (Caltrans 2015).

While not a state- or county-designated Scenic Highway, SR 110, from I-101 north was designated in 2011 by the FHWA as the Arroyo Seco Historic Parkway Scenic Byway (FHWA n.d.). Although it is not within the RSA, the proposed Hollywood/Highland, Wilshire/La Brea, and La Brea/Beverly Stations are just over five miles from this parkway.

5.2.3 VISUAL CHARACTER

Visual character is the description of the visual attributes of a scene or landscape. Similar to scenic vistas, visual character is subjective. Visual character is described using human elements of form, line color, and texture of landscape features to assist in developing a clear visual image of the landscape in the reader's mind relative to viewing range of a site and the context of locale. Visual character is descriptive rather than analytical and may include the following defined attributes:

- Form: visual mass and shape
- Line: edges or linear definition
- Color: reflective brightness (i.e., light and dark) and hue (e.g., red, green)
- Texture: surface coarseness
- Dominance: position, size, or contrast
- Scale: apparent size as it relates to the surroundings
- Diversity: a variety of visual patterns
- Continuity: uninterrupted flow of form, line, color, or textural pattern

The evaluation considers the existing natural and urban visual character of the RSA and how the Project may change that existing character. Site photos and an inventory of existing visual resources provide a baseline of an existing location and its surroundings.

5.2.4 LIGHT AND GLARE

Due to the urbanized nature of the RSA, a high level of ambient nighttime light and daytime glare already exists. Nighttime lighting sources including streetlights, vehicle headlights, and interior/exterior building illumination, including light fixtures on nearby residential, commercial, and industrial uses. Glare is mostly a daytime occurrence and associated with buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials.

While shade and shadow can be components of light and glare and associated with changes in lighting, Appendix G of the CEQA Guidelines does not explicitly address shadows resulting from the development of a project. In addition, the Cities of Los Angeles and West Hollywood and nearby communities do not have adopted guidelines or methodologies for assessing shade and shadow analysis.

Furthermore, the Project would operate primarily underground with limited aboveground features, such as station entrances and the MSF. The stations and MSF would be located in built-out urban areas and would not be a significant source of large, unbroken shadows beyond what currently exists in a built-out urban environment. Therefore, shade and shadow impacts are not included in this analysis.

5.2.5 ALIGNMENT ALTERNATIVES LANDSCAPE UNITS

This section describes the 12 landscape units for the alignment alternatives, as shown on Figure 5-1 and Figure 5-2, and in Table 5-1. Because the majority of each proposed alignment alternative is below ground, the landscape units have been identified based on the locations of the proposed stations. Station box components such as ticketing, information, fare gates, and boarding and alighting platforms would be underground, while station entrances, signage, and ventilation structures would be above the surface at street level. Therefore, landscape units focus on the street-level components of the stations, as well as areas where surface construction staging and activities are concentrated around the proposed station locations. Above-surface construction features also include the sidewalk zone of influence. The sidewalk zone of influence includes portions of sidewalks that could be obstructed by station construction, as well as sidewalk closures, sidewalk detours, and effects on gutters and curbs, all of which may require reconstruction.

Figure 5-3 to Figure 5-26 show existing viewpoints of the proposed station portal locations. These viewpoints are representative of the visual character at each identified landscape unit.

FIGURE 5-1. LANDSCAPE UNITS: PHOTO LOCATIONS NEAR STATIONS

Source: Connect Los Angeles Partners 2023

FIGURE 5-2. LANDSCAPE UNIT: PHOTO LOCATION NEAR MSF

Source: Connect Los Angeles Partners 2023

TABLE 5-1. EXISTING CONDITIONS PHOTOGRAPH LOCATIONS WITH LANDSCAPE UNITS

ID NUMBER*	PHOTOGRAPH LOCATION	FIGURE NUMBER
Landscape Unit 1 - Crenshaw/Adams (common to all alignment alternatives)		
1	Entrance Option 1 – SW	Figure 5-3
2	Entrance Option 2 – SE	Figure 5-4
Landscape Unit 2 – Midtown Crossing (common to all alignment alternatives)		
3	Entrance – Mid-Block	Figure 5-5
4	Entrance – Mid-Block - south side of the street looking east	Figure 5-6
Landscape Unit 3 – Wilshire/Fairfax (San Vicente–Fairfax & Fairfax Alignment Alternatives only)		
5	Entrance – NW	Figure 5-7
6	Entrance – NW - entrance looking NE	Figure 5-8
Landscape Unit 4 – Fairfax/3rd (San Vicente–Fairfax & Fairfax Alignment Alternatives only)		
7	Entrance 1 – South	Figure 5-9
8	Entrance 2 – North (Optional)	Figure 5-10
Landscape Unit 5 – La Cienega/Beverly (San Vicente–Fairfax Alignment Alternative only)		
9	Entrance – NE	Figure 5-11
10	Entrance – NE Corner – Looking NE	Figure 5-12
Landscape Unit 6 – San Vicente/Santa Monica (San Vicente–Fairfax Alignment Alternative only)		
11	Entrance 1 – South (SE corner)	Figure 5-13
12	Entrance 2 – North (NE corner)	Figure 5-14
Landscape Unit 7 – Fairfax/Santa Monica (San Vicente–Fairfax & Fairfax Alignment Alternatives only)		
13	Entrance Option 1– NE	Figure 5-15
14	Entrance Option 2 – SE	Figure 5-16
Landscape Unit 8 – La Brea/Santa Monica (common to all alignment alternatives)		
15	Entrance – NE	Figure 5-17
16	Entrance – NE looking north	Figure 5-18
Landscape Unit 9 – Hollywood/Highland (common to all alignment alternatives)		
17	Entrance Option 1 – SW	Figure 5-19
18	Entrance Option 2 – SE	Figure 5-20
Landscape Unit 10 – Wilshire/La Brea (La Brea Alignment Alternative only)		
19	Entrance 1 – NW	Figure 5-21
20	Entrance 3 – 6th Street (optional)	Figure 5-22
Landscape Unit 11 – La Brea/Beverly (La Brea Alignment Alternative only)		
21	Entrance Option 1 – NW	Figure 5-23
22	Entrance Option 2 – NE	Figure 5-24
Landscape Unit 12 – Hollywood Bowl Option (common to all alignment alternatives)		
23	Entrance 1 – SW	Figure 5-25
24	Entrance 2 – SE	Figure 5-26
Landscape Unit 13 – MSF		
25	MSF – Expansion of Division 16 Yard, Between Arbor Vitae Street on the North and 96th Street on the South	Figure 5-27

Source: Connect Los Angeles Partners 2023
*ID numbers correspond to Figure 5-1.

5.2.5.1 LANDSCAPE UNIT 1 – CRENSHAW/ADAMS STATION

LU-1 incorporates the intersection of Crenshaw Boulevard and Adams Boulevard and extends north to approximately the I-10 freeway, south to just beyond West 29th Street, east to approximately 12th Avenue, and west to approximately Virginia Road. The proposed Crenshaw/Adams Station entrance would be located at one of two locations: on the southwest corner of the Crenshaw Boulevard and Adams Boulevard intersection, as shown in Figure 5-3, or located on the southeast corner of Crenshaw Boulevard and Adams Boulevard, as shown in Figure 5-4. Depending on the entrance option selected, construction staging areas would either be on the southwest or southeast corner of Adams Boulevard and Crenshaw Boulevard or on the northeast corner of Crenshaw Boulevard and 28th Street. The sidewalk zone of influence at this station would be along both sides of Crenshaw Boulevard between Adams Boulevard and 29th Street, extending onto the corners of the intersections of Adams Boulevard, 28th Street, and 29th Street.

There is a consistent placement of streetlights, crosswalks, and some street trees along Crenshaw Boulevard, south of the intersection of Crenshaw Boulevard and Adams Boulevard. LU-1 is primarily an auto-oriented commercial corridor surrounded by retail, some mixed-use development, and a multi-story residential building on the west side of Crenshaw Boulevard at the corner of 28th Street. Retail gas stations dominate the four corners of the Crenshaw Boulevard and Adams Boulevard intersection. There are one- and two-story buildings with surface parking lots along Crenshaw Boulevard.

The primary viewers in LU-1 are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area. Neither Crenshaw Boulevard nor Adams Boulevard have medians in this area, and streetscaping is limited to a few trees and small amounts of landscaping around retail businesses.

Visual resources along this corridor are limited. Although residential areas are within a block of the Crenshaw corridor, neither single-family residences nor multifamily complexes are visible from most of the corridor, with the exception of the multifamily complex at the northwest corner of Crenshaw Boulevard and 28th Street. Background views of the Hollywood Hills and San Gabriel Mountains to the north are limited, except at the intersection, due to urban development and visual perspective.

FIGURE 5-3. LU-1, PHOTO #1: CRENSHAW/ADAMS STATION ENTRANCE OPTION 1, SOUTHWEST (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

FIGURE 5-4. LU-1, PHOTO #2: CRENSHAW/ADAMS STATION ENTRANCE OPTION 2, SOUTHEAST (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

5.2.5.2 LANDSCAPE UNIT 2 – MIDTOWN CROSSING STATION

LU-2 incorporates San Vicente Boulevard at its intersections with Pico Boulevard and Venice Boulevard, and extends north to approximately Dockweiler Street, south to approximately 17th Street, east to approximately South Mullen Avenue, and west to La Brea Avenue. The proposed Midtown Crossing Station would be located at the intersection of San Vicente Boulevard, West Pico Boulevard, and Venice Boulevard on the north side of the Midtown Crossing Shopping Center. The proposed station entrance is located south of San Vicente Boulevard at the corner of West Pico Boulevard, which is the back side of the big-box stores; the entrance would face West Pico Boulevard, shown in Figure 5-5 and Figure 5-6. Construction staging is proposed within the commercial and parking area of the Midtown Crossing Shopping Center. The sidewalk zone of influence would encompass the potential construction staging area along Pico Boulevard, San Vicente Boulevard, and Venice Boulevard.

There is a consistent placement of existing streetlights, crosswalks, and street trees on both sides of the street. LU-2 is primarily an auto-oriented commercial corridor surrounded by retail, commercial, some mixed-use development, and several multistory residential buildings on the north side of San Vicente Boulevard, and low-density single-family, and multifamily residential on the south side of Venice Boulevard. Buildings in this area are predominantly one or two stories high.

The primary viewers in LU-2 are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area. A landscaped street median with mature trees is located at the northwest corner of San Vicente Boulevard and Pico Boulevard, and a cement, non-landscaped median is located at the intersection of Venice Boulevard and San Vicente Boulevard. Additional street landscaping is located along the sidewalks and within the parking area at the Midtown Crossing Shopping Center.

Visual resources along this corridor are limited. The Midtown Crossing Shopping Center dominates views in all directions for primary viewers. Residential areas are located within a block of this landscape unit, as well as some multifamily residences adjacent to San Vicente Boulevard to the northwest. The dominant views from these residences are the street and the Midtown Crossing Shopping Center to the south. Residences on the south side of Venice Boulevard have views of the street and the shopping center to the north. People who drive, roll, or walk traveling west on Venice Boulevard have an expansive view of the street with a tree-lined median. Depending on atmospheric conditions, viewers in this area may have limited views of the Santa Monica Mountains to the west. The mountains are not visible from San Vicente Boulevard on the north side of the Midtown Crossing Shopping Center where the station would be located.

FIGURE 5-5. LU-2, PHOTO #3: MIDTOWN CROSSING STATION ENTRANCE, MID-BLOCK (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

FIGURE 5-6. LU-2, PHOTO #4: MIDTOWN CROSSING STATION ENTRANCE, MID-BLOCK LOOKING EAST (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

5.2.5.3 LANDSCAPE UNIT 3 – WILSHIRE/FAIRFAX STATION

LU-3 includes the intersection of Wilshire Boulevard and Fairfax Avenue, and extends north to Maryland Drive, south to just before San Vicente Boulevard, east to the Los Angeles County Museum of Art (LACMA), and west to approximately Crescent Heights Boulevard/McCarthy Vista. The proposed Wilshire/Fairfax Station entrance would be located on the north side of Wilshire Boulevard just west of the intersection of Fairfax Avenue in the alleyway between two buildings, as shown in Figure 5-7 and Figure 5-8. A nearly three-acre construction staging area would be located on the north side of Wilshire Boulevard between the intersection and San Diego Way. A smaller construction staging area would be located at the northwest corner of Fairfax Avenue and Lindenhurst Avenue. The sidewalk zone of influence would encompass the north side of Wilshire Boulevard for approximately 700 feet west. The sidewalk zone of influence would continue north along both sides of Fairfax Boulevard to approximately Lindenhurst Avenue, extending past the corners of the intersections of Orange Street, 6th Street, and Lindenhurst Avenue.

There is a consistent placement of streetlights, crosswalks, and street trees on both sides of Wilshire Boulevard and Fairfax Avenue. LU-3 is primarily an auto-oriented commercial corridor connecting downtown Los Angeles to points west. The corridor is surrounded by retail, commercial, mixed-use development and by institutional venues, including the Petersen Automotive Museum on the southeast corner and the Academy Museum of Motion Pictures on the northeast corner with LACMA next door. The La Brea Tar Pits and Museum is just east of LACMA but outside of the approximately 0.25-mile RSA. The southwest corner of the Wilshire Boulevard and Fairfax Avenue intersection is dominated by a multistory building that contains a bank and the offices of the Consulate General of Chile. Single- and multifamily housing is within a block of Wilshire Boulevard extending north and south, and the Park La Brea apartment complex with over 4,000 units sits on 160 acres immediately east of Fairfax Avenue and north of the Academy Museum of Motion Pictures and LACMA.

