

**TECHNICAL REPORT**

**AESTHETICS**

**LOS ANGELES RAIL RAPID TRANSIT PROJECT  
"METRO RAIL"**

**Draft Environmental Impact Statement and  
Environmental Impact Report**

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Prepared for

**U.S. Department of Transportation**  
**Urban Mass Transportation Administration**  
and  
**Southern California Rapid Transit District**

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## I. INTRODUCTION

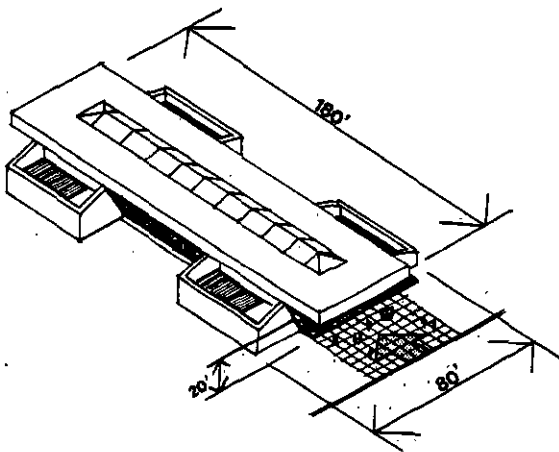
The materials presented in this appendix serve two functions:

- justification for the impact assessment contained in the Draft EIR/EIR and
- documentation of the analysis and findings on the earlier alternative alignments considered by SCRTD at the outset of the Preliminary Engineering phase.

The evaluation of the alternatives involved a close examination of each of their component parts. A description of these components is presented in the next section, followed by the alternatives assessment.

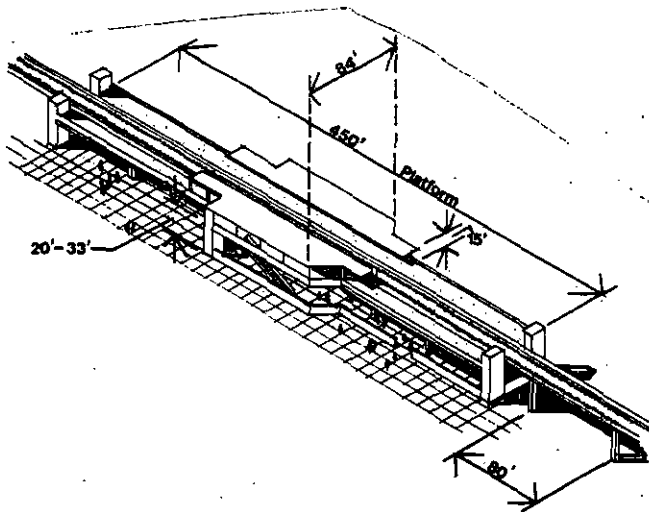
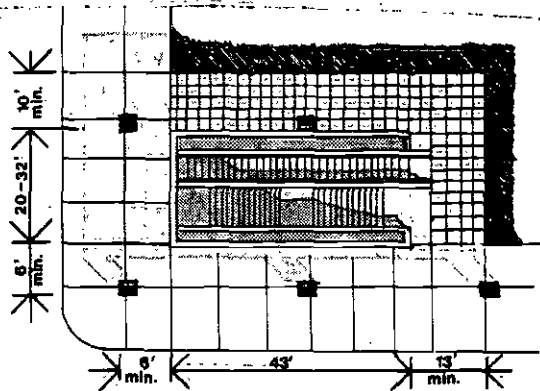
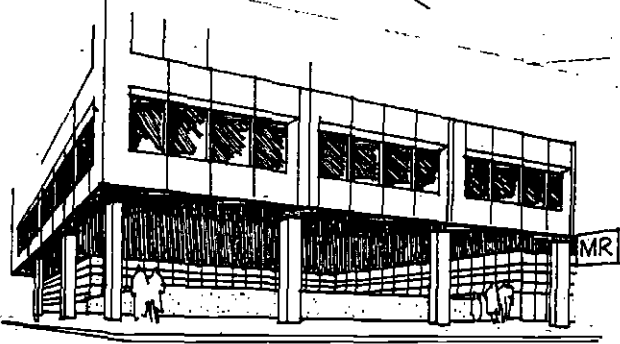
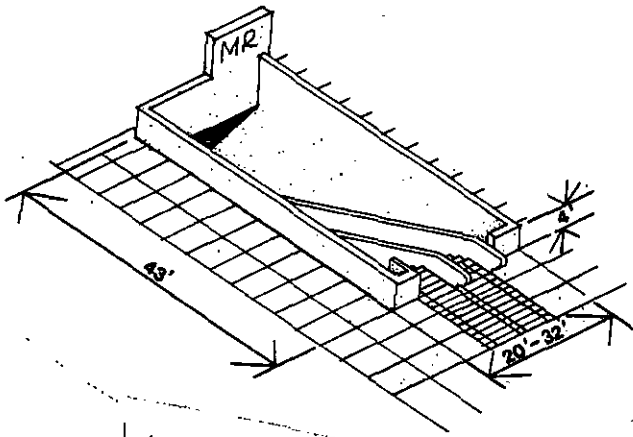
## SYSTEM COMPONENTS

For the visual analysis, "system components" refers to elements of the Metro Rail Project such as concourse entrances and parking structures that may have a significant visual impact at or above the ground level. Such elements as interior station spaces are therefore not considered. This section describes and illustrates the basic function and appearance of each component defined by SCRTD as shown in preliminary station plans and the alignment plan and profile.



**Concourse Entrance.** The concourse entrance is a street-level semi-enclosed structure at some stations that serves as both an entrance and a ticketing area, thereby eliminating the need for an underground mezzanine level. Concourses are located at Union Station and Wilshire/Alvarado. The concourse includes a free and paid area and a variety of service rooms, as well as escalators, stairs, and an elevator to the train platform. Typical dimensions of the street-level portion of the concourses are 80 feet wide, 180 feet long, and 20 feet high. A cooling tower and a traction power substation are integrated into the concourse entrance at Union Station.

**Subway Station Entrance (Open).** Open subway station entrances consist of one or two escalators and a stairway connecting the ground and station mezzanine levels, surrounded by a protective parapet approximately 4 feet above ground. Between one and four entrances are



provided, usually adjacent to public sidewalks. Outside width is 20 feet for entrances with one escalator and 32 feet for entrances with two escalators. Outside length at street level is 43 feet. One elevator connecting the ground and mezzanine levels is provided at each station with the elevator shaft either connected to or independent of the parapet of an open station entrance. Exterior dimensions of the above-ground portion of the elevator shaft are approximately 8 feet by 10 feet by 13 feet high.

#### Subway Station Entrance (Covered).

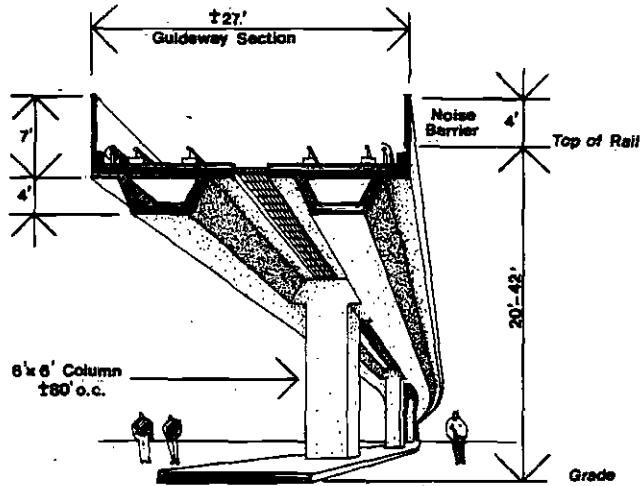
Some entrances are integrated with existing buildings, either in existing street-level open building arcades, or inside presently enclosed ground floor space, as at the Fifth/Hill Station. The design of the entrance itself is essentially that of an open subway entrance.

#### Elevated Station.

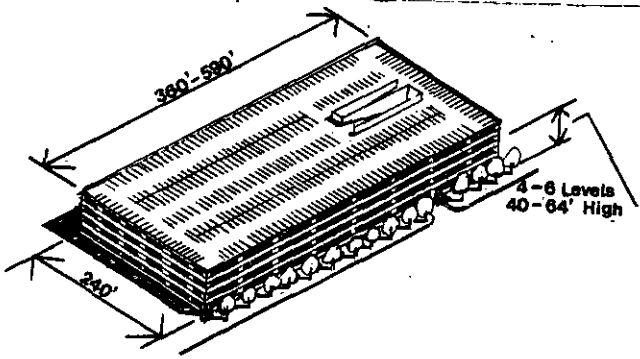
Elevated stations at Universal City and North Hollywood are components of the Aerial Option. Major station elements are a pair of tracks serving each direction of travel; a side platform adjacent to each pair of tracks; a canopy covering a portion of each platform; connections between the platform and ground levels by escalator, elevator, and stairs; a semi-enclosed concourse entrance with service rooms at the ground level, and structural supports probably consisting of two columns and a horizontal beam, spaced at up to 80 feet. Total station length is 450 feet. Approximate width is 84 feet at the platform level. Height of platforms above ground level is 20-33 feet at Universal City and 30 feet at North Hollywood. The top of the platform canopy is approximately 15 feet above the platform.

#### Elevated Guideway.

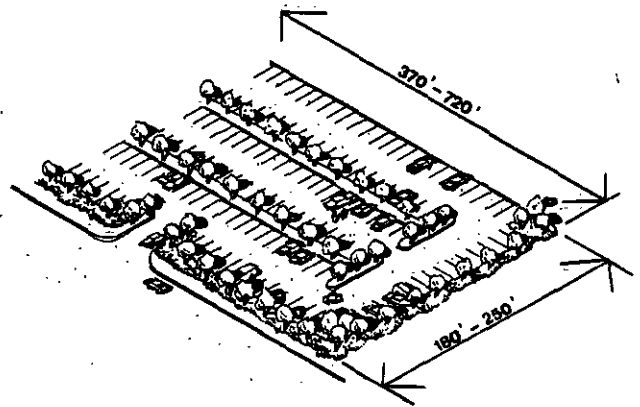
Guideways consist of a structure supporting two tracks, electrified rails, and an



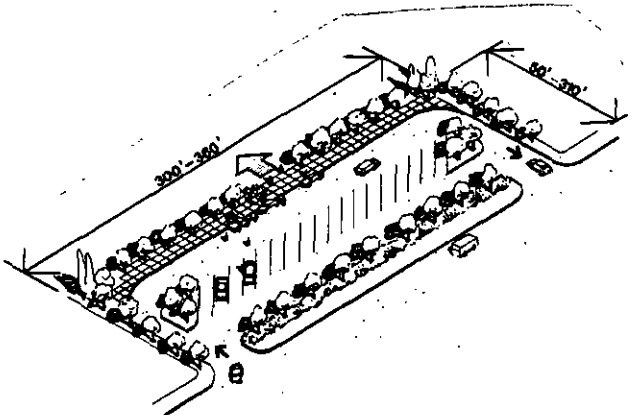
evacuation walkway. A typical guideway section is about 27 feet wide, supported by 6 foot wide columns spaced up to 80 feet on center. Sound attenuation panels are attached to the side of the structure, contributing to the approximately 7-foot-high visible face of the guideway. Between Ventura Boulevard and the Universal City portal, the guideway widens to 56 feet to enter the mountain tunnels. Top-of-rail height varies between 20 and 42 feet.



**Parking Structures.** Multilevel parking structures to accommodate Metro Rail park and ride patros are planned at five stations—Union Station, Wilshire/Fairfax, Fairfax/Beverly, Universal City, and North Hollywood. While construction of the parking structures will be phased, the ultimate development has been evaluated for purposes of this visual analysis. Ultimate capacity ranges from 1,000 to 2,500 cars in structures from five to six levels including the roof decks, which are used for parking. Dimensions range from 240 feet by 360 feet to 240 feet by 590 feet. Parking structure heights range from approximately 52 to 64 feet, assuming a maximum floor-to-floor height of 12 feet.



**Surface Parking.** Surface parking for park and ride users is located at the Universal City Aerial Station. Lot dimensions are 180 feet by 720 feet, accommodating 400 surface spaces.



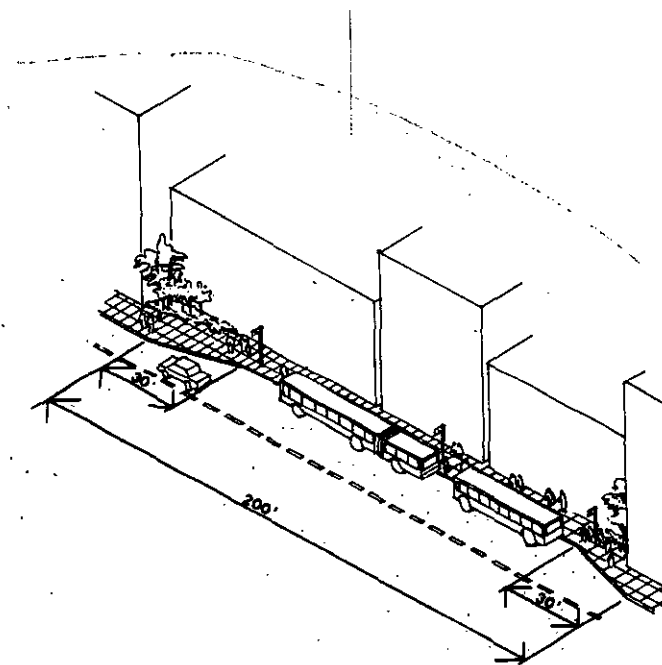
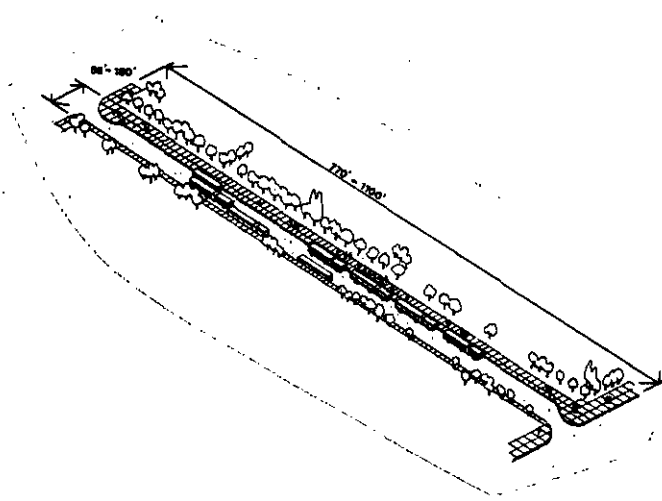
**Kiss and Ride Area.** Kiss and ride short term surface parking is planned at Wilshire/Vermont, the subway and aerial versions of Universal City, and the North Hollywood Aerial Stations. Other stations may eventually include kiss and ride facilities, but they have not been evaluated in this assessment. As many as 60 spaces will be provided, in these areas, whose dimensions range from 50 feet by 310 feet at the North Hollywood

Aerial Station to 300 feet by 360 feet at Universal City Aerial Station.

**Bus Terminal (Off-Street).** Off-street bus terminals are located at the Union Station, Wilshire/Fairfax, Universal City Underground and Aerial, and North Hollywood Aerial Stations. The terminals allow efficient and convenient transfer of relatively large numbers of Metro Rail patrons to and from local and regional buses while avoiding the traffic delays that on-street bus transfers would create. The proposed bus terminals are at ground level. They include open bus bays for loading and unloading, pedestrian platform areas that may be landscaped, and, in some cases, bus storage and waiting stalls. Parking structures are located above some of the terminals. Dimensions of the terminals vary from 120 feet by 680 feet at the Universal City Aerial Station to 250 feet by 350 feet at Union Station. Capacities range from 6 to 18 buses. Other types of off-street bus facilities including bus turn-arounds and layover areas are also proposed at stations other than those identified above.

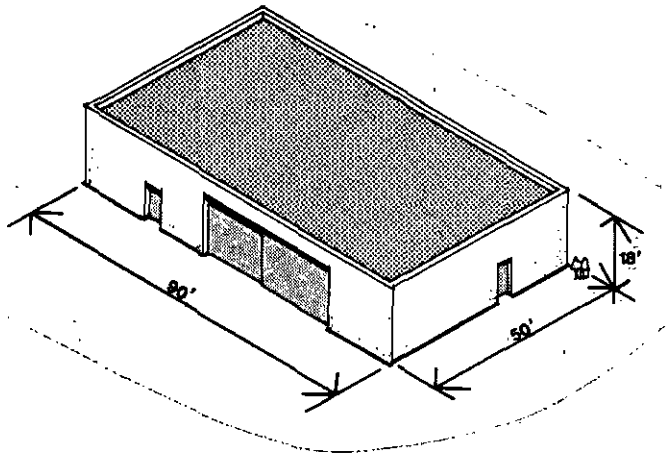
**Bus Bay (On-Street).** Where bus terminals are inappropriate, but bus-rail connections are expected to be significant, on-street bus bays are provided. They allow buses to pull off in specified areas along the street to load and unload Metro Rail patrons without impeding street traffic. The bays consist of one lane exclusively devoted to bus use, parallel to and directly accessible from the street traffic lanes. The bus bays vary from 120 feet to 200 feet in length.

**Cooling Towers.** Cooling towers are located at some stations. The towers heat and cool ambient fresh air, which is then moved by fan into the stations for temperature control. Where there is a new development or Metro Rail parking structure associated with the station entrance, the cooling tower will be placed on top of the structure. Otherwise, the tower will be placed in an inconspicuous location on a



vacant site adjacent to the entrance until it can be relocated to the top of a future building developed on the site. Tower dimensions are 20 feet by 32 feet by 10 feet high. The sides are louvered to admit air, and the top is open.

**Other.** This category incorporates permanent system elements that occur at only one or a few locations but have possibly significant visual impacts.



- Traction power substations, at Union Station and at Fairfax/Santa Monica. The substation serves two major functions. It houses transformers to convert alternating current to direct current for train traction power, and switching gear to distribute electric power to the trains and stations. Substation dimensions are 50 feet by 90 feet by 18 feet high. Exterior walls are solid, except for large doors for transformer service, and a few standard-sized access doors.

- The MCA tram linking the Universal City Station with Universal City, including a pickup and turn-around area flanked by a landscaped plaza.
- New buildings at the Metro Rail main yard. Dimensions range from 30 feet by 120 feet to 335 feet by 550 feet.
- Landscaped development of the area adjacent to the Wilshire/Normandie Station entrance on the south side of Wilshire Boulevard, and within the Irolo Street right-of-way. This area would be created by the vacation of Irolo Street.
- Demolition or relocation of existing structures necessary to allow for the cut and cover construction of stations, crossover and pocket tracks, tail tracks, and storage tracks.
- The mountain portal on the north slope of the Santa Monica Mountains near the intersection of Lankershim and Ventura Boulevards for the Aerial Option. The portal is approximately 38 feet at track level above Ventura Boulevard. It consists of a vertical wall approximately 56 feet wide by 30 feet high with two tunnel entrances 18 feet in diameter. Tracks extend from the tunnel on a surface, bordered by sloping abutments 150 feet long. The tracks continue on a section of retained earth 150 feet long which links with an elevate guideway connecting to the Universal City Aerial Station.
- For the Aerial Option, the minor yard at North Hollywood, located between Tujunga and Beck Avenues in the Chandler Boulevard median, directly north of the North Hollywood Park and west of the North Hollywood Aerial Station. The yard would be used for car storage, washing, and minor maintenance. Dimensions are approximately 100 feet wide by 1,300 feet long, allowing for five tracks with space for 48 cars. The yard is approximately 25 feet above grade on fill, held by retaining walls.