Primary viewers in this landscape unit are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Visual resources in this area consist primarily of the institutional and entertainment venues described above. The view east along Wilshire Boulevard is dominated by distinct, futuristic-style architecture (Architect Magazine 2013) and the bold color of the Petersen Automotive Museum. The Academy of Motion Pictures Museum's unique style (Amelar 2021) and gold mosaic cylinder, a City of Los Angeles Historic-Cultural Monument, is on the northeast corner, dominating the views and adding to the visual character. Johnie's Coffee Shop, another City of Los Angeles Historic-Cultural Monument, sits on the northwest corner. Continuing east, the distant views include street trees and two modern, multistory office buildings. The view north along Fairfax Avenue provides a typical street view of an urban landscape with street trees, streetlights, utility poles, sidewalks, and various commercial and retail businesses. Distant views to the north are limited due to the surrounding urban development. The view west includes the multistory glass office building on the southwest corner and continues with a mix of commercial and retail buildings, with multistory buildings interspersed throughout. The view to the south is a typical urban street view, with the Petersen Automotive Museum and the glass office building the most distinctive features.

FIGURE 5-7. LU-3, PHOTO #5: WILSHIRE/FAIRFAX STATION ENTRANCE, NORTHWEST ENTRANCE (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

FIGURE 5-8. LU-3, PHOTO #6: WILSHIRE/FAIRFAX STATION ENTRANCE, NORTHWEST ENTRANCE, LOOKING NORTHEAST (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

5.2.5.4 LANDSCAPE UNIT 4 – FAIRFAX/3RD STATION

LU-4 includes the intersection of Fairfax Avenue and 3rd Street, just south of Beverly Boulevard, and extends west to approximately Crescent Heights Boulevard, north to approximately Beverly Boulevard, east to nearly The Grove Drive, and south to approximately Drexel Avenue. This landscape unit includes a large portion of The Original Farmers Market and The Grove shopping center, and the southwest corner of CBS Television City. The proposed Fairfax/3rd Station entrance would be located at the southeast corner of Fairfax Avenue and 3rd Street with the entrance facing 3rd Street, as shown in Figure 5-9. An optional entrance is proposed at the southeast corner of Fairfax Avenue and Farmers Market Place, as shown in Figure 5-10. Construction staging would be located at either the southeast corner of Fairfax Avenue and Farmers Market Place or the southeast corner of Fairfax Avenue and 3rd Street. The second construction staging area would be approximately 3.8 acres. The sidewalk zone of influence includes both sides of Fairfax Avenue between Farmers Market Place and Blackburn Avenue, extending past the corners of the respective intersections. The sidewalk zone of influence would also extend approximately 150 feet north of the Fairfax Avenue and Farmers Market Place intersection.

Along Fairfax Avenue and 3rd Street, there is a consistent placement of streetlights, signals, street trees, and signage for a variety of businesses. Fairfax Avenue is a major north-south street in the north-central area of the City of Los Angeles connecting to Hollywood and the City of West Hollywood. This section of Fairfax Avenue is notable for a variety of attractions, including the Original Farmers Market and CBS Television City on the east side of Fairfax Avenue between 3rd Street and Beverly Boulevard. The Grove shopping center is immediately east and adjacent to the Original Farmers Market at 3rd Street and The Grove Drive. Pan Pacific Park and the Holocaust Museum LA are across from The Grove on the east side of The Grove Drive. In addition to these attractions, retail, commercial services, offices, restaurants, and bars are located along Fairfax Avenue within the RSA. Most residences, which include both single- and multifamily units, extend west of Fairfax Avenue to Crescent Heights Boulevard both north and south of 3rd Street. Hancock Park Elementary School is south of 3rd Street on the east side of Fairfax Avenue between 4th Street and Colgate Avenue. The diversity and density of attractions in this area make Fairfax Avenue one of the most congested streets in Los Angeles.

Primary viewers in this landscape unit are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Visual resources include typical urban street views, such as streetlights, as well as the tourist attractions and shopping venues described above. Viewers looking north along Fairfax Avenue have limited views of the distant hills, which are partially blocked by development and atmospheric conditions. Palm trees are the dominant street trees along the Fairfax Avenue sidewalks looking north. The iconic Farmers Market clocktower can be seen looking northeast and would also be visible from the optional station entrance at Fairfax Avenue in the Farmers Market parking lot. Visual resources east and west along 3rd Street are typical of an urban environment, with signage, streetlights, occasional street trees, and retail and commercial business on each side of the street.

FIGURE 5-9. LU-4, PHOTO #7: FAIRFAX/3RD STATION, ENTRANCE 1 – SOUTH (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

FIGURE 5-10. LU-4, PHOTO #8: FAIRFAX/3RD STATION, OPTIONAL ENTRANCE 2 – NORTH (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

5.2.5.5 LANDSCAPE UNIT 5 – LA CIENEGA/BEVERLY STATION

LU-5 includes the intersection of La Cienega Boulevard and Beverly Boulevard, and extends north to approximately Rosewood Avenue, east to Kings Road, south to Blackburn Avenue, and west just beyond San Vicente Boulevard incorporating part of the Cedars-Sinai Medical Center campus. This landscape unit includes the Beverly Center shopping center on the southwest corner of La Cienega Boulevard and Beverly Boulevard, the Beverly Connection shopping center on the southeast corner, and the Sofitel Hotel at the northwest corner. The Gindi Maimonides Academy private school is located at the corner of La Cienega Boulevard and Beverly Place. The proposed La Cienega/Beverly Station entrance would be located on the northeast corner of the intersection on the east side of La Cienega Boulevard, as shown in Figure 5-11 and Figure 5-12. Two construction staging areas are proposed in this landscape unit: one on the north side of Beverly Boulevard between La Cienega Boulevard and Alfred Avenue and another on the southwest corner of Beverly Boulevard and Croft Avenue. The sidewalk zone of influence extends approximately 1,200 feet along the north and south sides of Beverly Boulevard, between La Cienega Boulevard and Orlando Avenue, extending around the corners at La Cienega Boulevard, Alfred Avenue, Croft Avenue, and Orlando Avenue.

Street views are typical of a built, urban environment with consistent placement of streetlights, signals, utility poles and wires, limited street trees, and a variety of retail, commercial, and business buildings. Views north from La Cienega Boulevard offer a glimpse of the Hollywood Hills, and views to the west are dominated by the Beverly Center and Sofitel Hotel. Housing in this landscape unit consists of both single- and multifamily units concentrated northwest, northeast, and southeast of Beverly Boulevard.

Primary viewers in the landscape unit are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area, especially commuters traveling to and from the large employment centers in the area, such as Cedars-Sinai Medical Center, the Beverly Center, the Beverly Connection, the Sofitel Hotel, and staff and students of the Gindi Maimonides Academy.

Visual resources are limited to typical urban streetscapes in all directions, a limited view of the Hollywood Hills to the north, and the Beverly Center and Sofitel Hotel dominating views to the west.

FIGURE 5-11. LU-5, PHOTO #9: LA CIENEGA/BEVERLY STATION, ENTRANCE – NORTHEAST (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

FIGURE 5-12. LU-5, PHOTO #10: LA CIENEGA/BEVERLY STATION, ENTRANCE – NORTHEAST, LOOKING NORTHEAST (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

5.2.5.6 LANDSCAPE UNIT 6 – SAN VICENTE/SANTA MONICA STATION (CITY OF WEST HOLLYWOOD)

LU-6 includes the intersection of San Vicente Boulevard and Santa Monica Boulevard, and extends south to approximately Melrose Avenue, west to approximately Willey Lane, north to approximately Betty Way, and east to approximately Westbourne Drive. The Pacific Design Center is a block south of Santa Monica Boulevard and east of San Vicente Boulevard; West Hollywood Park is across the street on the west side of San Vicente Boulevard. The Los Angeles County Sheriff – West Hollywood Station is at the southeast corner of Santa Monica Boulevard and San Vicente Boulevard, and the Metro Division 7 bus layover facility is just east of the Sheriff's Station. Residential areas in this landscape unit are within a block of Santa Monica Boulevard, concentrated northwest of the intersection, and south of Santa Monica Boulevard to Melrose Avenue and east between the Division 7 bus layover facility and Westbourne Drive. These residential areas are a combination of single- and multifamily units.

The proposed San Vicente/Santa Monica Station entrance would be located along Santa Monica Boulevard, east of San Vicente Boulevard. Two entrances options are proposed for this station: one entrance option would be at the southeast corner of Santa Monica Boulevard and San Vicente Boulevard at the existing Sheriff Station (Figure 5-13), while the other entrance option would be located at the northeast corner of Santa Monica Boulevard and Palm Avenue (Figure 5-14). Construction staging is proposed at two locations incorporating approximately three acres total: at the northeast corner of Santa Monica Boulevard and Palm Avenue and at the Los Angeles County Sheriff Station. The sidewalk zone of influence would be on the north and south sides of Santa Monica Boulevard between San Vicente Boulevard and Huntley Drive, extending around the corners of the intersections at Larrabee Street, Palm Avenue, Hancock Avenue, and Huntley Drive. The sidewalk zone of influence would also extend approximately 480 feet south along the western edge of the Sheriff Station on San Vicente Boulevard.

Street views include typical features such as streetlights, signals, and occasional art sculptures in the street medians, particularly along Santa Monica Boulevard. Street trees are abundant along the sidewalk and within the median and dominate views both east and west along Santa Monica Boulevard. Permanent LED globe lanterns extend above Santa Monica Boulevard, attached to existing light poles. Businesses along Santa Monica Boulevard include a variety of retail stores, restaurants, and bars, interspersed with small commercial and business offices.

Primary viewers in this landscape are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Visual resources include the numerous mature street trees and decorative streetscaping previously described. Distant views in all directions, including views of the Hollywood Hills and the Santa Monica and San Gabriel Mountains are limited by the flat terrain, street trees, streetlights, utility poles, and extensive urban development. The Pacific Design Center's distinctive architecture of blue, green, and red glass buildings (Los Angeles Conservancy 2020) are notable features looking south from the intersection. The red glass building can be seen through the trees east along Santa Monica Boulevard until approximately Palm Avenue, while its view becomes blocked moving west from the intersection along Santa Monica Boulevard. Along San Vicente Boulevard south of the intersection, all three of the Pacific Design Center's buildings dominate views to the east.

FIGURE 5-13. LU-6, PHOTO #11: SAN VICENTE/SANTA MONICA STATION, ENTRANCE OPTION 1 – SOUTH (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

FIGURE 5-14. LU-6, PHOTO #12: SAN VICENTE/SANTA MONICA STATION ENTRANCE OPTION 2 – NORTH (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

5.2.5.7 LANDSCAPE UNIT 7 – FAIRFAX/SANTA MONICA STATION (CITY OF WEST HOLLYWOOD)

LU-7 includes the intersection of Fairfax Avenue and Santa Monica Boulevard, and extends north to Fountain Avenue, west to Crescent Heights Boulevard, south to Willoughby Avenue, and east to Spaulding Avenue. A Whole Foods grocery store is located on the northeast corner; a small, multi-unit retail center is on the northwest corner; a restaurant is located on the southwest corner; and a retail business is located on the southeast corner. The proposed Fairfax/Santa Monica Station entrance would be located at one of two locations: either at the northeast corner of Santa Monica Boulevard and Fairfax Avenue (Figure 5-15) or at the southeast corner of Santa Monica Boulevard and Fairfax Avenue (Figure 5-16).

Residential areas in this landscape unit are located within a block of the intersection of Santa Monica Boulevard and Fairfax Avenue in all directions. The majority of housing in this landscape unit are high-density, one- and two-story multifamily units.

Street views within this landscape unit are typical of a built, urban environment. Abundant street trees line the sidewalks, similar to Santa Monica Boulevard in LU-6. Although this landscape unit is also within the City of West Hollywood, there are no LED globe string lights extending across the street. In addition to street trees, there is consistent placement of streetlights, signals, and business signage. Landscaped medians are present along Santa Monica Boulevard and along Fairfax Avenue south of the intersection but are not present north of the intersection.

Primary viewers in this landscape unit are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Visual resources are limited to a typical built, urban environment, although numerous street trees line both streets and most buildings do not exceed three stories. Distant views are primarily blocked due to the flat terrain and urban development, which along with visual perspective (see Section 4.1.2) contributes to a limited, narrow view north along Fairfax Avenue of the Hollywood Hills.

FIGURE 5-15. LU-7, PHOTO #13: FAIRFAX/SANTA MONICA STATION, ENTRANCE OPTION 1 – NORTHEAST (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

FIGURE 5-16. LU-7, PHOTO #14: FAIRFAX/SANTA MONICA STATION, ENTRANCE OPTION 2 – SOUTHEAST (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

5.2.5.8 LANDSCAPE UNIT 8 – LA BREA/SANTA MONICA STATION (CITY OF WEST HOLLYWOOD)

LU-8 includes the intersection of La Brea Avenue and Santa Monica Boulevard, and extends north to Fountain Avenue, west to Poinsettia Drive, south to Willoughby Avenue, and east to approximately Citrus Avenue. La Brea Avenue is the approximate eastern boundary of the City of West Hollywood. A multistory apartment complex is located on the northwest corner of the intersection of La Brea Avenue and Santa Monica Boulevard; the West Hollywood Gateway shopping center is on the southwest corner; a strip mall is on the northeast corner; and a commercial building is on the southeast corner of the intersection.