## II. EVALUATION OF ALTERNATIVES IN THE DRAFT EIS/EIR

The visual impact assessment in the Draft EIS/EIR (Chapter 3.7 Aesthetics) evaluated the system components against seven impact measures. The rationale for the impact assessment in the Draft EIS/EIR is explained in the accompanying tables and figures. The following format is used for each station.

- For each of the seven impact measures, the assigned ratings and explanations for the ratings are presented in tabular format.
- When impact measures apply to more than one system component, separate explanations are provided for each
- Explanations are usually offered only for ratings other than 0 (no visual impact) or NA (not applicable).

The location of each visual impact is mapped on accompanying station plans.

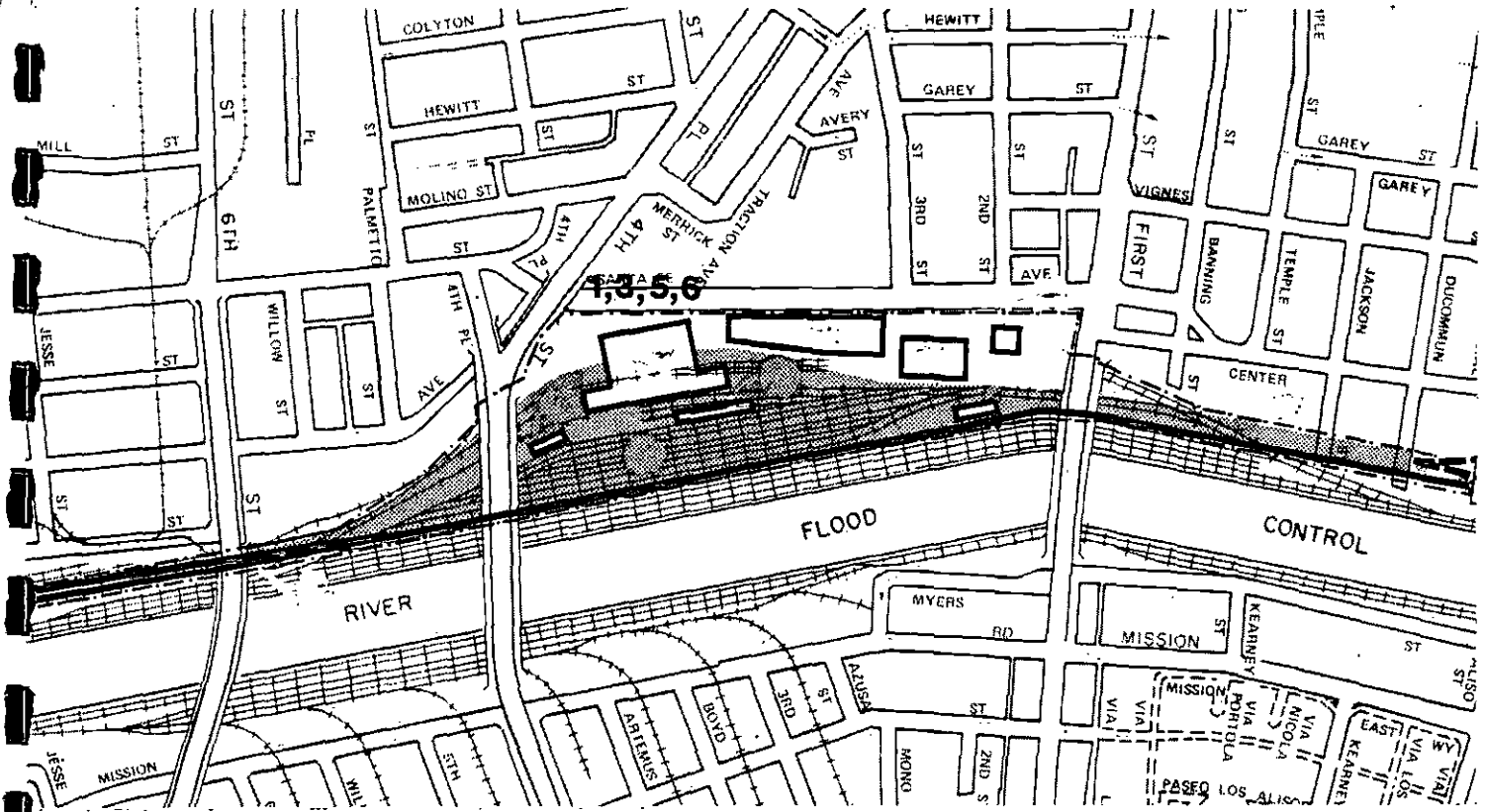


**MAIN YARD AT UNION STATION**

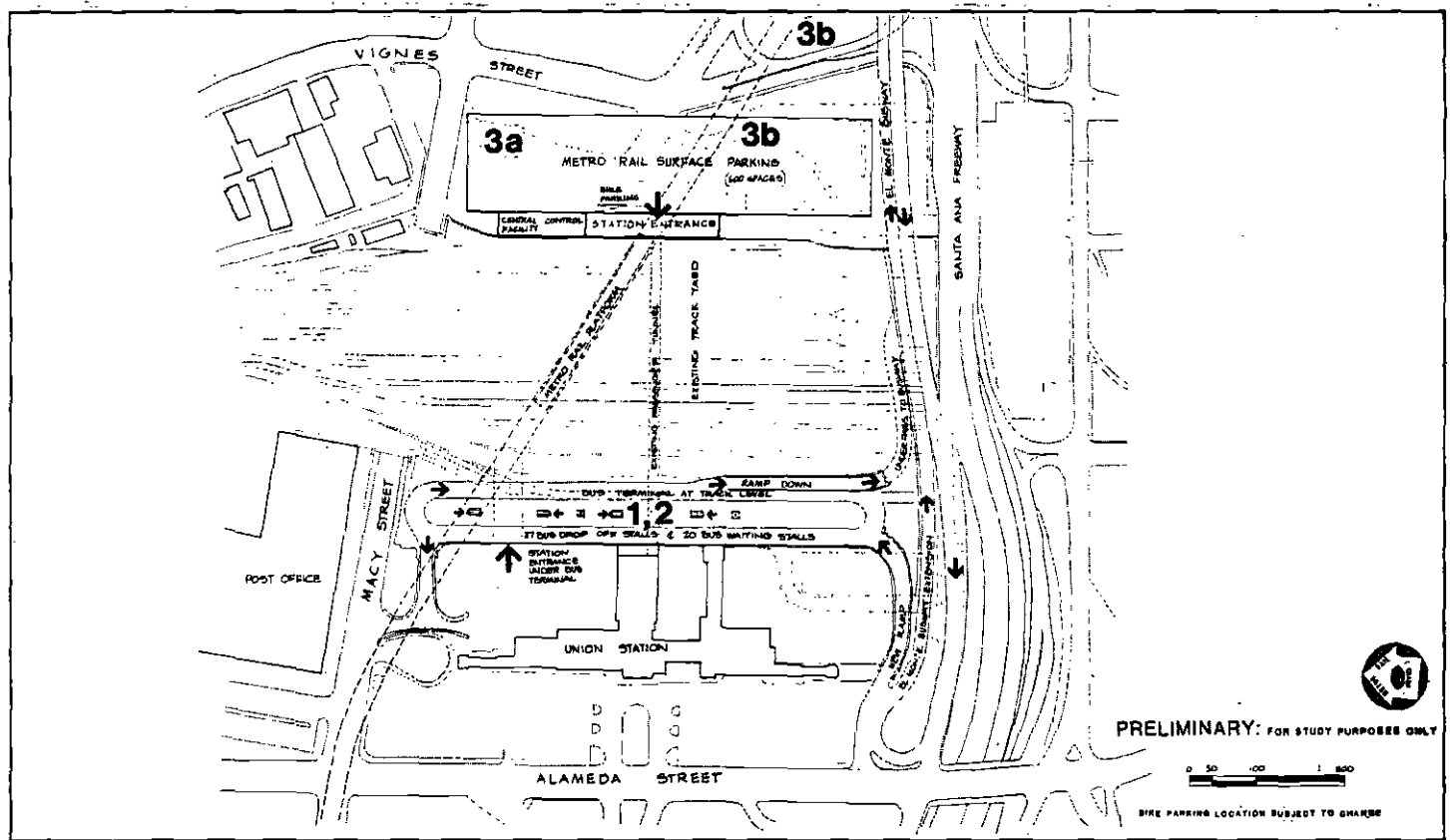
IMPACT MEASURE	RATING	EXPLANATION
1. View Alteration	0	The system components will have no visual impact.
2. Historical Resource Compatibility	NA	A historic survey has not yet been performed for this segment, but will probably be completed for inclusion in the Final EIS/EIR.
3. Change in Visual Setting	+1	Current industrial uses including container storage, truck maintenance and docking, warehouses and railroad sidings on the east side of Santa Fe Avenue are visually disorganized and unkempt. These uses would be replaced by new Metro Rail structures and landscaping (assumed) which would give a more uniform appearance and higher level of maintenance to the east side of Santa Fe Avenue.
4. Street Facade Appearance	NA	The impact measure is applicable only where major pedestrian use on commercial streets occurs or is likely to occur.
5. Street Space Appearance	-1	Current uses at or near the Santa Fe Avenue property line would be replaced by five buildings well set back from the street, thereby weakening the street space definition.
6. Compatibility of Scale	0	At 20 to 45 feet high, the new Metro Rail facilities are comparable in scale with the existing structures to remain along the west side of Santa Fe Avenue, which would not be acquired for Metro Rail construction.
7. Visual Proximity	NA	The impact measure is not applicable.