Although the proposed La Brea/Santa Monica Station has station box and crossover options depending on the alignment alternative, the station entrance for all alignment alternatives would be located on the northeast corner of La Brea Avenue and Santa Monica Boulevard, as shown in Figure 5-17 and Figure 5-18.

For the San Vicente-Fairfax and Fairfax Alignment Alternatives, construction staging would be approximately 270 feet north of Santa Monica Boulevard between Detroit Street and La Brea Avenue and on the northeast corner of the Santa Monica Boulevard and La Brea Avenue intersection, comprising nearly four acres. The sidewalk zone of influence would be located on the north and south sides of Santa Monica Boulevard, between La Brea Avenue and Orange Drive. At La Brea Avenue, Sycamore Avenue, and Orange Drive, the sidewalk zone of influence would extend around the corners of each of these intersections.

Construction staging for the La Brea Alignment Alternative would be identical to the sites described for the San Vicente-Fairfax and Fairfax Alignment Alternatives, but the sidewalk zone of influence would be on the east and west sides of La Brea Avenue between Santa Monica Boulevard and Lexington Avenue, extending around the corners of the intersections. Along Santa Monica Boulevard, the sidewalk zone of influence would also extend 320 feet east to the intersection of Santa Monica Boulevard and Sycamore Avenue.

Residences in this landscape unit are mainly located approximately one block north of Santa Monica Boulevard, west of La Brea Avenue, and are a mix of single-family, and one- and two-story multifamily units. Numerous multistory, multifamily units are located between Sycamore Avenue and Citrus Avenue to the east. South of Santa Monica Boulevard to Willoughby Avenue is a combination of multistory, multifamily residential, retail, and commercial business.

Street views are similar to views in LU-7, which also includes Santa Monica Boulevard through the City of West Hollywood, with the character of Santa Monica Boulevard becoming more commercial and industrial to the east in the city of Los Angeles. Street trees continue to dominate views along Santa Monica Boulevard, particularly to the west, while this segment of Santa Monica Boulevard also includes LED globe string lights across the boulevard, along with streetlights, signals, and a variety of business signage. A landscaped median extends west from the intersection for several feet. North and south along La Brea Avenue, views are dominated by street trees, including occasional palm trees, and a variety of retail and commercial establishments and restaurants. The view north is similar to the view south, but with a fragmented view of the distant Hollywood Hills.

FIGURE 5-17. LU-8, PHOTO #15: LA BREA/SANTA MONICA STATION, ENTRANCE – NORTHEAST (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

FIGURE 5-18. LU-8, PHOTO #16: LA BREA/SANTA MONICA STATION, ENTRANCE – NORTHEAST, LOOKING NORTH (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

Primary viewers in the area are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Visual resources are limited to a typical built, urban environment, although numerous street trees line both streets and most buildings do not exceed three stories. Distant views are blocked due to the flat terrain and development.

5.2.5.9 LANDSCAPE UNIT 9 – HOLLYWOOD/HIGHLAND STATION

LU-9 includes the intersection of Hollywood Boulevard and Highland Avenue and extends north to approximately Franklin Avenue, west to Sycamore Avenue, south to Sunset Boulevard, and east to approximately Cherokee Avenue. The Hollywood/Highland Station has two configurations based on whether it would be constructed as an inline station or a terminus station, but this would not affect the station entrance options. The station also has two entrance options that are the same for all alignment alternatives. Figure 5-19 shows the location of the potential entrance option at the southwest corner of Hollywood Boulevard and Highland Avenue. Figure 5-20 shows the location of the potential entrance option at the southeast corner of the intersection.

For the southwest entrance option for the inline station, two construction staging areas have been identified at the southeast corner of Highland Avenue and Selma Avenue and at the southwest corner of Hollywood Boulevard and Highland Avenue. The sidewalk zone of influence for this entrance option includes the east and west sides of Highland Avenue between Sunset Boulevard and Hollywood Boulevard, extending around the corners of the intersections at Selma Avenue, Hawthorn Avenue, and Hollywood Boulevard. At Highland Avenue and Hollywood Boulevard, the sidewalk zone of influence extends approximately 115 feet west along the construction staging area on Hollywood Boulevard.

For the southeast entrance option for the inline station, three construction staging areas have been identified: the southeast corner of Highland Avenue and Selma Avenue, the southeast corner of Hollywood Boulevard and Highland Avenue, and the southwest corner of Hollywood Boulevard and Highland Avenue. The sidewalk zone of influence for this entrance option is the same as for the southwest entrance option, except that at Highland Avenue and Hollywood Boulevard, the sidewalk zone of influence extends approximately 190 feet west along the construction staging area on Hollywood Boulevard.

For the terminus station configuration for both entrance options, an additional construction staging area and TBM extraction site would be located at the southwest corner of Highland Avenue and Franklin Avenue. The sidewalk zone of influence would extend north along Highland Avenue to Franklin Avenue, extending around the corners of Yucca Street and Franklin Avenue.

FIGURE 5-19. LU-9, PHOTO #17: HOLLYWOOD/HIGHLAND STATION, ENTRANCE OPTION 1 – SOUTHWEST (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

FIGURE 5-20. LU-9, PHOTO #18: HOLLYWOOD/HIGHLAND STATION, ENTRANCE OPTION 2 – SOUTHEAST (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

Residential units in this landscape unit are mainly high-density, multistory, and multifamily units. Several hotels are located within this area, as are a number of tourist attractions, including the Ovation Hollywood entertainment complex, which includes The Dolby Theatre and TCL Chinese Theatre, The Hollywood Museum, the El Capitan Theatre, Ripley's Believe It or Not Museum, and the Hollywood Wax Museum. The Hollywood Walk of Fame along Hollywood Boulevard is known for the names of notable entertainers and celebrities embedded into the sidewalk. Street views in this landscape unit incorporate these tourist attractions, along with various retail businesses and restaurants, with the standard streetlights, signals, and scattered street trees, which are limited to palm trees.

Primary viewers in this landscape unit are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Visual resources include the aforementioned tourist attractions and buildings such as the Ovation Hollywood complex and the El Capitan Theatre, along with distinctive billboards and signage on buildings. A distinctive billboard on the northwest corner of the intersection, and the 13-story Hollywood First National Bank Building on the northeast corner are dominant visual features in this landscape unit.. Looking north along Highland Avenue, the steeple of the Hollywood United Methodist Church is visible. The terrain is flat, and a variety of multistory buildings block distant views.

5.2.5.10 LANDSCAPE UNIT 10 – WILSHIRE/LA BREA STATION

LU-10 includes the intersection of Wilshire Boulevard and La Brea Avenue and extends north to approximately 6th Street, west to Dunsmuir Avenue, south to 9th Street, and east to Citrus Avenue. The Wilshire/La Brea Station is specific to the La Brea Alignment Alternative only and would connect to the future Metro D Line station. The future D Line entrance at the northwest corner of Wilshire Boulevard and La Brea Avenue, named Entrance 1 – NW, would provide access to both the D Line and K Line (Figure 5-21). Only one new entrance option would be constructed at this station, at the southwest corner of La Brea Avenue and 6th Street (Figure 5-22).

Construction staging areas for the station would be at the northwest corner of Wilshire Boulevard and La Brea Avenue, 300 feet north of the corner of Wilshire Boulevard and La Brea Avenue, at the southwest corner of 6th Street and La Brea Avenue, at the northwest corner of 6th Street and La Brea Avenue, at the northeast corner of 6th Street and La Brea Avenue, and 175 feet southeast of the corner of 6th Street and La Brea Avenue. The sidewalk zone of influence would be along both sides of La Brea Avenue between 6th Street and Wilshire Boulevard, extending around the corners of each respective intersection. The sidewalk zone of influence would also be along all street-facing edges of the construction staging areas.

There is a consistent placement of streetlights, crosswalks, and street trees on both sides of the street in this landscape unit, which is primarily an auto-oriented commercial corridor surrounded by retail, commercial, institutional, and some mixed-use development. West of La Brea Avenue, north and south of Wilshire Boulevard, the residences are primarily two- and three-story multifamily units, while east of La Brea Avenue and north and south of Wilshire Boulevard, there is a mix of single-family and multifamily residences.

FIGURE 5-21. LU-10, PHOTO #19: WILSHIRE/LA BREA STATION, FUTURE D LINE ENTRANCE (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

FIGURE 5-22. LU-10, PHOTO #20: WILSHIRE/LA BREA STATION ENTRANCE– 6TH STREET (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

The primary viewers in this landscape unit are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Street views are typical of a built, urban environment, consisting of streetlights, signals, utility poles, scattered street trees, and business signage. Visual resources are limited within this landscape unit. Looking west from the Wilshire Boulevard/La Brea Avenue intersection, the near view includes construction activity and staging on the north and south sides of the street. The distant view west includes street trees, business signage and billboards, and various retail, commercial, and office buildings of various stories.

5.2.5.11 LANDSCAPE UNIT 11 – LA BREA/BEVERLY STATION

LU-11 includes the La Brea Avenue and Beverly Boulevard intersection and extends north to approximately Rosewood Avenue, west to Alta Vista Boulevard, south to approximately 1st Street, and east to Citrus Avenue. The proposed La Brea/Beverly Station is specific to the La Brea Alignment Alternative only and would be located at the intersection of La Brea Avenue and Beverly Boulevard. This station has two options for a street-level entrance, one at the northwest corner of the intersection (Figure 5-23) and one at the northeast corner (Figure 5-24). For the northwest entrance option, construction staging would occur at the southwest corner of the La Brea Avenue and Oakwood Avenue and the northeast corner of La Brea Avenue and Beverly Boulevard. For the northeast entrance option, construction staging would occur at the southwest corner of the La Brea Avenue and Oakwood Avenue and the northwest corner of La Brea Avenue and Beverly Boulevard. The sidewalk zone of influence would be the same for both entrance options: the east and west sides of La Brea Avenue between Beverly Boulevard and Oakwood Avenue, extending approximately 320 feet north of Oakwood Avenue and extending around the corners of the intersections of La Brea Avenue and Beverly Boulevard, and La Brea Avenue and Oakwood Avenue.

This is an auto-oriented corridor with a variety of retail businesses, commercial and office buildings, and restaurants. Residences are located within one block of both streets in all directions and are a combination of single- and multifamily units.

Primary viewers in this landscape unit are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Street views are typical of a built, urban environment, and visual resources are limited within this landscape unit. The immediate views around the La Brea/Beverly intersection include a strip mall on the northeast corner, gas stations on the northwest and southwest corners, and a commercial business on the southwest corner. Street trees are visible to the west, south, and east, but are limited along northbound La Brea Avenue. Distant views to the east are of residential areas, and to the north, west, and south are views typical of a commercial corridor. The flat terrain and numerous structures block distant views, but the Hollywood Hills are just visible to the north from the intersection.

FIGURE 5-23. LU-11, PHOTO #21: LA BREA/BEVERLY STATION, ENTRANCE OPTION 1 – NORTHWEST (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

FIGURE 5-24. LU-11, PHOTO #22: LA BREA/BEVERLY STATION, ENTRANCE OPTION 2 – NORTHEAST (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

5.2.5.12 LANDSCAPE UNIT 12 – HOLLYWOOD BOWL STATION

LU-12 includes the optional Hollywood Bowl Station. The landscape unit extends north approximately to the Pilgrimage Bridge crossing the US-101 freeway, west to approximately Los Tilos Road, south to approximately Camrose Drive, and east to approximately Odin Street and the US-101 freeway. This station is optional for all alignment alternatives and has two entrance option locations. Entrance Option 1 would be located on the west side of Highland Avenue within the Hollywood Bowl Parking Lot B, as shown in Figure 5-25. Entrance Option 2 would be located on the east side of Highland Avenue at the Hollywood Bowl Parking Lot C, as shown in Figure 5-26.

Construction staging for the entrance options would be located at Parking Lot B on Highland Avenue, Parking Lot C on Odin Street, Parking Lot D between Odin Street and Milner Road, and on the west side of Cahuenga Boulevard north of Pilgrimage Bridge. The sidewalk zone of influence would be on both sides of Highland Avenue between Milner Road and the US-101 entrance ramp adjacent to Parking Lot C, extending along all street-facing edges of the construction staging areas. A section on the west side of Cahuenga Boulevard just north of the Pilgrimage Bridge is also within the sidewalk zone of influence.

Within this landscape unit, Highland Avenue is an auto-oriented corridor. Street trees are abundant along with streetlights and signals. There are no visible retail store fronts or business signage. A variety of residences are scattered on the surrounding streets and hillsides. South of Camrose Drive and Milner Street, there are several hotels and multifamily residential units.

Primary viewers in this landscape unit are people who drive, roll, or walk, including residents, travelers, and commuters, as well as patrons of the Hollywood Bowl.