**UNION STATION (BUS TERMINAL ADJACENT TO UNION STATION)**

IMPACT MEASURE	RATING	EXPLANATION
1. View Alteration	+1	The bus terminal (off-street) will increase exposure to the historic Union Station terminal building.
2. Historic Resource Compatibility	+1	The bus terminal (off-street) will increase exposure to the historic Union Station terminal building.
3. Change in Visual Setting	a. +1	The parking structure, surface parking, and off-street bus terminal organize a currently abandoned area. There is a potential conflict between pedestrian and vehicular access in the courtyard behind Union Station at the concourse entrance. The pedestrian entrance is the former vehicular entrance to the courtyard currently used for parking. No alternative vehicular entrance is defined.
	b. -1/+1	Cut and cover construction will remove a restaurant on the east side of Vignes Street (-1) and an abandoned shed on the west side of the street (+1).
4. Street Facade Appearance	NA	The impact measure is not applicable.
5. Street Space Appearance	NA	The impact measure is not applicable.
6. Compatibility of Scale	0	The system components will have no visual impact.
7. Visual Proximity	NA	The impact measure is not applicable.



**Main Yard and Shops**



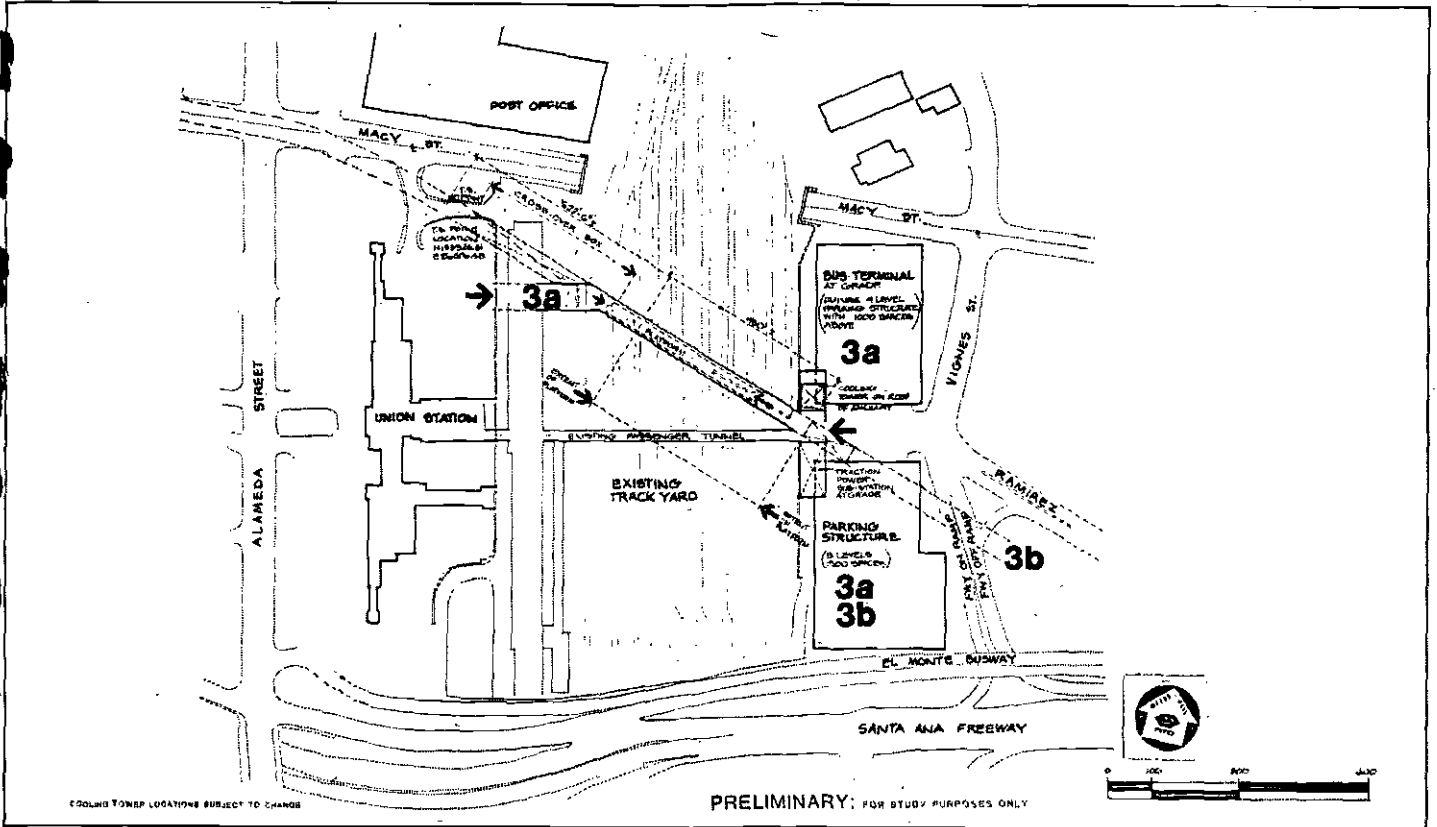
**Union Station - Station Location for Locally Preferred Alternative**

UNION STATION (BUS TERMINAL AT VIGNES STREET)

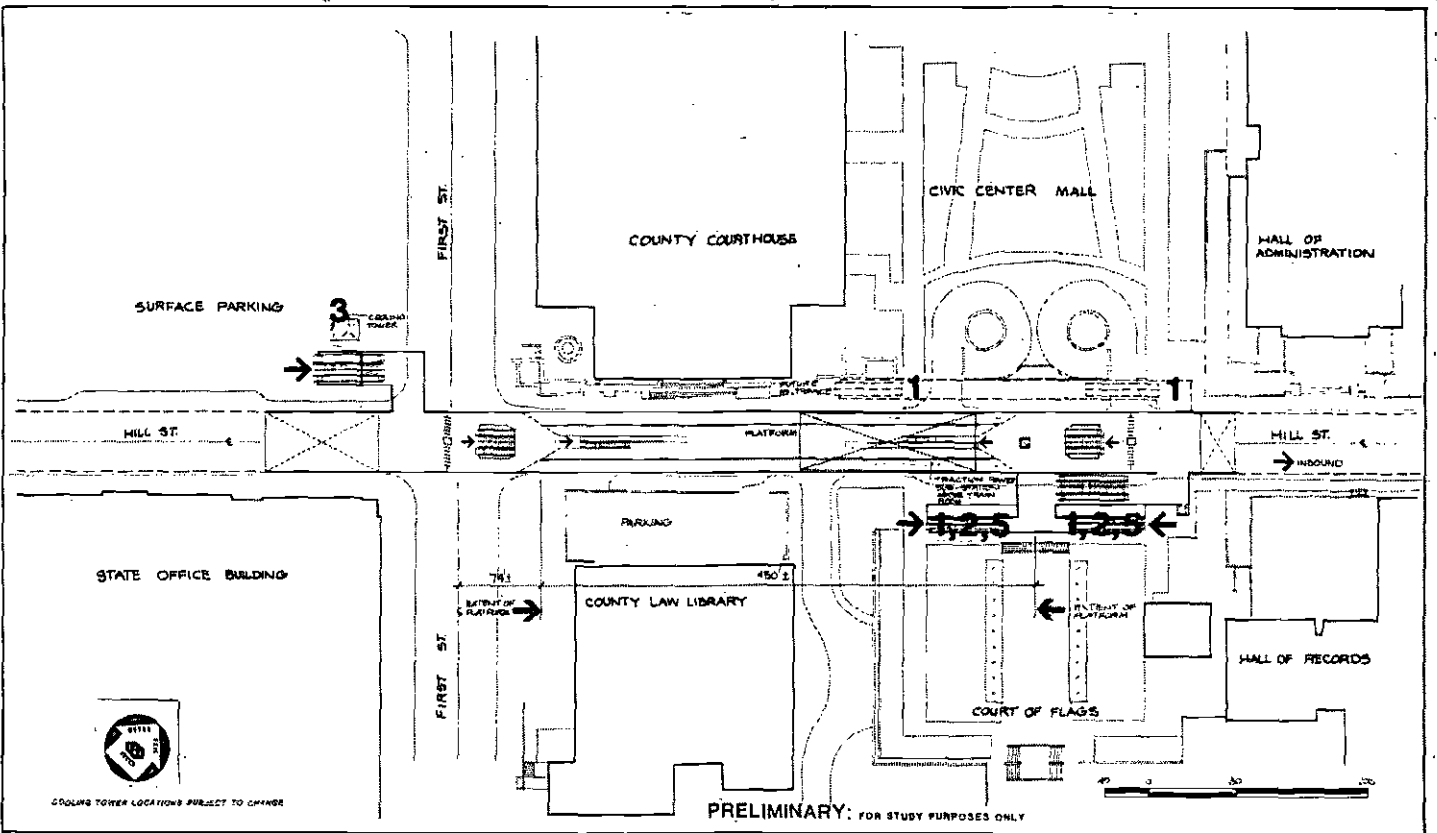
IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration		0	The system components will have no visual impact.
2. Historic Resource Compatibility		0	The system components have no visual impact.
3. Change in Visual Setting	a.	+1	The parking structure and off-street bus terminal organize a currently abandoned area. There is a potential conflict between pedestrian and vehicular access in the courtyard behind Union Station at the concourse entrance. The pedestrian entrance is the former vehicular entrance to the courtyard currently used for parking. No alternative vehicular entrance is defined.
	b.	-1/+1	Cut and cover construction will remove a restaurant on the east side of Vignes Street (-1) and an abandoned shed on the west side of the street (+1).
4. Street Facade Appearance		NA	The impact measure is not applicable.
5. Street Space Appearance		NA	The impact measure is not applicable.
6. Compatibility of Scale		0	The system components will have no visual impact.
7. Visual Proximity		NA	The impact measure is not applicable.