FIGURE 5-25. LU-12, PHOTO #23: HOLLYWOOD BOWL STATION, ENTRANCE OPTION 1 – WEST (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

FIGURE 5-26. LU-12, PHOTO #24: HOLLYWOOD BOWL STATION, ENTRANCE OPTION 2 – EAST (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

Visual resources include the numerous street trees lining both sides of Highland Avenue, the Hollywood Bowl sign in the median at the intersection of Highland Avenue at the entrance to the Hollywood Bowl, and the Hollywood Bowl sign and fountain on the southwest and southeast corners respectively, of Highland Avenue and Pat Moore Way. The Hollywood Cross, also known as the Hollywood Pilgrimage Memorial Monument, a City of Los Angeles Historic-Cultural Monument, is visible in the distance to the northeast from this location. Views of the surrounding hillsides are blocked due to elevation and the surrounding trees. To the north, part of the US-101 ramp is visible. The view south is of street trees, and in the far distance a few tall buildings can be seen.

5.2.6 MAINTENANCE AND STORAGE FACILITY LANDSCAPE UNIT

5.2.6.1 LANDSCAPE UNIT 13 – MAINTENANCE AND STORAGE FACILITY

LU-13 includes the proposed MSF. The MSF would involve an expansion of the existing Metro Division 16 Yard located between Arbor Vitae Street and 96th Street, as shown in Figure 5-27. This photo shows existing conditions of the proposed MSF location.

This area consists mainly of light industrial and commercial businesses and operations associated with LAX, such as rental car locations and car storage. Some single- and multifamily residences are located between Manchester Avenue and Arbor Vitae Street, between Bellanca Avenue and Airport Boulevard, and extending west to Sepulveda Boulevard. Several hotels are located farther south near Century Boulevard between the I-405 freeway and Sepulveda Boulevard. A limited number of small restaurants are located along Arbor Vitae, but other than two gas stations at the southeast and northwest corners of Aviation Boulevard and Arbor Vitae Street, there are no retail businesses in the immediate area.

Primary viewers in the landscape unit are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Street views consist of streetlighting, utility poles, and views of the industrial and commercial facilities. Street trees are limited, although there is some street landscaping, particularly north along Aviation Boulevard. Visual resources in the area are limited and consist of the aforementioned buildings, with limited street trees and landscaping. Although the terrain is flat, distant views are generally blocked by buildings and warehouses. The LAX/Metro Transit Center Station, currently under construction, is located on Aviation Boulevard and is visible to viewers looking south from Arbor Vitae Street. The elevated guideway of the LAX Automated People Mover is also visible looking south from Aviation Boulevard and Arbor Vitae Street. To the southwest and southeast, aircraft may be viewed ascending and descending from LAX. Depending on atmospheric conditions, looking north-northeast there may be limited views of the Hollywood Hills and the San Gabriel Mountains in the distance.

FIGURE 5-27. LU-13, PHOTO #25: MSF – EXPANSION OF DIVISION 16 YARD, BETWEEN ARBOR VITAE STREET ON THE NORTH AND 96TH STREET ON THE SOUTH (EXISTING VIEW)

Source: Connect Los Angeles Partners 2023

CHAPTER 6 IMPACTS AND MITIGATION MEASURES

6.1 IMPACT ANALYSIS

This section presents the evaluation of changes to existing visual and aesthetic conditions, as well as the corresponding mitigation measures, where applicable. Both construction and operational impacts are evaluated. Table 6-1 in Section 6.1.6 provides a summary of the impact conclusions.

Project measures are design features, best management practices, or other commitments that Metro implements as part of all alignment alternatives and stations, the design option, and the MSF to reduce or avoid environmental effects associated with the Project. Project measures are not the same as mitigation measures, which are used to reduce an environmental impact's significance level. Where applicable, project measures are identified as part of the evaluation of environmental impacts in this chapter.

6.1.1 PM AES-1: CONSTRUCTION LIGHTING

Safety and security lighting would be used during construction but would be directed toward the construction staging areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Any nighttime construction required for the alignments and stations, the design option, and the MSF would not be a substantial source of light and glare because other nighttime lighting sources already exist around the construction area, including streetlights and building illumination.

6.1.2 IMPACT AES-1: SCENIC VISTAS

Impact AES-1: Would the Project have a substantial adverse effect on a scenic vista?

6.1.2.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

The San Vicente–Fairfax Alignment Alternative includes LU-1, LU-2, LU-3, LU-4, LU-5, LU-6, LU-7, LU-8, and LU-9. Descriptions of the existing visual conditions and visual resources of each landscape unit is provided in Section 5.2.5.

CONSTRUCTION IMPACTS

No Impact. Construction of the San Vicente–Fairfax Alignment Alternative would introduce visually disruptive elements into each landscape unit, including light and heavy excavation, TBMs and related equipment, impacts to curbs and gutters, structural falsework, tree removal, security fencing and lighting, stockpiled building materials, safety and directional signage, and installation of Project infrastructure, station platforms, plazas, and ancillary facilities. All stations for this alignment alternative would be constructed using the cut-and-cover method, which allows a temporary decking structure to be placed over the cut following the first excavation and allows for traffic on the surface.

Construction activities, while a temporary visual nuisance, would not obstruct scenic vistas because, as described in Section 5.2.1, there are no scenic vistas identified by relevant planning documents within the landscape units, and as described in Section 5.2.5, views within the landscape units that are part of this alignment alternative are of an urbanized, built environment. Construction activities would be temporary and limited to the immediate area. In addition, construction activities and staging would be shielded by fencing to the extent feasible. Further, compliance with the Metro Tree Policy, as described in Section 3.3.2.5, would ensure construction-related impacts to trees are minimized. Therefore, construction of the San Vicente–Fairfax Alignment Alternative would result in no impact to scenic vistas.

OPERATIONAL IMPACTS

No Impact. As described in Section 5.2.1, there are no designated scenic vistas identified by relevant planning documents within the landscape units of the San Vicente–Fairfax Alignment Alternative. The views consist of a built-out, urban environment that is confined to the immediate area due to development. Distant views of the Hollywood Hills and San Gabriel Mountains are limited due to development and visual perspective. Throughout the landscape units, the proposed station plazas would not be at a height greater than existing nearby structures. All stations would include two sets of emergency egress facilities or emergency exits that can access the surface via hatches that would be located inside or outside of the public right-of-way (ROW). Each emergency exit route would include a set of stairs that lead to the surface. The emergency egress shaft would be approximately 15 feet by 25 feet, and the hatch would either be flush with the ground or sidewalk or integrated into a building so as not to be intrusive to viewers. In addition to the emergency exits, station ventilation structures would be located inside or outside the public ROW and are generally designed to be separate from the emergency exits. The ventilation structures would be either at ground or sidewalk level and can be incorporated into a future building so as not to be visually intrusive. The visibility of the tunnel portal would be limited to the station entrance plaza and would not be visually obtrusive in terms of its height or scale. The visible features of underground stations at street level would be entrances, signage, and other ancillary facilities such as escalators, elevators, stairs, and station boarding areas. However, these areas would be more visible to people in the immediate vicinity of the station entrance and would not conflict with the overall viewshed of a particular LU. Aboveground station components that would be visible include signage, lighting, landscaping, paving, and streetscape amenities such as benches, all of which would be designed consistent with the MRDC and Metro Art Program Policy, and the Metro Tree Policy, as described in Section 3.3.2.

While not specifically identified by relevant planning documents as scenic vistas, the unique streetscapes of LU-6 (San Vicente/Santa Monica), described in Section 5.2.5.6, and shown in Figure 5-13 and Figure 5-14, and LU-9 (Hollywood/Highland), described in Section 5.2.5.9 and shown in Figure 5-19 and Figure 5-20, provide a localized scenic vista that may be notable to residents and visitors. There would be no impacts related to scenic vistas specific to LU-6 and LU-9. An analysis of the potential to affect scenic vistas within these two landscape units is presented below for informational purposes.

Within LU-6 – San Vicente/Santa Monica Station, the intersection of San Vicente Boulevard and Santa Monica Boulevard is notable for numerous visual resources that include the Pacific Design Center, the rainbow crosswalks, landscaped medians, numerous street trees, and distinctive LED globe string lights that hang across Santa Monica Boulevard. The stations would be constructed according to the Metro design features described in Chapter 3 and would contribute to maintaining the unique scenic quality of the surrounding area. There are no scenic vistas identified in relevant planning documents in this landscape unit, and operation of the station entrance would not obstruct the local scenic vista in this landscape unit; therefore, no impact would occur.

The primary visual element of the San Vicente–Fairfax Alignment Alternative in LU-6 would be the station entrance located at the northeast corner of the intersection, as shown in Figure 5-13 and Figure 5-14. The station would not alter scenic vistas in this landscape unit; therefore, no impact would occur in this LU.

Within LU-9 – Hollywood/Highland Station, the intersection of Hollywood Boulevard and Highland Avenue is notable for the numerous unique visual resources that include the Dolby Theatre, the Ovation Shopping and Entertainment Complex, the Hollywood Wax Museum, TLC (Grauman's) Chinese Theatre, and the Hollywood Walk of Fame. The view north along Highland Avenue includes the steeple of the Hollywood United Methodist Church, as well as a limited view of the Hollywood Hills. However, the iconic Hollywood Sign is not visible from street view in this landscape unit. The station would not be visually obtrusive in terms of height and scale. The station entrance would be constructed according to the Metro design guidelines described in Chapter 3 and would contribute to the scenic quality of the surrounding area.

No scenic vistas have been identified in relevant planning documents in this LU-9, and the operation of the station entrance would not obstruct scenic vistas, including local scenic vistas; therefore, no impact would occur.

Therefore, there would be no operational impacts to scenic vistas within any of the landscape units for the San Vicente–Fairfax Alternative Alignment.

6.1.2.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

The Fairfax Alignment Alternative includes LU-1, LU-2, LU-3, LU-4, LU-7, LU-8, and LU-9. Descriptions of the existing visual conditions and visual resources of each landscape unit is provided in Section 5.2.5.

CONSTRUCTION IMPACTS

No Impact. Construction of the Fairfax Alignment Alternative would introduce visually disruptive elements into each landscape unit, including light and heavy excavation, TBMs and related equipment, impacts to curbs and gutters, structural falsework, tree removal, security fencing and lighting, stockpiled building materials, safety and directional signage, and installation of project infrastructure, station platforms, plazas, and ancillary facilities. All stations for this alignment alternative would be

constructed using the cut-and-cover method, which allows a temporary decking structure to be placed over the cut following the first excavation and allows for traffic on the surface.

Construction activities, while a temporary visual nuisance, would not obstruct scenic vistas because, as described in Section 5.2.1, there are no scenic vistas identified by relevant planning documents within the landscape units for this alignment alternative. Construction activities would be temporary and limited to the immediate area. In addition, construction activities and staging would comply with all Metro and local guidelines related to construction activities, as described in Chapter 3. Further, compliance with the Metro Tree Policy, as described in Section 3.3.2.5, would ensure construction-related impacts to trees are minimized. Therefore, construction of the Fairfax Alignment Alternative would result in no impact to scenic vistas.

OPERATIONAL IMPACTS

No Impact. As described in Section 5.2.1, there are no designated scenic vistas identified by relevant planning documents within the landscape units of the Fairfax Alignment Alternative. The views consist of a built-out, urban environment that is confined to the immediate area due to development. Distant views of the Hollywood Hills and San Gabriel Mountains are limited due to development and visual perspective. Throughout the landscape units, the proposed station plazas would not be at a height greater than existing nearby structures. All stations would include two sets of emergency egress facilities or emergency exits that can access the surface via hatches that would be located inside or outside of the public ROW. Each emergency exit route would include a set of stairs that lead to the surface. The emergency egress shaft would be approximately 15 feet by 25 feet, and the hatch would either be flush with the ground or sidewalk or integrated into a building so as not to be intrusive to viewers. In addition to the emergency exits, station ventilation structures would be located inside or outside the public ROW and are often separated from the emergency exits. The ventilation structures would be either at ground or sidewalk level and can be incorporated into a future building so as not to be visually intrusive. The visibility of the tunnel portal would be limited to the station entrance plaza and would not be visually obtrusive in terms of its height or scale. The visible features of underground stations at street level would be entrances, signage, and other ancillary facilities such as escalators, elevators, stairs, and station boarding areas. However, these areas would be more visible to people in the immediate vicinity of the station entrance and would not conflict with the overall viewshed of a particular landscape unit. Aboveground station components that would be visible include signage, lighting, landscaping, paving, and streetscape amenities such as benches, all of which would be designed consistent with the MRDC and Metro Art Program Policy, and the Metro Tree Policy, described in Section 3.3.2.

While not specifically identified by relevant planning documents as scenic vistas, the unique streetscapes of LU-9 (Hollywood/Highland), as described in Section 5.2.5.9 and shown in Figure 5-19 and Figure 5-20, may provide a localized scenic vista that may be notable to residents and visitors. There would be no impacts related to scenic vistas specific to LU-9. An analysis of the potential to affect scenic vistas within this landscape unit is presented for informational purposes.

Within LU-9 – Hollywood/Highland Station, the intersection of Hollywood Boulevard and Highland Avenue is notable for the numerous unique visual resources that include the Dolby Theatre, the Ovation Shopping and Entertainment Complex, the Hollywood Wax Museum, TLC (Grauman's) Chinese Theatre, and the Hollywood Walk of Fame. The view north along Highland Avenue includes the steeple of the Hollywood United Methodist Church, as well as a limited view of the Hollywood Hills. However, the iconic Hollywood Sign is not visible from street view in this landscape unit. The station would not be visually obtrusive in terms of height and scale. The station entrance would be constructed according to the Metro design guidelines described in Section 3.3.2 and would contribute to the visual quality of the surrounding area. There are no scenic vistas identified in relevant planning documents in this landscape unit, and the operation of the station entrance would not obstruct scenic vistas; therefore, no impact would occur.

As described above, there would be no operational impacts to scenic vistas within any of the landscape units for the Fairfax Alignment Alternative.

6.1.2.3 ALIGNMENT ALTERNATIVE 3: LA BREA

The La Brea Alignment Alternative includes LU-1, LU-2, LU-8, LU-9, LU-10, and LU-11. Descriptions of the existing visual conditions and visual resources of each landscape unit is provided in Section 5.2.5.

CONSTRUCTION IMPACTS

No Impact. Construction of the La Brea Alignment Alternative would involve the same construction activities described for the San Vicente-Fairfax and the Fairfax Alignment Alternatives in Section 6.1.2.1 and Section 6.1.2.2.

Construction of the La Brea Alignment Alternative would introduce visually disruptive elements into each landscape unit, including light and heavy excavation, TBMs and related equipment, impacts to curbs and gutters, structural falsework, tree removal, security fencing and lighting, stockpiled building materials, safety and directional signage, and installation of project infrastructure, station platforms, plazas, and ancillary facilities. All stations for the alignment alternative would be constructed using the cut-and-cover method, which allows a temporary decking structure to be placed over the cut following the first excavation and allows for traffic on the surface.

Construction activities, while a temporary visual nuisance, would not obstruct scenic vistas because, as described in Section 5.2.1, there are no scenic vistas identified in relevant planning documents within the landscape units for this alignment alternative. Construction activities would be temporary and intermittent and limited to the immediate area. In addition, construction activities and staging would be shielded by fencing to the extent feasible. Further, compliance with the Metro Tree Policy, as described in Section 3.3.2.5, would ensure construction-related impacts to trees are minimized. Therefore, construction of the La Brea Alignment Alternative would result in no impact to scenic vistas.

OPERATIONAL IMPACTS

No Impact. As described in Section 5.2.1, there are no designated scenic vistas identified by relevant planning documents within the landscape units of the La Brea Alignment Alternative. The views consist of a built-out, urban environment that is confined to the immediate area due to development. Distant views of the Hollywood Hills and San Gabriel Mountains are limited due to development. Throughout the landscape units, the proposed station plazas would not be at a height greater than existing nearby structures. All stations would include two sets of emergency egress facilities or emergency exits that can access the surface via hatches that, would be located inside or outside of the public ROW. Each emergency exit route would include a set of stairs that lead to the surface. The emergency egress shaft would be approximately 15 feet by 25 feet, and the hatch would either be flush with the ground or sidewalk or integrated into a building so as not to be intrusive to viewers. In addition to the emergency exits, station ventilation structures would be located inside or outside the public ROW and are often separated from the emergency exits. The ventilation structures would be either at ground or sidewalk level and can be incorporated into a future building so as not to be visually intrusive. The visibility of the tunnel portal would be limited to the station entrance plaza and would not be visually obtrusive in terms of its height or scale. The visible features of underground stations at street level would be entrances, signage, and other ancillary facilities such as escalators, elevators, stairs, and station boarding areas. However, these areas would be more visible to people in the immediate vicinity of the station entrance and would not conflict with the overall viewshed of a particular landscape unit. Aboveground station components that would be visible include signage, lighting, landscaping, paving, and streetscape amenities such as benches, all of which would be designed consistent with the MRDC and Metro Art Program Policy, and the Metro Tree Policy, as described in Section 3.3.2.

While not specifically identified by relevant planning documents as scenic vistas, the unique streetscapes of LU-9 (Hollywood/Highland), as described in Section 5.2.5.9 and shown in Figure 5-19 and Figure 5-20, may provide a localized scenic vista that may be notable to residents and visitors. There would be no impacts related to scenic vistas specific to LU-9. An analysis of the potential to affect scenic vistas within this landscape unit is presented for informational purposes.

Within LU-9 – Hollywood/Highland Station, the intersection of Hollywood Boulevard and Highland Avenue is notable for the numerous unique visual resources that include the Dolby Theatre, the Ovation Shopping and Entertainment Complex, the Hollywood Wax Museum, TLC (Grauman's) Chinese Theatre, and the Hollywood Walk of Fame. The view north along Highland Avenue includes the steeple of the Hollywood United Methodist Church, as well as a limited view of the Hollywood Hills. However, the iconic Hollywood Sign is not visible from street view in this landscape unit. The station would not be visually obtrusive in terms of height and scale. The station entrance would be constructed according to the Metro design guidelines described in Section 3.3.2 and would contribute to the visual quality of the surrounding area. There are no scenic vistas identified in relevant planning documents in this landscape unit, and operation of the station entrance would not obstruct scenic vistas; therefore, no impact would occur.

As described above, there would be no operational impacts to scenic vistas within any of the landscape units for the La Brea Alignment Alternative.

6.1.2.4 HOLLYWOOD BOWL DESIGN OPTION

The Hollywood Bowl Design Option is within LU-12 (Hollywood Bowl). Descriptions of the existing visual conditions and visual resources of this landscape unit is provided in Section 5.2.5.

CONSTRUCTION IMPACTS

No Impact. Construction of the Hollywood Bowl Design Option would introduce visually disruptive scenic elements to LU-12 (Hollywood Bowl). Construction would occur via SEM, which entails conventional mining techniques and equipment for hard rock excavation. Construction would include roadheaders for excavation and controlled blasting if extremely strong rock is encountered. Construction would also include light and heavy excavation, TBMs and related equipment, impacts to curbs and gutters, structural falsework, tree removal, security fencing and lighting, stockpiled building materials, safety and directional signage, and installation of project infrastructure, station platforms, plazas, and ancillary facilities.

Construction activities, while a temporary visual nuisance, would not obstruct scenic vistas because, as described in Chapter 3, there are no scenic vistas identified by relevant planning documents within LU-12. In addition, construction activities and staging would comply with all Metro and local guidelines related to construction activities, as also described in as described in Chapter 3. Further, compliance with the Metro Tree Policy, as described in Section 3.3.2.5, would ensure construction related impacts to trees are minimized. Therefore, construction of Hollywood Bowl Design Option would result in no impacts to scenic vistas.

OPERATIONAL IMPACTS

No Impact. The Hollywood Bowl Design Option is within LU-12 (Hollywood Bowl). The station entrance would be located either on the west side of Highland Avenue at the existing Hollywood Bowl Parking Lot B, as shown in Figure 5-25, or on the east side of Highland Avenue near the existing Hollywood Bowl Parking Lots C and D (Figure 5-26). As described in Section 5.2, Highland Avenue is primarily a transit corridor. Scenic elements include the surrounding Hollywood Hills, numerous street trees lining Highland Avenue, and signs for the Hollywood Bowl, although no scenic vistas are identified in relevant planning documents.

The station entrances would not exceed the height of the limited surrounding buildings and would be constructed according to the Metro design guidelines and standards described in Section 3.3.2. All stations would include two sets of emergency egress facilities or emergency exits that can access the surface via hatches that would be located inside or outside of the public ROW. Each emergency exit route would include a set of stairs that lead to the surface. The emergency egress shaft would be approximately 15 feet by 25 feet, and the hatch would either be flush with the ground or sidewalk or integrated into a building so as not to be intrusive to viewers. In addition to the emergency exits, station ventilation structures would be located inside or outside the public ROW and are often

separated from the emergency exits. The ventilation structures would be either at ground or sidewalk level and can be incorporated into a future building so as not to be visually intrusive. The visibility of the tunnel portal would be limited to the station entrance plaza and would not be visually obtrusive in terms of its height or scale. The visible features of underground stations at street level would be entrances, signage, and other ancillary facilities such as escalators, elevators, stairs, and station boarding areas. However, these areas would be more visible to people in the immediate vicinity of the station entrance and would not conflict with the overall viewshed of a particular LU.

There are no scenic vistas identified in relevant planning documents and the operation of a station entrance for the Hollywood Bowl Design Option would not obstruct scenic vistas in the LU-12; therefore, no operational impacts related to scenic vistas would occur with the Hollywood Bowl Design Option.

6.1.2.5 MAINTENANCE AND STORAGE FACILITY

The proposed MSF is located on the south side of Arbor Vitae Street, adjacent to the existing Metro Division 16. As described in Section 5.2, this area comprises LU-13.

CONSTRUCTION IMPACTS

No Impact. Construction of the MSF would introduce visually disruptive activities such as demolition, site clearing, and grading but would not substantially obstruct views of scenic vistas. As described in Section 5.2, visual resources and scenic views are limited in this area. Distant views are limited due to the surrounding industrial development, as shown in Figure 5-27. Construction activities would not result in any visual impacts to primary viewers because the sites are surrounded by relatively wide streets and paved areas that act as visual buffers. There are no scenic vistas identified in relevant planning documents applicable to LU-13. All construction activities and staging would comply with all Metro and local guidelines related to construction activities, as described in Chapter 3. Therefore, construction of the MSF would result in no impact to scenic vistas.

OPERATIONAL IMPACTS

No Impact. Operational impacts of the MSF would introduce new elements to the immediate views. However, the MSF would generally fit within the context of the existing industrial character of the area and would be constructed according to the Metro design features described in Section 3.3.2, which may contribute to improving scenic quality of the surrounding area. In addition, no scenic vistas are identified in relevant planning documents applicable to LU-13. Therefore, operation of the MSF would result in no impact to scenic vistas.

6.1.3 IMPACT AES-2: SCENIC HIGHWAYS

Impact AES-2: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

6.1.3.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

CONSTRUCTION IMPACTS

No Impact. As described in Section 5.2.2, there are no state-designated scenic highways or eligible state scenic highways located within the RSA of the San Vicente–Fairfax Alignment Alternative. The closest designated or eligible scenic highways are approximately 13 miles from the RSA. Therefore, construction of the San Vicente–Fairfax Alignment Alternative would not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within a state-designated or eligible scenic highway and no impact would occur.

OPERATIONAL IMPACTS

No Impact. As described in Section 5.2.2, there are no state-designated scenic highways, or eligible state scenic highways located within the RSA of the San Vicente–Fairfax Alignment Alternative. The closest designated or eligible scenic highways are approximately 13 miles from the RSA. Therefore, operation of the San Vicente–Fairfax Alignment Alternative would not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within a state-designated or eligible state scenic highway and no impact would occur.

6.1.3.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

CONSTRUCTION IMPACTS

No Impact. As described in Section 5.2.2, there are no state-designated scenic highways or eligible state scenic highways located within the RSA of the Fairfax Alignment Alternative. The closest designated or eligible scenic highways are approximately 13 miles from the RSA. Therefore, construction of the Fairfax Alignment Alternative would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within a designated or eligible state scenic highway and no impact would occur.

OPERATIONAL IMPACTS

No Impact. As described in Section 5.2.2, there are no state-designated scenic highways or eligible state scenic highways located within the RSA of the Fairfax Alignment Alternative. The closest designated or eligible scenic highways are approximately 13 miles from the RSA. Therefore, operation of the Fairfax Alignment Alternative would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within a designated or eligible state scenic highway and no impact would occur.

6.1.3.3 ALIGNMENT ALTERNATIVE 3: LA BREA

CONSTRUCTION IMPACTS

No Impact. As described in Section 5.2.2, there are no state-designated scenic highways or eligible state scenic highways located within the RSA of the La Brea Alignment Alternative. The closest

designated or eligible scenic highways are approximately 13 miles from the RSA. Therefore, construction of the La Brea Alignment Alternative would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within a designated or eligible state scenic highway and no impact would occur.

OPERATIONAL IMPACTS

No Impact. As described in Section 5.2.2, there are no state-designated scenic highways or eligible state scenic highways located within the RSA of the La Brea Alignment Alternative. The closest designated or eligible scenic highways are approximately 13 miles from the RSA. Therefore, operation of the La Brea Alignment Alternative would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within a designated or eligible state scenic highway and no impact would occur.

6.1.3.4 HOLLYWOOD BOWL DESIGN OPTION

CONSTRUCTION IMPACTS

No Impact. There are no state-designated scenic highways or eligible state scenic highways within the RSA of the Hollywood Bowl Design Option. The closest designated or eligible scenic highways are approximately 13 miles from the RSA. Therefore, construction of the Hollywood Bowl Design Option would not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within a designated or eligible state scenic highway and no impact would occur.

OPERATIONAL IMPACTS

No Impact. There are no state-designated scenic highways or eligible state scenic highways within the RSA of the Hollywood Bowl Design Option. The closest designated or eligible scenic highways are approximately 13 miles from the RSA. Therefore, operation of the Hollywood Bowl Design Option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within a designated or eligible state scenic highway and no impact would occur.

6.1.3.5 MAINTENANCE AND STORAGE FACILITY

CONSTRUCTION IMPACTS

No Impact. As described in Section 5.2.2, there are no state-designated scenic highways or eligible state scenic highways within the RSA of the MSF. The closest designated scenic highways are approximately 13 miles from the RSA. Therefore, construction of any of the MSF would not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within a designated or eligible state scenic highway and no impact would occur.