CIVIC CENTER

IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration		+1	The subway station entrances (open) will increase exposure to and channellize views toward the Court of Flags and the Civic Center Mall.
2. Historic Resource Compatibility		0	The Court of Flags is separated from the area being altered. The system components will have no visual impact.
3. Change in Visual Setting		-1	The cooling tower is sited in a potential joint development site.
4. Street Facade Appearance		0	The system components will have no visual impact.
5. Street Space Appearance		-1	The subway station entrances (open) on the south side of the street remove trees which define the northern edge of the Court of Flags. The other system components will have no visual impact.
6. Compatibility of Scale		0	The system components will have no visual impact.
7. Visual Proximity		NA	The impact measure is not applicable.



**Union Station Station Location (Optional)**



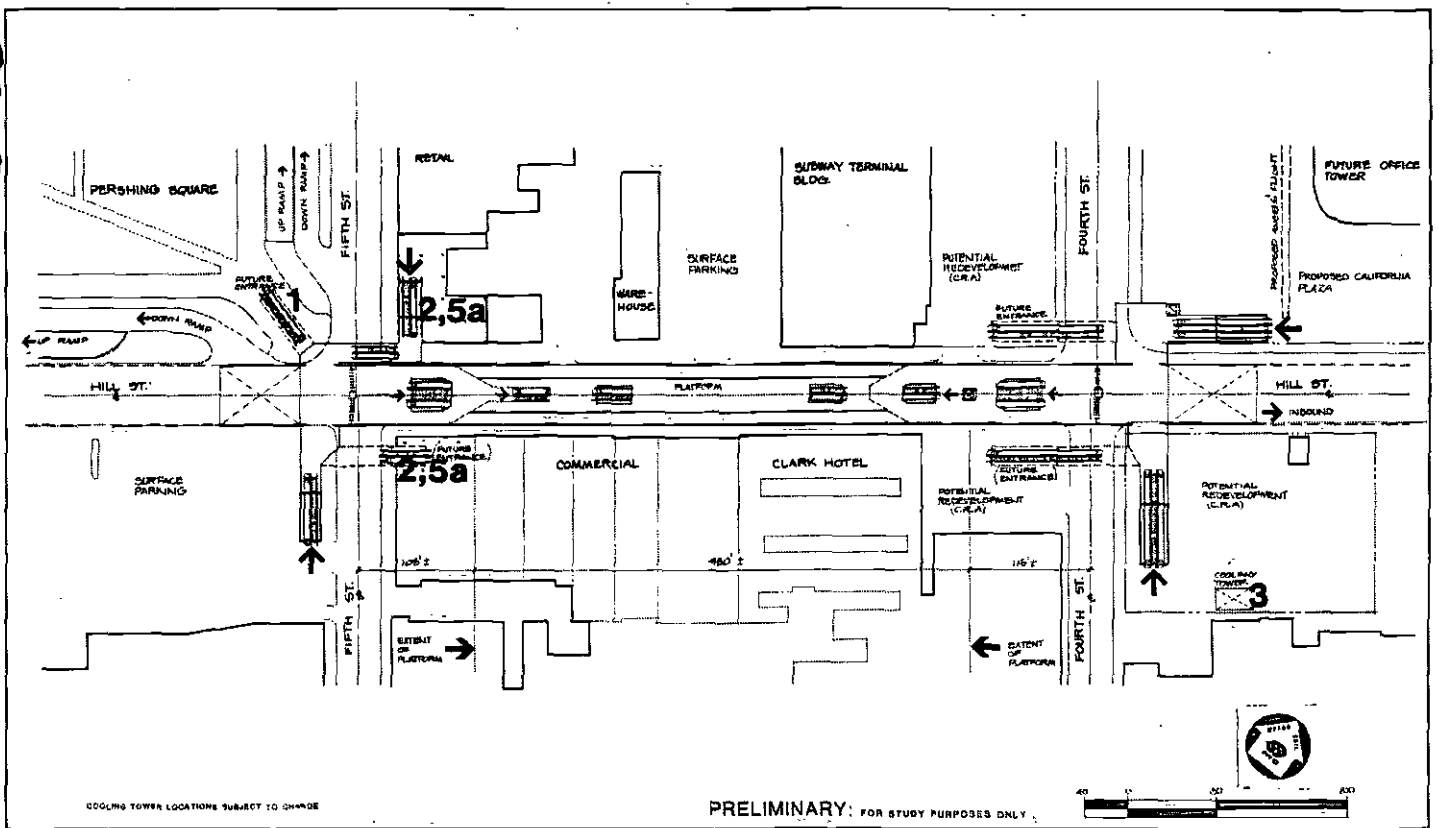
**Civic Center Station**

FIFTH/HILL

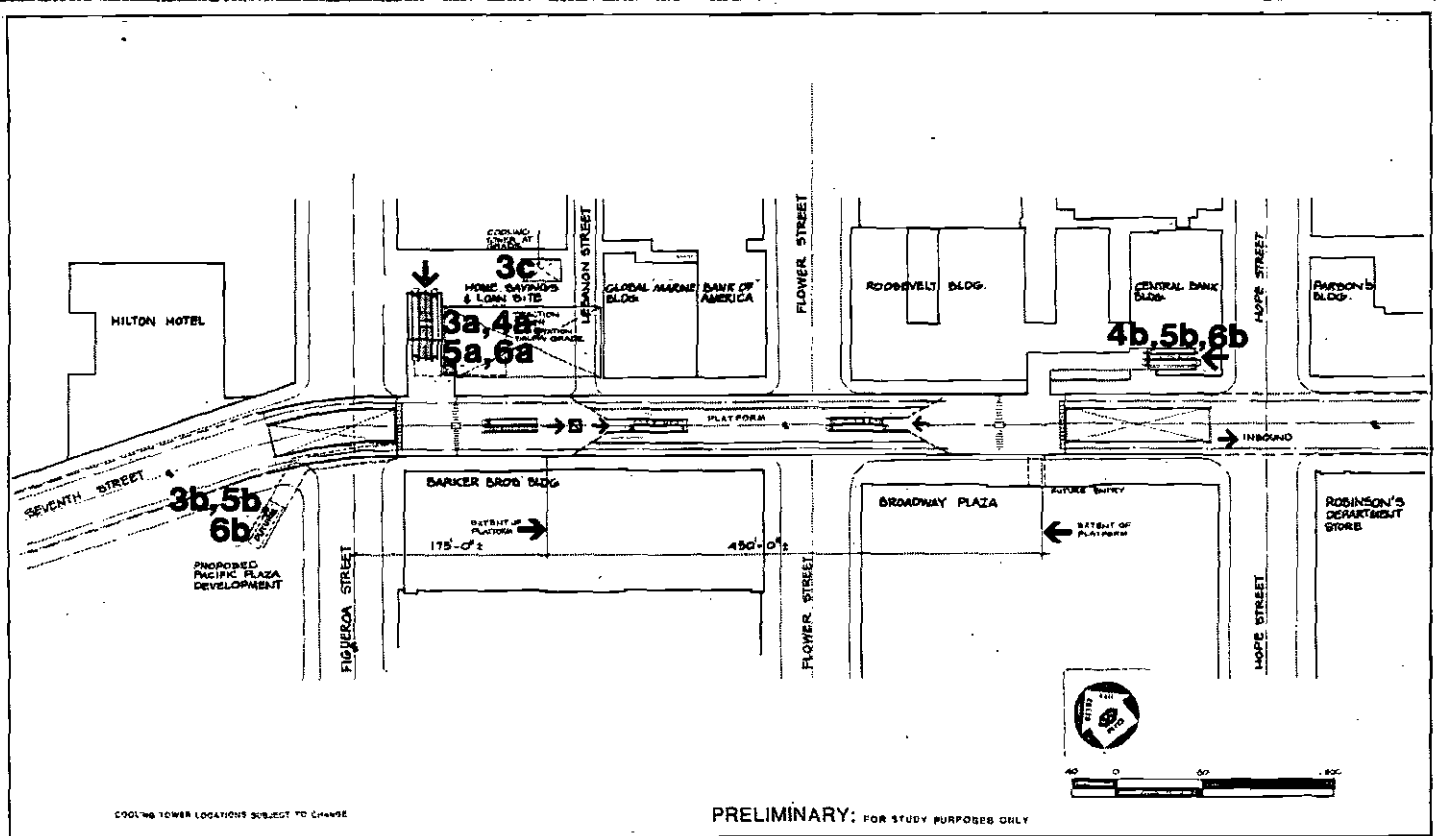
IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration		+1	The subway station entrance (open) will increase exposure to and channelize views toward Pershing Square.
2. Historic Resource Compatibility		+1	The subway station entrances (covered) are within historic buildings. It is assumed SCRTD will restore the ground floor facades to be historically compatible—a transit related improvement. The station entrance (covered) at the southeast corner is a future entrance.
3. Change in Visual Setting		-1	The cooling tower is sited in a potential joint development site.
4. Street Facade Appearance		0	The system components will have no visual impact.
5. Street Space Appearance	a.	0	The subway station entrances (covered) are within historic buildings. SCRTD will restore the ground floor use, a transit related improvement.
	b.	0	The other system components will have no visual impact.
6. Compatibility of Scale		0	The system components will have no visual impact.
7. Visual Proximity		NA	The impact measure is not applicable.