OPERATIONAL IMPACTS

No Impact. As described in Section 5.2.2, there are no state-designated scenic highways or eligible state scenic highways within the RSA of the MSF. The closest designated scenic highways are

approximately 13 miles from the RSA. Therefore, operation of the MSF would not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within a designated or eligible state scenic highway and no impact would occur.

6.1.4 IMPACT AES-3: VISUAL CHARACTER

Impact AES-3: Would the Project in a non-urbanized area substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

The Project, including the alignment alternatives and stations, the design option, and the MSF, are in an urbanized area as defined by CEQA Guidelines Section 15387; therefore, in accordance with Appendix G of the 2022 CEQA Guidelines, a significant impact would occur if the alignment alternatives (with or without the design option) conflict with applicable zoning and other regulations governing scenic quality. The zoning ordinances of each jurisdiction in the RSA do not directly regulate the design of transportation infrastructure elements. Additionally, jurisdictions in the RSA generally do not have policies or regulations that govern visual quality during construction activities for transportation-related projects. The alignment alternatives (with or without the design option[s]) would be designed in conformance with all Metro policies related to visual resources, including the Metro Systemwide Station Design Standards Policy.

6.1.4.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

The San Vicente–Fairfax Alignment Alternative includes LU-1, LU-2, LU-3, LU-4, LU-5, LU-6, LU-7, LU-8 and LU-9. The existing settings for visual resources that contribute to visual quality for the landscape units within the San Vicente–Fairfax Alignment Alternative are described in Section 5.2. A description of the applicable zoning plans and other regulations governing scenic quality are described in Chapter 3.

CONSTRUCTION IMPACTS

Less Than Significant Impact. Construction activities would obstruct the visual character and quality of the immediate surroundings with heavy equipment use, tunneling, tree removal, stockpiled building and utility materials, and safety and directional signage. However, construction activities would be temporary and intermittent and limited to the immediate area. In addition, the perimeter of construction staging areas would be fenced for a variety of purposes, including opaque fencing to screen views of the construction site and activities, security, and noise controls, and could incorporate artwork, Metro-branded designs, and/or community-relevant messaging. This would help to minimize the visual nuisance and ensure that the visual character and quality of the immediate area are not substantially degraded during construction. Further, compliance with the Metro Tree Policy, as described in Section 3.3.2.5, would ensure construction-related impacts to trees are minimized. Therefore, construction of the San Vicente–Fairfax Alignment Alternative would not conflict with applicable regulations governing scenic quality, and the impact to visual character or quality of public views would be less than significant.

OPERATIONAL IMPACTS

Less Than Significant Impact. Operational components of the San Vicente–Fairfax Alignment Alternative, including but not limited to design and use of stations, auxiliary facilities use, and new landscaping, would follow the Metro guidelines described in Section 3.3.2, including MRDC (2018), Metro Transit Service Policies and Standards, Metro Art Program Policy, the Metro Tree Policy, Systemwide Station Design Standards Policy, and Architectural Standard/Directive Drawings (2018). The Metro Transit Service Policies and Standards identify policies, principles and requirements in the design or modification of the transit network. The Metro Art Program Policy mandates the inclusion of art in the design of its transit systems. Metro requires rail projects to incorporate architectural directive and standard drawings based on lessons learned from completed Metro Rail projects. The Systemwide Station Design Standards Policy provides a consistent, streamlined systemwide design approach for Metro stations that includes sustainable design features and sustainable landscaping. The San Vicente–Fairfax Alignment Alternative would primarily operate underground. Certain elements that would be located on properties outside of the public ROW (e.g., station plazas) would comply with applicable zoning and design requirements, including undergoing mandated design review where applicable and coordinating with local jurisdictions during preliminary and final design. Therefore, operation of the San Vicente–Fairfax Alignment Alternative would not conflict with local zoning ordinances pertaining to scenic quality and the impact to existing visual character or quality of public views would be less than significant.

The operational impacts of the San Vicente–Fairfax Alignment Alternative within individual landscape units are analyzed below.

Within LU-1 – Crenshaw/Adams Station, the San Vicente–Fairfax Alignment Alternative would result in permanent changes to commercial parcels where the station entry and plaza are proposed for the new underground Crenshaw/Adams Station. However, the station entrance and plaza at this location would be an at-grade facility within an urbanized area and would be designed to integrate with the existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual unity. Therefore, operation of the San Vicente–Fairfax Alignment Alternative in LU-1 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-2 – Midtown Crossing Station, the San Vicente-Fairfax Alignment Alternative would result in permanent changes to commercial parcels where the station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the Midtown Crossing Station is an at-grade facility within an urbanized area with predominantly commercial and retail land uses and would be designed to integrate with existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the surrounding commercial and retail area's visual unity. Therefore, operation of the San Vicente-Fairfax Alignment Alternative in LU-2 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-3 – Wilshire/Fairfax Station, the San Vicente–Fairfax Alignment Alternative would result in permanent changes to commercial parcels where station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the Wilshire/Fairfax Station is an at-grade facility within an urbanized area and would be designed to integrate with the existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual unity. Therefore, operation of the San Vicente–Fairfax Alignment Alternative in LU-3 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-4 – Fairfax/3rd Station, the San Vicente-Fairfax Alignment Alternative would result in permanent changes to commercial parcels where the station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the Fairfax/3rd Station is an at-grade facility within an urbanized area with predominantly commercial and retail land uses and would be designed to integrate with existing urbanized character of the surrounding land uses, including the Original Farmers Market. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the surrounding commercial and retail area's visual unity. Therefore, operation of the San Vicente-Fairfax Alignment Alternative in LU-4 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-5 – La Cienega/Beverly Station, the San Vicente-Fairfax Alignment Alternative would result in permanent changes to commercial parcels where the station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the La Cienega/Beverly Station is an at-grade facility within an urbanized area with predominantly commercial and retail land uses and would be designed to integrate with existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the surrounding commercial and retail area's visual unity. Therefore, operation of the San Vicente-Fairfax Alignment Alternative in LU-5 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-6 – San Vicente/Santa Monica Station, the San Vicente–Fairfax Alignment Alternative would result in permanent changes to commercial parcels where the station entry and plaza are proposed for the new underground stations. However, the station entrance and plaza at the San Vicente/Santa Monica Station is an at-grade facility within an urbanized area and would be designed to integrate with the existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual unity. Therefore, operation of the San Vicente–Fairfax Alignment Alternative in LU-6 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-7 – Fairfax/Santa Monica Station, the San Vicente-Fairfax Alignment Alternative would result in permanent changes to commercial parcels where the station entry and plazas are proposed

for the new underground stations. However, the station entrance and plaza at the Fairfax/Santa Monica Station is an at-grade facility within an urbanized area with predominantly commercial and retail land uses and would be designed to integrate with existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the surrounding commercial and retail area's visual unity. Therefore, operation of the San Vicente-Fairfax Alignment Alternative in LU-7 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant. Within LU-8 – La Brea/Santa Monica Station, the San Vicente-Fairfax Alignment Alternative would result in permanent changes to commercial parcels where the station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the La Brea/Santa Monica Station is an at-grade facility within an urbanized area with predominantly commercial and retail land uses and would be designed to integrate with existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the surrounding commercial and retail area's visual unity. Therefore, operation of the San Vicente-Fairfax Alignment Alternative in LU-8 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-9 – Hollywood/Highland Station, the San Vicente–Fairfax Alignment Alternative would result in permanent changes to commercial parcels where station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the Hollywood/Highland Station is an at-grade facility within an urbanized area and would be designed to integrate with the existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual unity. Therefore, operation of the San Vicente–Fairfax Alignment Alternative in LU-9 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant. As described above, there would be a less than significant impact on the visual character and quality for all of the landscape units within the San Vicente–Fairfax Alignment Alternative RSA during operation because the station entries and plazas would be designed to comply with applicable zoning and other regulations governing scenic quality.

6.1.4.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

The Fairfax Alignment Alternative includes LU-1, LU-2, LU-3, LU-4, LU-7, LU-8, and LU-9. The existing settings for visual resources that contribute to visual quality for these landscape units for the Fairfax Alignment Alternative are described in Section 5.2. A description of the applicable zoning plans and other regulations governing scenic quality in an urbanized area are described in Chapter 3.

CONSTRUCTION IMPACTS

Less Than Significant Impact. Construction activities would obstruct the visual character and quality of the immediate surroundings with heavy equipment use, tunneling, tree removal, stockpiled building and utility materials, and safety and directional signage. However, construction activities would be

temporary and intermittent and limited to the immediate area. In addition, the perimeter of construction staging areas would be fenced for a variety of purposes, including opaque fencing to screen views of the construction site and activities, security, and noise controls, and could incorporate artwork, Metro-branded designs, and/or community-relevant messaging. This would help to minimize the visual nuisance and ensure that the visual character and quality of the immediate area is not substantially degraded during construction. Further, compliance with the Metro Tree Policy, as described in Section 3.3.2.5, would ensure construction-related impacts to trees are minimized. Therefore, construction of the Fairfax Alignment Alternative would not conflict with applicable regulations governing scenic quality, and the impact to visual character or quality of public views would be less than significant.

OPERATIONAL IMPACTS

Less Than Significant Impact. Operational components of the Fairfax Alignment Alternative, including but not limited to design and use of stations, auxiliary facilities, and new landscaping, would follow the Metro guidelines described in Section 3.3.2, including the MRDC (2018), Metro's Transit Service Policies and Standards, Metro Art Program Policy, the Metro Tree Policy, Systemwide Station Design Standards Policy, and Architectural Standard/Directive Drawings (2018). The MRDC provides a uniform basis for the design of LRT projects. The Metro Transit Service Policies and Standards identify policies, principles, and requirements in the design or modification of the transit network. The Metro Public Art Policy mandates the inclusion of art in the design of its transit systems. Metro requires rail projects to incorporate architectural directive and standard drawings based on lessons learned from completed Metro Rail projects. The Systemwide Station Design Standards Policy provides a consistent, streamlined systemwide design approach for Metro stations that includes sustainable design features and sustainable landscaping. The Fairfax Alignment Alternative would primarily operate underground or within the public ROW. Certain elements that would be located on properties outside of the public ROW (e.g., station plazas) would comply with applicable zoning and design requirements, including undergoing mandated design review where applicable and coordinating with local jurisdictions during preliminary and final design. Therefore, operation of the Fairfax Alignment Alternative would not conflict with local zoning ordinances or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

The operational impacts of the Fairfax Alignment Alternative within individual landscape units are analyzed below.

Within LU-1 – Crenshaw/Adams Station, the Fairfax Alignment Alternative would result in permanent changes to commercial parcels where the station entry and plaza are proposed for the new underground Crenshaw/Adams Station. However, the station entrance and plaza at this location would be an at-grade facility within an urbanized area and would be designed to integrate with the existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual unity. Therefore, operation of the Fairfax Alignment Alternative in LU-1 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-2 – Midtown Crossing Station, the Fairfax Alignment Alternative would result in permanent changes to commercial parcels where the station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the Midtown Crossing Station is an at-grade facility within an urbanized area with predominantly commercial and retail land uses and would be designed to integrate with existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the surrounding commercial and retail area's visual unity. Therefore, operation of the Fairfax Alignment Alternative in LU-2 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-3 – Wilshire/Fairfax Station, the Fairfax Alignment Alternative would result in permanent changes to commercial parcels where station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the Wilshire/Fairfax Station is an at-grade facility within an urbanized area and would be designed to integrate with the existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual unity. Therefore, operation of the Fairfax Alignment Alternative in LU-3 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-4 – Fairfax/3rd Station, the Fairfax Alignment Alternative would result in permanent changes to commercial parcels where the station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the Fairfax/3rd Station is an at-grade facility within an urbanized area with predominantly commercial and retail land uses and would be designed to integrate with existing urbanized character of the surrounding land uses, including the Original Farmers Market. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the surrounding commercial and retail area's visual unity. Therefore, operation of the Fairfax Alignment Alternative in LU-4 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-7 – Fairfax/Santa Monica Station, the Fairfax Alignment Alternative would result in permanent changes to commercial parcels where the station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the Fairfax/Santa Monica Station is an at-grade facility within an urbanized area with predominantly commercial and retail land uses and would be designed to integrate with existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the surrounding commercial and retail area's visual unity. Therefore, operation of the Fairfax Alignment Alternative in LU-7 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-8 – La Brea/Santa Monica Station, the Fairfax Alignment Alternative would result in permanent changes to commercial parcels where the station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the La Brea/Santa Monica

Station is an at-grade facility within an urbanized area with predominantly commercial and retail land uses and would be designed to integrate with existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the surrounding commercial and retail area's visual unity. Therefore, operation of the Fairfax Alignment Alternative in LU-8 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-9 – Hollywood/Highland Station, the Fairfax Alignment Alternative would result in permanent changes to commercial parcels where station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the Hollywood/Highland Station is an at-grade facility within an urbanized area and would be designed to integrate with the existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual and scenic unity. Operation of the Fairfax Alignment Alternative in LU-9 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

As described above, there would be a less than significant impact to the visual character and quality for all of the landscape units within the Fairfax Alignment Alternative RSA during operation because the station entries and plazas would be designed to comply with applicable zoning and other regulations governing scenic quality.

6.1.4.3 ALIGNMENT ALTERNATIVE 3: LA BREA

The La Brea Alignment Alternative includes LU-1, LU-2, LU-8, LU-9, LU-10, and LU-11. The existing settings for visual resources that contribute to the visual quality for these landscape units for the La Brea Alternative Alignment are described in Section 5.2. A description of the applicable zoning plans and other regulations governing scenic quality in an urbanized area are described in Chapter 3.

CONSTRUCTION IMPACTS

Less Than Significant Impact. Construction activities would obstruct the visual character and quality of the immediate surroundings with heavy equipment use, tunneling, tree removal, stockpiled building and utility materials, and safety and directional signage. However, construction activities would be temporary and intermittent and limited to the immediate area. In addition, the perimeter of construction staging areas would be fenced for a variety of purposes, including opaque fencing to screen views of the construction site and activities, security, and noise controls, and could incorporate artwork, Metro-branded designs, and/or community-relevant messaging. This would help to minimize the visual nuisance and ensure that the visual character and quality of the immediate area are not substantially degraded during construction. Further, compliance with the Metro Tree Policy, as described in Section 3.3.2.5, would ensure construction-related impacts to trees are minimized. Therefore, construction of the La Brea Alignment Alternative would not conflict with applicable zoning

or other regulations governing scenic quality, and the impact to visual character or quality of public views would be less than significant.

OPERATIONAL IMPACTS

Less Than Significant Impact. Operational components of the La Brea Alignment Alternative, including but not limited to design and use of stations, auxiliary facilities, and new landscaping, would follow the MRDC (2018), Metro's Transit Service Policies and Standards, Metro Art Program Policy, the Metro Tree Policy, Systemwide Station Design Standards Policy, and Architectural Standard/Directive Drawings (2018). The MRDC provides a uniform basis for the design of LRT projects. The Metro Transit Service Policies and Standards identify policies, principles and requirements in the design or modification of the transit network. The Metro Public Art Policy mandates the inclusion of art in the design of its transit systems. Metro requires rail projects to incorporate architectural directive and standard drawings based on lessons learned from completed Metro Rail projects. The Systemwide Station Design Standards Policy provides a consistent, streamlined systemwide design approach for Metro stations that includes sustainable design features and sustainable landscaping. The La Brea Alignment Alternative would primarily operate underground or within the public ROW. Certain elements that would be located on properties outside of the public ROW (e.g., station plazas) would comply with applicable zoning and design requirements, including undergoing mandated design review where applicable and coordinating with local jurisdictions during preliminary and final design. Therefore, operation of the La Brea Alignment Alternative would not conflict with applicable zoning or other regulations governing scenic quality and the impact to visual character or quality of public views would be less than significant.

The operational impacts of the La Brea Alignment Alternative within individual landscape units are analyzed below.

Within LU-1 – Crenshaw/Adams Station, the La Brea Alignment Alternative would result in permanent changes to commercial parcels where the station entry and plaza are proposed for the new underground Crenshaw/Adams Station. However, the station entrance and plaza at this location would be an at-grade facility within an urbanized area and would be designed to integrate with the existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual unity. Therefore, operation of the La Brea Alignment Alternative in LU-1 would not conflict with zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-2 – Midtown Crossing Station, the La Brea Alignment Alternative would result in permanent changes to commercial parcels where the station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the Midtown Crossing Station is an at-grade facility within an urbanized area with predominantly commercial and retail land uses and would be designed to integrate with existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the surrounding commercial and retail area's visual unity. Therefore, operation of the La Brea

Alignment Alternative in LU-2 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-8 – La Brea/Santa Monica Station, the La Brea Alignment Alternative would result in permanent changes to commercial parcels where the station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the La Brea/Santa Monica Station is an at-grade facility within an urbanized area with predominantly commercial and retail land uses and would be designed to integrate with existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the surrounding commercial and retail area's visual unity. Therefore, operation of the La Brea Alignment Alternative in LU-8 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-9 – Hollywood/Highland Station, the La Brea Alignment Alternative would result in permanent changes to commercial parcels where station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the Hollywood/Highland Station is an at-grade facility within an urbanized area and would be designed to integrate with the existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual unity. Therefore, operation of the La Brea Alignment Alternative in LU-9 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant. Within LU-10 – Wilshire/La Brea Station, the La Brea Alignment Alternative would result in permanent changes to commercial parcels where the station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the Wilshire/La Brea Station is an at-grade facility within an urbanized area with predominantly commercial and retail land uses and would be designed to integrate with existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the surrounding commercial and retail area's visual unity. Therefore, operation of the La Brea Alignment Alternative in LU-10 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

Within LU-11 – La Brea/Beverly Station, the La Brea Alignment Alternative would primarily operate beneath La Brea Avenue and Beverly Boulevard and would not result in significant visual impacts on any visual resources in LU-11. The La Brea Alignment Alternative would result in permanent changes to commercial parcels where station entry and plazas are proposed for the new underground stations. However, the station entrance and plaza at the La Brea/Beverly Station is an at-grade facilities within an urbanized area with predominantly commercial and retail land uses and would be designed to integrate with the existing urbanized character of the surrounding land uses. The station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the surrounding commercial and retail area's visual unity. Therefore, operation of the La Brea Alignment Alternative in LU-11 would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant. As

described above, there would be a less than significant impact to the visual character and quality for all of the landscape units within the La Brea Alignment Alternative RSA during operation because the station entries and plazas would be designed to comply with applicable zoning and other regulations governing scenic quality.

6.1.4.4 HOLLYWOOD BOWL DESIGN OPTION

The Hollywood Bowl Design Option includes LU-12. The existing settings for visual resources that contribute to the visual quality for this landscape unit is described in Section 5.2. A description of the applicable zoning plans and other regulations governing scenic quality in an urbanized area are described in Chapter 3.

CONSTRUCTION IMPACTS

Less Than Significant Impact. Construction activities for the Hollywood Bowl Design Option would obstruct the urbanized visual character and quality of the immediate surroundings with heavy equipment use, tunneling, tree removal, stockpiled building and utility materials, and safety and directional signage. However, construction activities would be temporary and intermittent and would be limited to the immediate area. In addition, the perimeter of construction staging areas would be fenced for a variety of purposes, including opaque fencing to screen views of the construction site and activities, security, and noise controls, and could incorporate artwork, Metro-branded designs, and/or community-relevant messaging. Construction would comply with all applicable zoning plans and other regulations governing scenic quality in an urbanized area, as described in Chapter 3. This would help to minimize the visual nuisance and ensure that the urbanized visual character and quality of the immediate area is not substantially degraded during construction. Further, compliance with the Metro Tree Policy, as described in Section 3.3.2.5, would ensure construction-related impacts to trees are minimized. Therefore, construction of the Hollywood Bowl Design Option would not conflict with applicable zoning or other regulations governing scenic quality. Impacts to visual character or quality of public views would be less than significant.

OPERATIONAL IMPACTS

Less Than Significant Impact. Operational components of the Hollywood Bowl Design Option, including but not limited to design and use of stations, auxiliary facilities, and new landscaping, would follow the MRDC (2018), Metro's Transit Service Policies and Standards, Metro Art Program Policy, the Metro Tree Policy, Systemwide Station Design Standards Policy, and Architectural Standard/Directive Drawings (2018). The MRDC provide a uniform basis for the design of LRT project. The Metro Transit Service Policies and Standards identify policies, principles, and requirements in the design or modification of the transit network. The Metro Public Art Policy mandates the inclusion of art in the design of its transit systems. Metro requires rail projects to incorporate architectural directive and standard drawings based on lessons learned from completed Metro Rail projects. The Systemwide Station Design Standards Policy provides a consistent, streamlines systemwide design approach for Metro stations that includes sustainable design features and sustainable landscaping. The Hollywood Bowl Design Option would primarily operate underground, or within the public ROW. Certain elements

that would be located on properties outside of the public ROW (e.g., station plazas) would comply with applicable zoning and design requirements, including undergoing mandated design review where applicable and coordinating with local jurisdictions during preliminary and final design. Therefore, operation of the Hollywood Bowl Design Option would not conflict with applicable zoning or other regulations governing scenic quality and impact to visual character or quality of public views would be less than significant.

6.1.4.5 MAINTENANCE AND STORAGE FACILITY

CONSTRUCTION IMPACTS

Less Than Significant Impact. Construction of the MSF would comply with applicable regulations governing scenic quality and would occur in a highly industrial area. Construction activities, while a temporary visual nuisance, would not be visible to any residential or visually sensitive uses. In addition, the perimeter of the construction staging area would be fenced for a variety of purposes, including screening views of the construction site, security, and noise control, and could incorporate artwork, Metro-branded designs, and/or community-relevant messaging. Further, compliance with the Metro Tree Policy, as described in Section 3.3.2.5, would ensure construction-related impacts to trees are minimized. Therefore, construction of the MSF would not conflict with applicable zoning or other regulations governing scenic quality and impacts to visual character or quality of public views would be less than significant.

OPERATIONAL IMPACTS

Less Than Significant Impact. Operations of the MSF would be within an area of existing industrial land uses and would thus be aesthetically compatible with the existing industrial setting. The physical perimeter would not encroach onto public ROW. No substantial change in visual character or quality would occur. Additionally, the operational activities occurring within the MSF would follow the MRDC, which require projects to be designed in a manner that would appropriately consider the existing urban context in which they are located. Operation of the MSF would adhere to applicable zoning ordinances governing scenic quality in an urban area. Therefore, operation of the Hollywood Bowl Design Option would not conflict with applicable zoning or other regulations governing scenic quality and impacts to visual character or quality of public views would be less than significant.

6.1.5 IMPACT AES-4: LIGHT AND GLARE

Impact AES-4: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

6.1.5.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

CONSTRUCTION IMPACTS

Less Than Significant Impact. The area in the vicinity of the Project currently has various sources of light and experiences a high level of existing ambient light consistent with developed, urbanized areas, and there are currently sources of light at the proposed station locations. Construction of the San Vicente–Fairfax Alignment Alternative would primarily occur during daytime hours (primarily due to construction noise restrictions on work hours, depending on jurisdiction). Construction activities may include, but are not limited to, tunneling, stockpiling and moving materials, and operation of construction equipment. Metro may seek nighttime work variances for construction involving the TBM, which would require nighttime construction lighting. PM AES-1 ensures safety and security lighting would be included during construction but would be directed toward the construction staging areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Any nighttime construction required for the San Vicente–Fairfax Alignment Alternative would not be a substantial source of light and glare because several nighttime lighting sources already exist around the construction areas (e.g., streetlight, building illumination). As a result, the additional nighttime lighting would not substantially increase the amount of light in the area. In addition, construction activities would be localized, short-term, and intermittent. Therefore, construction of the San Vicente–Fairfax Alignment Alternative would have a less than significant impact related to light and glare.

OPERATIONAL IMPACTS

Less Than Significant Impact. During operation of the San Vicente–Fairfax Alignment Alternative, new nighttime light would primarily emanate from the station areas (e.g., station plazas, entryways, platforms) but would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights) currently exist in the area. Light from headlights of the LRT vehicles is not expected to extend beyond the public transportation-related ROW because the vehicles would be below ground. The San Vicente–Fairfax Alignment Alternative would follow the MRDC and Metro's Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the proposed station areas would be directed downward or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. Additionally, the San Vicente–Fairfax Alignment Alternative would include several elements (e.g., glass or metal surfaces) that could create new sources of glare at proposed station areas during the day. However, the Project would comply with Metro design criteria and standards, which require low-glare finished surfaces. For these reasons, operation of the San Vicente–Fairfax Alignment Alternative would create a negligible addition to light and glare and would not constitute a substantial change in existing light and glare in the immediate area. Therefore, operation of the San Vicente-Fairfax Alignment Alternative would have a less than significant impact related to light and glare.

6.1.5.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

CONSTRUCTION IMPACTS

Less Than Significant Impact. The area in the vicinity of the Project currently has various sources of light and experiences a high level of existing ambient light consistent with developed, urbanized areas, and there are currently sources of light at the proposed station locations. Construction of the Fairfax Alignment Alternative would primarily occur during daytime hours (primarily due to construction noise restrictions on work hours, depending on jurisdiction). Construction activities may include, but are not limited to, tunneling, stockpiling and moving materials, and operation of construction equipment. Metro may seek nighttime work variances for construction involving the TBM which would require nighttime construction lighting. PM AES-1 ensures safety and security lighting would be included during construction but would be directed toward the construction staging areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Any nighttime construction required for the Fairfax Alignment Alternative would not be a substantial source of light and glare because several nighttime lighting sources already exist around the construction areas (e.g., streetlight, building illumination). As a result, the additional nighttime lighting would not substantially increase the amount of light in the area. In addition, construction activities would be localized, short-term, and intermittent. Therefore, construction of the Fairfax Alignment Alternative would have a less than significant impact related to light and glare.

OPERATIONAL IMPACTS

Less Than Significant Impact. During operation of the Fairfax Alignment Alternative, new nighttime light would primarily emanate from the station areas (e.g., station plazas, entryways, platforms) but would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights) currently exist in the area. Light from headlights of the LRT vehicles is not expected to extend beyond the public transportation-related ROW because the vehicles would be below ground. The Fairfax Alignment Alternative would follow the MRDC and Metro's Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the proposed station areas would be directed downward or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. Additionally, the Fairfax Alignment Alternative would include several elements (e.g., glass or metal surfaces) that could create new sources of glare at proposed station areas during the day. However, the Project would comply with Metro design criteria and standards, which require low-glare finished surfaces. For these reasons, operation of the Fairfax Alignment Alternative would create a negligible addition to light and glare and would not constitute a substantial change in existing light and glare in the immediate area. Therefore, operation of the Fairfax Alignment Alternative would have a less than significant impact related to light and glare.