SEVENTH/FLOWER

IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration		0	There are no significant local or regional views.
2. Historic Resource Compatibility		0	The system components will have no visual impact.
3. Change in Visual Setting	a.	-1	The subway station entrance (open) removes the Home Savings Bank.
	b.	+1	The subway station entrance (open) at Pacific Plaza would only be built as part of major development on the site, an enhancement of a currently empty corner.
	c.	-1	The cooling tower is sited in a potential joint development site.
4. Street Facade Appearance	a.	-1	The subway station entrance (open) alters the street facade along Seventh Street by removing the Home Savings Bank building.
	b.	0	There is no visual impact of the subway station entrance (open) at the Central Bank building.
5. Street Space Appearance	a.	-1	The subway station entrance (open) alters the enclosure of the street space by removing the Home Savings Bank building.
	b.	0	There is no visual impact of the subway station entrances (open) at the Central Bank building and the Pacific Plaza.
6. Compatibility of Scale	a.	-1	The subway station entrance (open) removes the Home Savings Bank building, altering the scale at the street corner.
	b.	0	There is no visual impact of the subway station entrances (open) at the Central Bank building and the Pacific Plaza.
7. Visual Proximity		NA	The impact measure is not applicable.



**Fifth/Hill Station**



**Seventh/Flower Station**

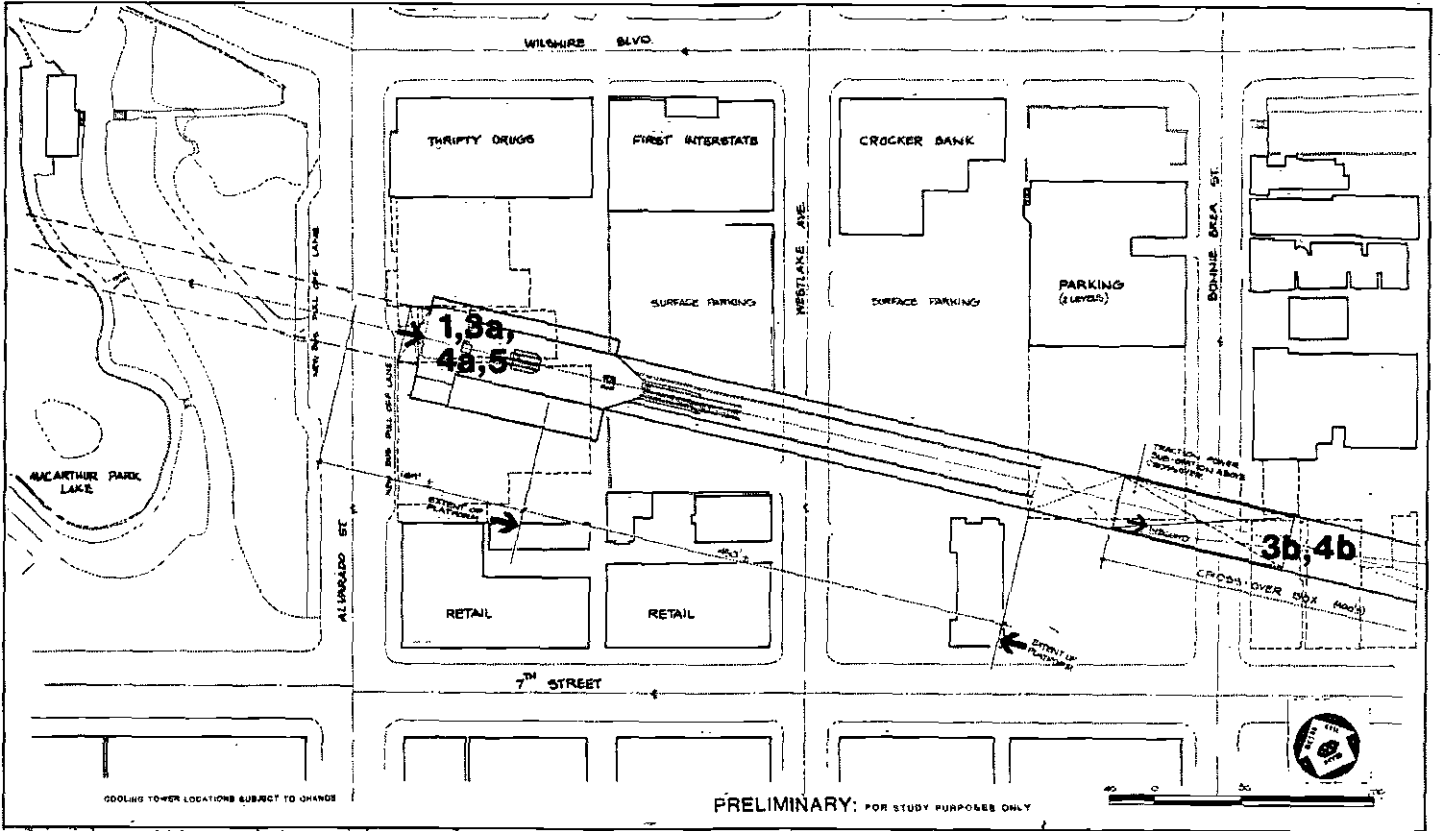
WILSHIRE/ALVARADO

IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration		+1	The concourse entrance will increase exposure to and channelize views toward MacArthur Park.*
2. Historic Resource Compatibility		0	The system components will have no visual impacts.
3. Change in Visual Setting	a.	-2	The concourse entrance removes structures.*
	b.	-1	Cut and cover construction will remove existing structures.
4. Street Facade Appearance	a.	-2	The concourse entrance removes structures and breaks the continuity of the commercial street facade.*
	b.	-1	Cut and cover construction will remove free standing structures that provide intermittent facade definition of Seventh Street.
5. Street Space Appearance		-1	The concourse entrance removes structures and alters the enclosure of the street space.*
6. Compatibility of Scale		0	The system components will have no visual impact.
7. Visual Proximity		NA	The impact measure is not applicable.

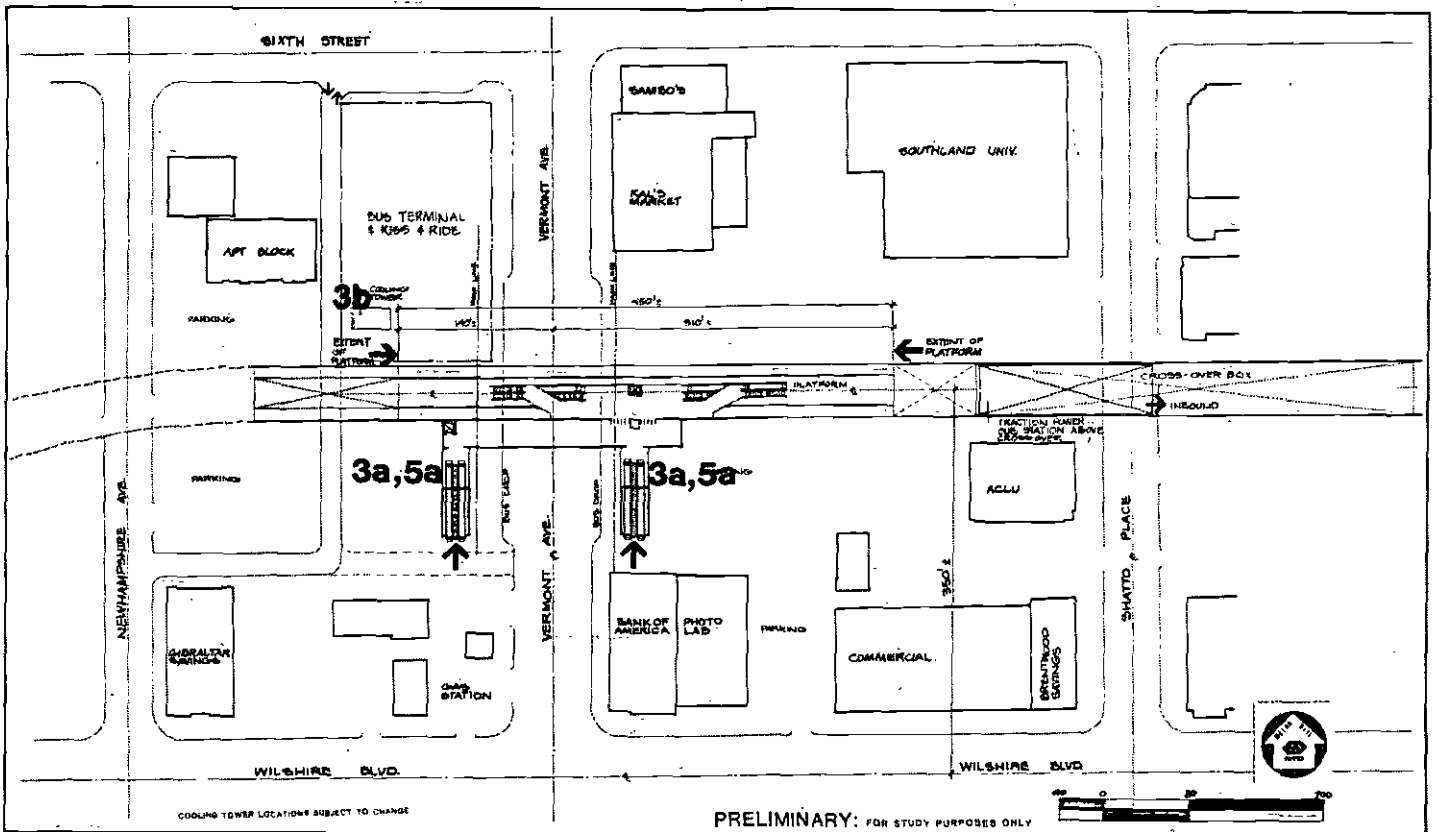
\*A revised station plan is included in the Draft EIS/EIR. The revised plan no longer calls for a concourse entrance; nevertheless, the positive and negative impacts identified remain unchanged with the new entrance.

WILSHIRE/VERMONT

IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration		0	There are no significant local or regional views.
2. Historic Resource Compatibility		0	The system components will have no visual impact.
3. Change in Visual Setting	a.	+1	The subway station entrance (open) removes fragmented development and surface parking and creates an opportunity for joint development to enhance the visual setting.
	b.	-1	The cooling tower is sited in a potential joint development site.
4. Street Facade Appearance		+1	The subway station entrance (open) removes fragmented development and surface parking and creates an opportunity for joint development to reinforce the continuity of the commercial street facade.
5. Street Space Appearance		+1	The subway station entrance (open) removes fragmented development and surface parking and creates an opportunity for joint development to reinforce street space definition.
6. Compatibility of Scale		0	The system components will have no visual impact.
7. Visual Proximity		NA	The impact measure is not applicable.



**Wilshire/Alvarado**



**Wilshire/Vermont**

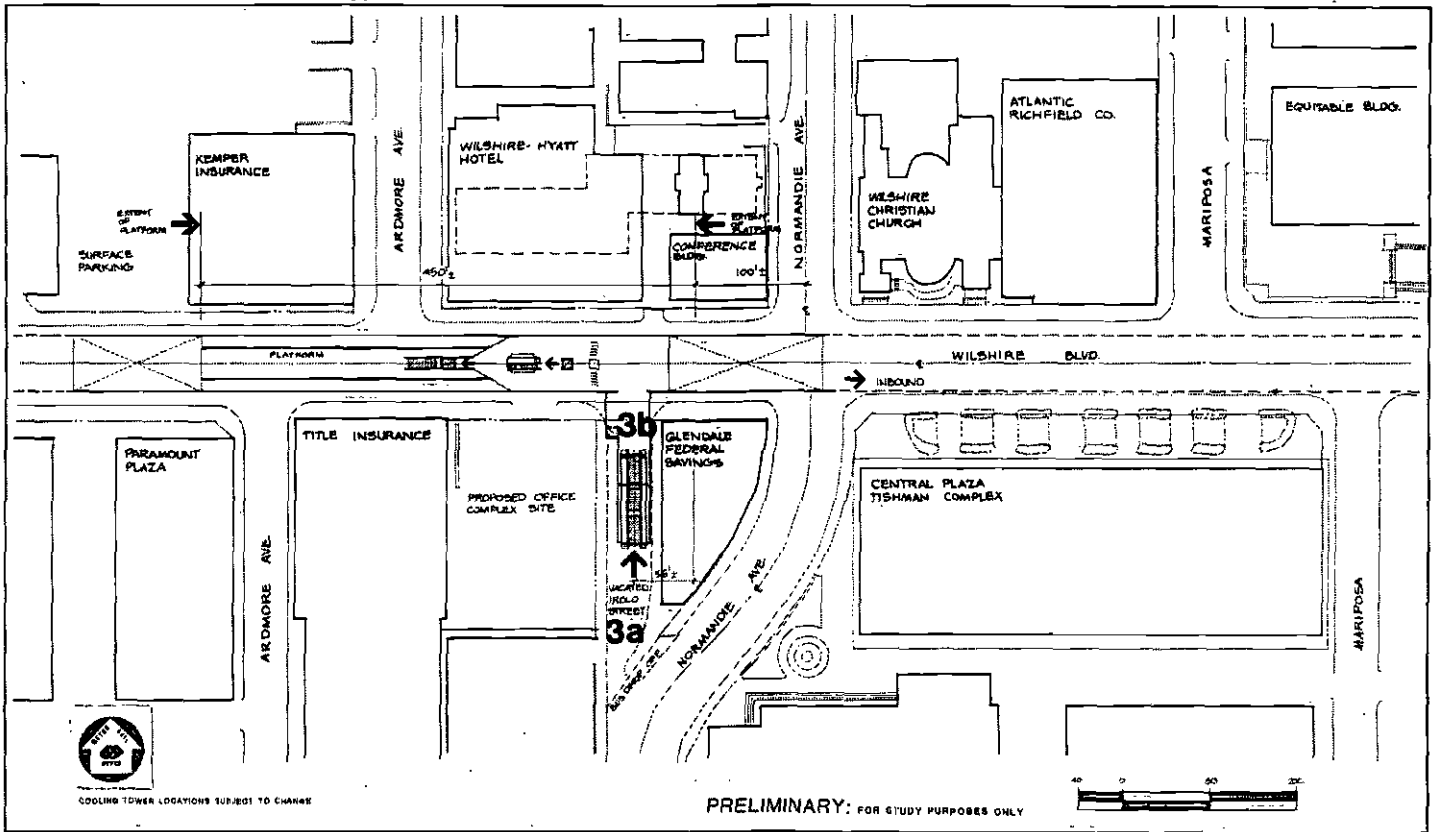


WILSHIRE/NORMANDIE

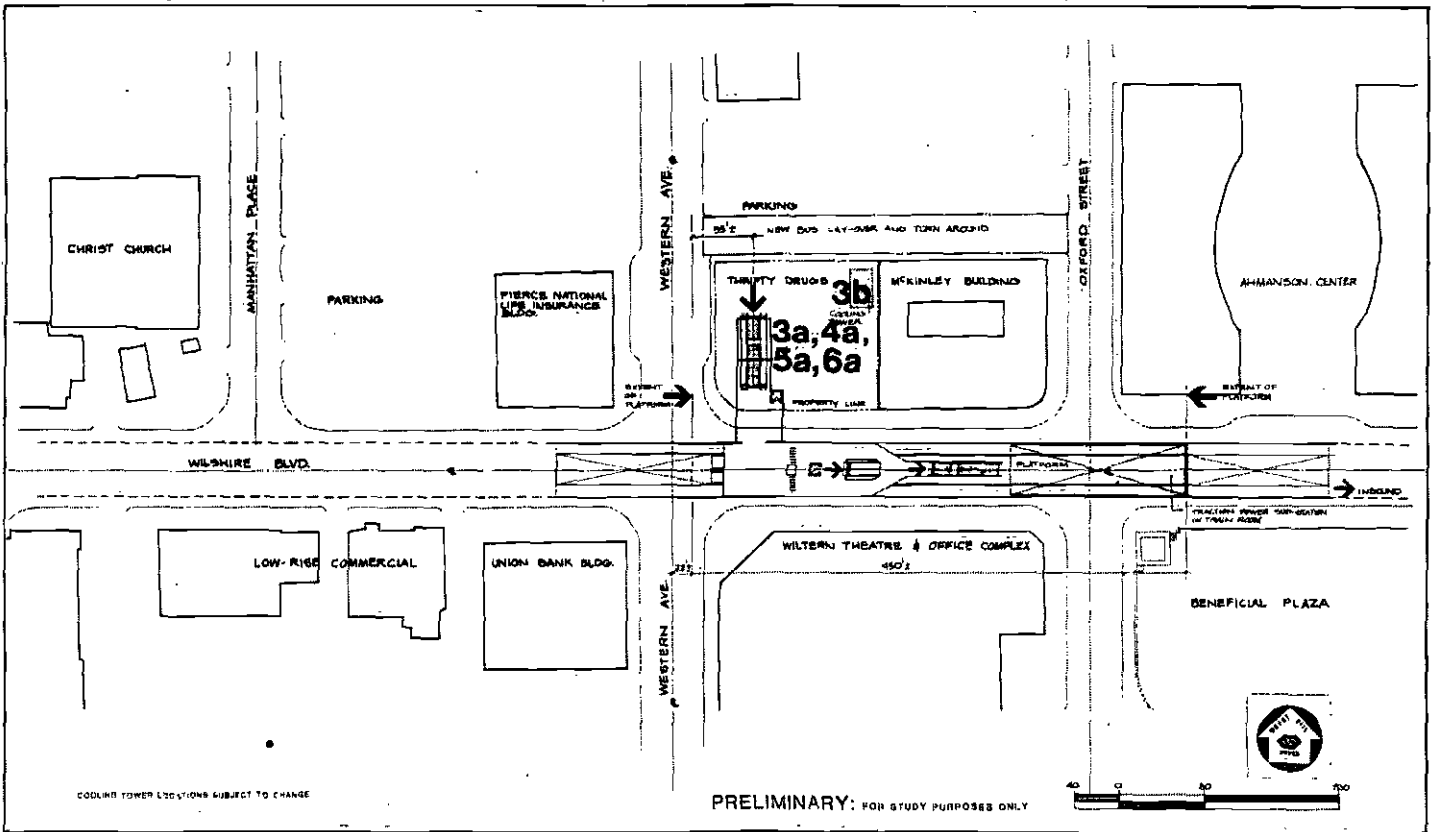
IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration		0	There are no significant local or regional views.
2. Historic Resource Compatibility		0	The system components will have no visual impact.
3. Change in Visual Setting	a.	+1	It is assumed the vacated Irolo Street will be landscaped.
	b.	0	The subway station entrance (open) will have no visual impact.
4. Street Facade Appearance		0	The system components will have no visual impact.
5. Street Space Appearance		0	The system components will have no visual impact.
6. Compatibility of Scale		0	The system components will have no visual impact.
7. Visual Proximity		NA	The impact measure is not applicable.

WILSHIRE/WESTERN

IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration		0	The system components will have no visual impact.
2. Historic Resource Compatibility	a.	0	The subway station entrance (open), by removing the Thrifty's building will change the visual setting of the McKinley Building, but it would not adversely affect the historic structure.
	b.	-0	The other system components will have no visual impact.
3. Change in Visual Setting	a.	-2	The subway station entrance (open) removes the Thrifty's building—a significant impact due to the building's importance as a component of the overall visual setting.
	b.	-1	The cooling tower is sited in a potential joint development site.
4. Street Facade Appearance	a.	-2	The subway station entrance (open) alters the continuity of street facade along Wilshire Boulevard by removing the Thrifty's building.
	b.	0	The other system components will have no visual impact.
5. Street Space Appearance	a.	-2	The subway station entrance (open) alters the enclosure of street space by removing the Thrifty's building.
	b.	0	The other system components will have no visual impact.
6. Compatibility of Scale	a.	-2	The subway station entrance (open) alters the existing scale by removing the Thrifty's building and creating a vacant lot.
	b.	0	The other system components will have no visual impact.
7. Visual Proximity		NA	The impact measure is not applicable.