6.1.5.3 ALIGNMENT ALTERNATIVE 3: LA BREA

CONSTRUCTION IMPACTS

Less Than Significant Impact. The area in the vicinity of the Project currently has various sources of light and experiences a high level of existing ambient light consistent with developed, urbanized areas, and there are currently sources of light at the proposed station locations. Construction of the La Brea Alignment Alternative would primarily occur during daytime hours (primarily due to construction noise restrictions on work hours, depending on jurisdiction). Construction activities may include, but are not limited to, tunneling, stockpiling and moving materials, and operation of construction equipment. Metro may seek nighttime work variances for construction involving the TBM, which would require nighttime construction lighting. PM AES-1 ensures safety and security lighting would be included during construction but would be directed toward the construction staging areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Any nighttime construction required for the La Brea Alignment Alternative would not be a substantial source of light and glare because several nighttime lighting sources already exist around the construction areas (e.g., streetlight, building illumination). As a result, the additional nighttime lighting would not substantially increase the amount of light in the area. In addition, construction activities would be localized, short-term, and intermittent. Therefore, construction of the La Brea Alignment Alternative would have a less than significant impact related to light and glare.

OPERATIONAL IMPACTS

Less Than Significant Impact. During operation of the La Brea Alignment Alternative, new nighttime light would primarily emanate from the station areas (e.g., station plazas, entryways, platforms) but would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights) currently exist in the area. Light from headlights from LRT vehicles are also not expected to extend beyond the public transportation-related ROW because the vehicles would be below ground. The La Brea Alignment Alternative would follow the MRDC and Metro's Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the proposed station areas would be directed downward or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. Additionally, the La Brea Alignment Alternative would include several elements (e.g., glass or metal surfaces) that could create new sources of glare at proposed station areas during the day. However, the Project would comply with Metro design criteria and standards, which require low-glare finished surfaces. For these reasons, operation of the La Brea Alignment Alternative would create a negligible addition to light and glare and would not constitute a substantial change in existing light and glare in the immediate area. Therefore, operation of the La Brea Alignment Alternative would have a less than significant impact related to light and glare.

6.1.5.4 HOLLYWOOD BOWL DESIGN OPTION

CONSTRUCTION IMPACTS

Less Than Significant Impact. The Hollywood Bowl Design Option RSA currently has various sources of light and experiences a high level of existing ambient light consistent with developed, urbanized areas, and there are currently sources of light at the proposed station location. Construction of the Hollywood Bowl Design Option would primarily occur during daytime hours (primarily due to construction noise restrictions on work hours, depending on jurisdiction). Construction activities may include, but are not limited to, tunneling, stockpiling and moving materials, and operation of construction equipment. Metro may seek nighttime work variances for construction involving the TBM, which would require nighttime construction lighting. PM AES-1 ensures safety and security lighting would be included during construction but would be directed toward the construction staging areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Any nighttime construction required for the design option would not be a substantial source of light and glare because several nighttime lighting sources already exist around the construction areas (e.g., streetlight, building illumination). As a result, the additional nighttime lighting would not substantially increase the amount of light in the area. In addition, construction activities would be localized, short-term, and intermittent. Further, compliance with the Metro Tree Policy, as described in Section 3.3.2.5 would ensure construction related impacts to trees are minimized. Therefore, construction of the Hollywood Bowl Design Option would have a less than significant impact related to light and glare.

OPERATIONAL IMPACTS

Less Than Significant Impact. Impacts related to the operation of the Hollywood Bowl Design Option would be similar those described for the alignment alternatives. Operation of the Hollywood Bowl Design Option would create a negligible addition to light and glare and would not constitute a substantial change in existing light and glare in the immediate area. Therefore, operation of the Hollywood Bowl Design Option would have a less than significant impact related to light and glare.

6.1.5.5 MAINTENANCE AND STORAGE FACILITY

CONSTRUCTION IMPACTS

Less Than Significant Impact. Construction activities associated with the MSF would primarily occur during daytime hours, but some construction activities may be required at night and on weekends. Construction during nighttime hours and on weekends would comply with local ordinance restrictions. Construction lighting would be comparable to the lighting levels of the adjacent industrial area. Construction-related illumination would be temporary, and it would be directed toward the construction areas and shielded to minimize spillover light and glare. PM AES-1 ensures safety and security lighting would be included during construction but would be directed toward the construction staging areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Any nighttime construction required for the MSF would not be a substantial source of

light and glare because several nighttime lighting sources already exist around the construction areas (e.g., streetlight, building illumination). As a result, the additional nighttime lighting would not substantially increase the amount of light in the area. Therefore, construction of the MSF would not create a new source of substantial light or glare that would adversely affect day or ambient nighttime light in the immediate area, and the impact would be less than significant.

OPERATIONAL IMPACTS

Less Than Significant Impact. The MSF would be lit to provide sufficient illumination for operations and maintenance activities and to ensure a safe environment on a 24-hour basis. Metro design criteria and standards would require additional new light sources (e.g., security lighting and mounted yard light fixtures) to be directed toward the MSF and shielded from the surrounding areas. Additionally, the MSF does not include the use of materials that would be a substantial source of glare. Any light and glare associated with the MSF would be a negligible addition to existing light and glare because the adjacent areas are industrial, with similar light intensity and conditions. Therefore, operation of the MSF would have a less than significant impact related to light and glare.

6.1.6 SUMMARY OF IMPACT CONCLUSIONS

Table 6-1 provides a summary of the impact conclusions discussed in this section.

TABLE 6-1. IMPACT CONCLUSION SUMMARY TABLE

IMPACT SIGNIFICANCE THRESHOLD	IMPACT CONCLUSION				
	ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX	ALIGNMENT ALTERNATIVE 2: FAIRFAX	ALIGNMENT ALTERNATIVE 3: LA BREA	HOLLYWOOD BOWL DESIGN OPTION	MAINTENANCE AND STORAGE FACILITY
Impact AES-1: Would the Project have a substantial adverse effect on a scenic vista?	Construction: No Impact Operations: No Impact	Construction: No Impact Operations: No Impact	Construction: No Impact Operations: No Impact	Construction: No Impact Operations: No Impact	Construction: No Impact Operations: No Impact
Impact AES-2: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Construction: No Impact Operations: No Impact	Construction: No Impact Operations: No Impact	Construction: No Impact Operations: No Impact	Construction: No Impact Operations: No Impact	Construction: No Impact Operations: No Impact
Impact AES-3: Would the Project conflict with applicable zoning and other regulations governing scenic quality?	Construction: Less Than Significant Impact Operations: Less Than Significant Impact	Construction: Less Than Significant Impact Operations: Less Than Significant Impact	Construction: Less Than Significant Impact Operations: Less Than Significant Impact	Construction: Less Than Significant Impact Operations: Less Than Significant Impact	Construction: Less Than Significant Impact Operations: Less Than Significant Impact
Impact AES-4: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Construction: Less Than Significant Impact Operations: Less Than Significant Impact	Construction: Less Than Significant Impact Operations: Less Than Significant Impact	Construction: Less Than Significant Impact Operations: Less Than Significant Impact	Construction: Less Than Significant Impact Operations: Less Than Significant Impact	Construction: Less Than Significant Impact Operations: Less Than Significant Impact

Source: Connect Los Angeles Partners 2023

6.2 MITIGATION MEASURES

As the impact analysis of Section 6.1 demonstrates, construction and operation of any of the alignment alternatives and stations, design option, and MSF would result in either no impact or a less than significant impact related to aesthetics. Therefore, no mitigation is required under CEQA.

CHAPTER 7 CUMULATIVE IMPACTS

7.1 INTRODUCTION

Under the state CEQA Guidelines, cumulative impacts are defined as two or more individual impacts that, when considered together, are considerable or would compound and increase other environmental impacts (Section 15355). These cumulative impacts must be discussed in an EIR when the project's incremental effect is "cumulatively considerable" (Section 15130). "Cumulatively considerable" is defined as when the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (Section 15065(a)(3)).

CEQA Guidelines Section 15130(b)(1) includes two methodology approaches for assessing cumulative impacts. One approach is a "list of past, present, and probable future projects producing related or cumulative impacts" (CEQA Guidelines Section 15130(b)(1)(A)). The other approach is a "summary of projections contained in an adopted local, regional, or statewide plan, or related document, that describes or evaluates conditions contributing to the cumulative effect" (CEQA Guidelines Section 15030 (b)(1)(B)). For the purposes of this analysis, the latter approach is used due to the long Project implementation time. The forecasted Project completion timeframe is in the mid- to late-2040s based on Metro Measure M funding. Due to the long-term nature of the Project's implementation, a list of land use and transportation projects is insufficient for the cumulative analysis since the currently known projects would be completed and operational by the Project's forecasted completion. In addition, it is highly likely many additional projects will be proposed and constructed between now and project implementation in 20 years; therefore, any project list developed now would be incomplete and incorrect.

The SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Plan is the adopted long-range forecast for population, households, and employment within the six-county Southern California region, which includes all Project elements. The Project is also included in the SCAG 2020 RTP/SCS Plan, as well as Metro's 2020 Long Range Transportation Plan. The RTP/SCS was adopted in 2020 and proposes land use and transportation strategies to improve mobility options and achieve a more sustainable growth pattern (SCAG 2020). SCAG worked in close coordination with decision-makers and the public across multiple jurisdictions throughout the SCAG region to create the plan. The population, household, and employment growth projections from this plan are used to assess regional growth and its cumulative impact within the vicinity of the Project.

For the cumulative analysis, the RSA is defined as a half-mile radius from the stations, the design option, and the MSF. The half-mile radius is used for all resources to ensure consistency in evaluating cumulative effects. Table 7-1 shows the projected net growth in population, households, and employment between 2019 and 2045 for a half-mile radius from all Project stations, the design option, and the MSF. The data in the table were calculated by merging the SCAG 2020 RTP/SCS growth projections with the SCAG Tier 2 Transportation Analysis Zone boundaries for Los Angeles County, then assessed for a half-mile radius around the stations, the design option, and the MSF. The data show the projected growth from transportation and development projects, as well as associated infrastructure, that when combined with the Project's construction and operation, could result in cumulative effects.

TABLE 7-1. SCAG PROJECTED PERCENT GROWTH FOR HALF-MILE BUFFER AREAS, 2019-2045

HALF-MILE BUFFER AREA	POPULATION % GROWTH	HOUSEHOLD % GROWTH	EMPLOYMENT % GROWTH
STATIONS			
Expo/Crenshaw	46.0	65.9	26.4
Crenshaw/Adams	35.6	56.3	19.6
Midtown Crossing	20.2	33.1	21.1
Wilshire/Fairfax	19.8	21.2	6.2
Fairfax/3rd	21.9	23.1	6.5
La Cienega/Beverly	30.7	31.3	6.1
San Vicente/Santa Monica	11.5	11.4	46.2
Fairfax/Santa Monica	7.2	7.7	49.5
La Brea/Santa Monica	16.0	17.2	42.6
Hollywood/Highland	16.2	15.0	3.0
Wilshire/La Brea	22.8	24.3	9.4
La Brea/Beverly	17.9	24.5	14.5
DESIGN OPTION			
Hollywood Bowl Design Option	30.4	29.0	17.4
MAINTENANCE AND STORAGE FACILITY			
MSF	14.0	15.9	9.9

Source: SCAG 2020 RTP/SCS Growth Forecast
Note: MSF = maintenance and storage facility

7.2 CUMULATIVE IMPACTS

7.2.1 ALIGNMENTS AND STATIONS

The existing visual character in the areas where the alignment alternatives and stations are proposed and the quality of views in terms of visibility beyond the alignment alternatives and proposed stations would not be substantially obstructed. Most of the alignment alternatives would be underground, while the above-surface features would be absorbed into the broader views that already include urbanized, built-out street views. The proposed stations would not obstruct or substantially obstruct views of mountains and hillsides to the north and east because these views are already blocked by development. The alignment alternatives and proposed stations would not produce a substantial amount of light and glare, and they would comply with all local lighting ordinances, as would past projects, other current projects, and probable future projects. Therefore, the alignment alternatives and proposed stations would not result in significant impacts related to aesthetics. Thus, the incremental effect of the alignment alternatives and proposed stations would not be cumulatively considerable and the cumulative impact would be less than significant.

7.2.2 HOLLYWOOD BOWL DESIGN OPTION

Cumulative impacts of the Hollywood Bowl Design Option would be similar to those of the alignment alternatives and proposed stations, as discussed in Section 7.2.1. Thus, the incremental effect of the design option would not be cumulatively considerable and the cumulative impact would be less than significant.

7.2.3 MAINTENANCE AND STORAGE FACILITY

Cumulative impacts of the MSF would be similar to those of the alignment alternatives and proposed stations, as discussed in Section 7.2.1. Thus, the incremental effect of the MSF would not be cumulatively considerable and the cumulative impact would be less than significant.

7.3 CUMULATIVE MITIGATION MEASURES

The Project's effects on aesthetics for the alignment alternatives and stations, design option, and MSF would not be cumulatively considerable. Therefore, no mitigation is required under CEQA.

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