**Wilshire/Normandie Station**



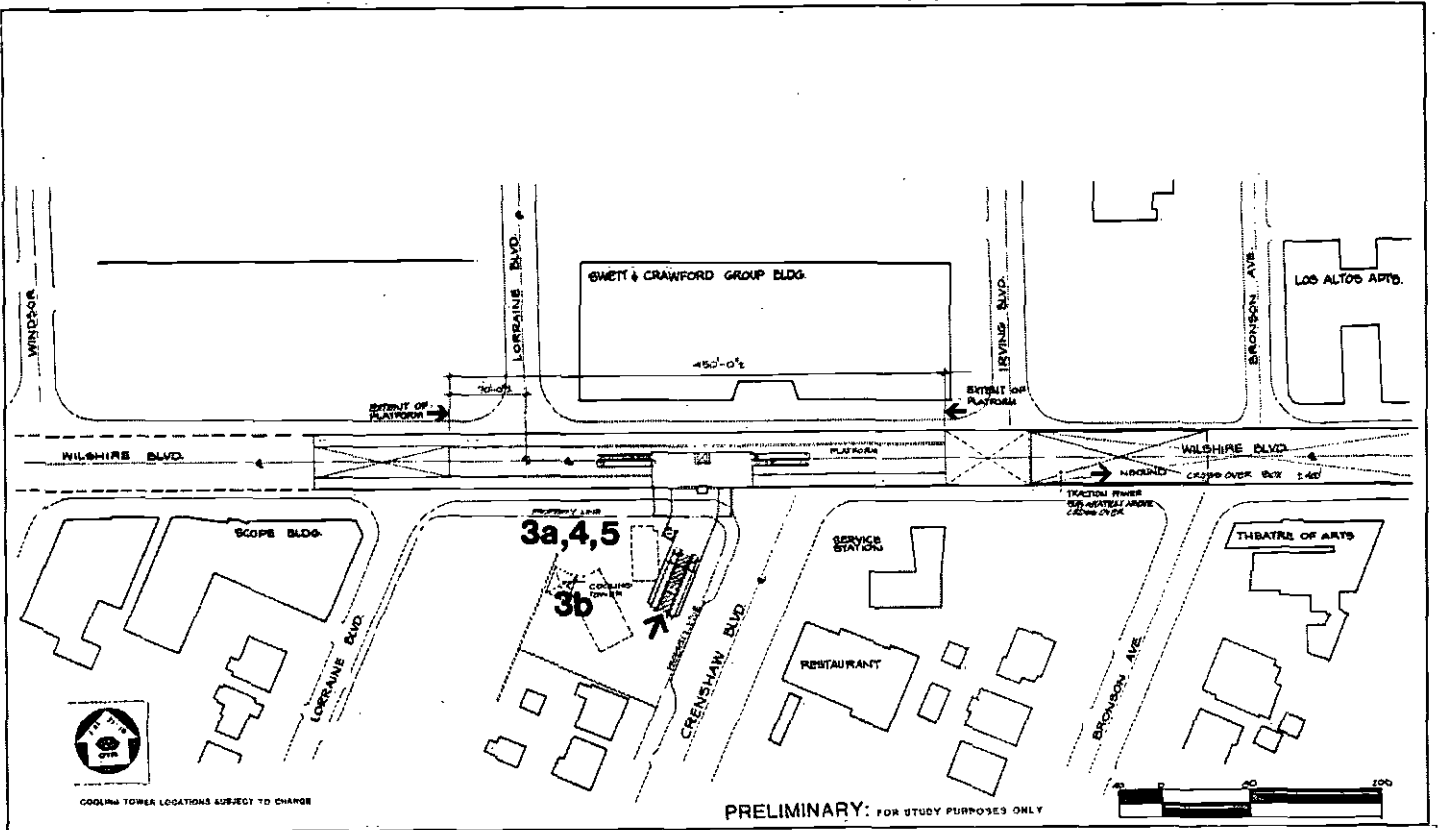
**Wilshire/Western Station**

**WILSHIRE/CRENSHAW**

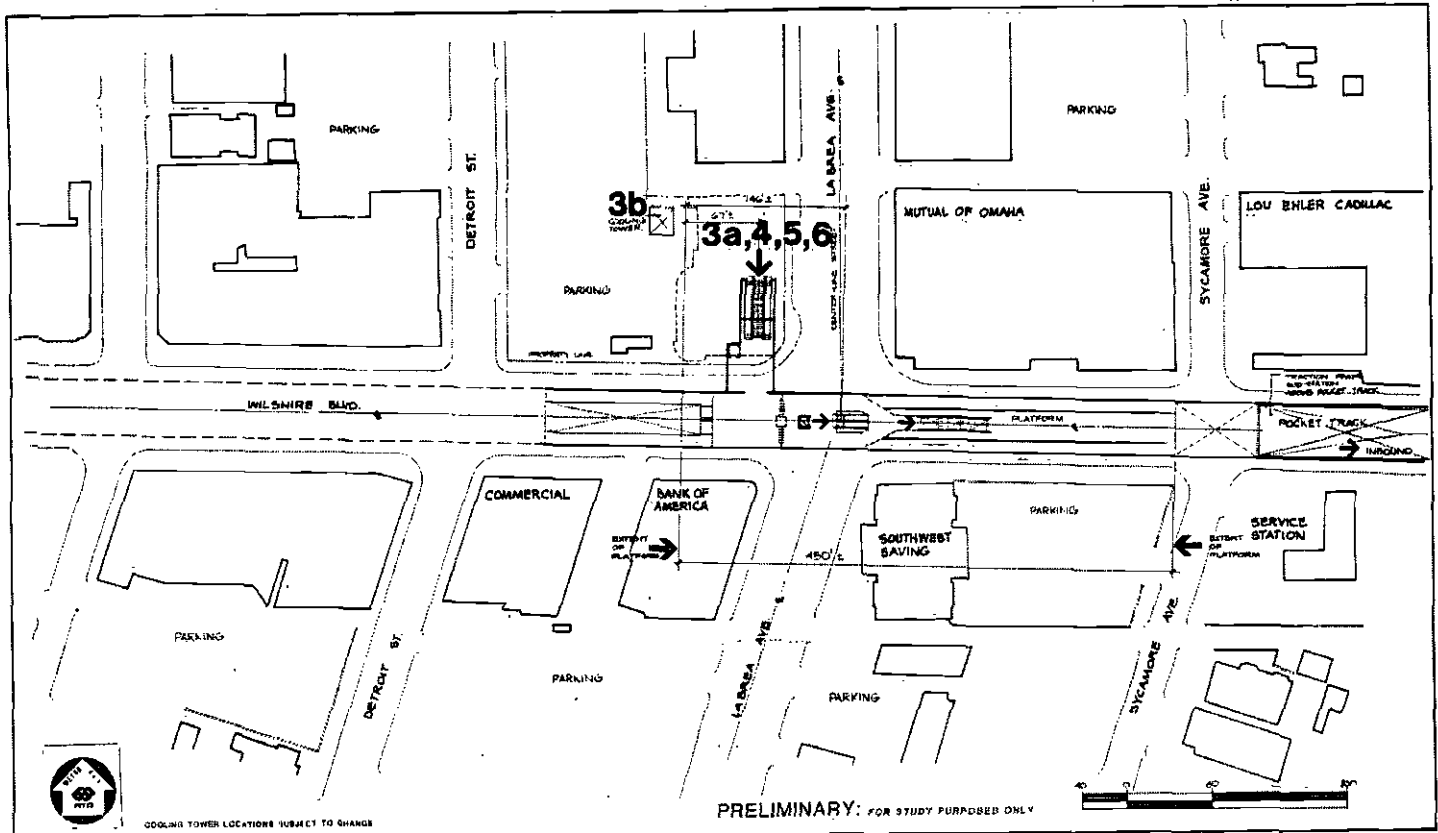
IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration		0	There are no significant local or regional views.
2. Historic Resource Compatibility		0	There are no significant historic resources.
3. Change in Visual Setting	a.	+1	The subway station entrance (open) removes fragmented development and creates an opportunity for joint development which enhances the visual setting.
	b.	-1	The cooling tower is sited in a potential joint development site.
4. Street Facade Appearance		+1	The subway station entrance (open) removes fragmented development and creates an opportunity for joint development to reinforce the commercial continuity of the street facade.
5. Street Space Appearance		+1	The subway station entrance (open) removes fragmented development and creates an opportunity for joint development to reinforce the street space definition.
6. Compatibility of Scale		0	The system components will have no visual impact.
7. Visual Proximity		NA	The impact measure is not applicable.

**WILSHIRE/LA BREA**

IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration		0	The system components will have no visual impact.
2. Historic Resource Compatibility		0	The subway station entrance (open), by removing commercial structure, could change the visual setting of the Mutual of Omaha building, but the change, if any, is not expected to be adverse.
3. Change in Visual Setting	a.	-1	The subway station entrance (open) removes a commercial structure.
	b.	-1	The cooling tower is sited in a potential joint development site.
4. Street Facade Appearance		-1	The subway station entrance (open) alters the continuity of street facade at Wilshire/La Brea by removing a commercial structure.
5. Street Space Appearance		-1	The subway station entrance (open) alters the enclosure and definition of the corner at Wilshire/La Brea by removing a commercial structure.
6. Compatibility of Scale		-1	The subway station entrance (open) changes the scale at the corner of Wilshire/La Brea by removing a commercial structure and creating a vacant lot.
7. Visual Proximity		NA	The impact measure is not applicable.



**Wilshire/Crenshaw Station**



**Wilshire/La Brea Station**

WILSHIRE/FAIRFAX

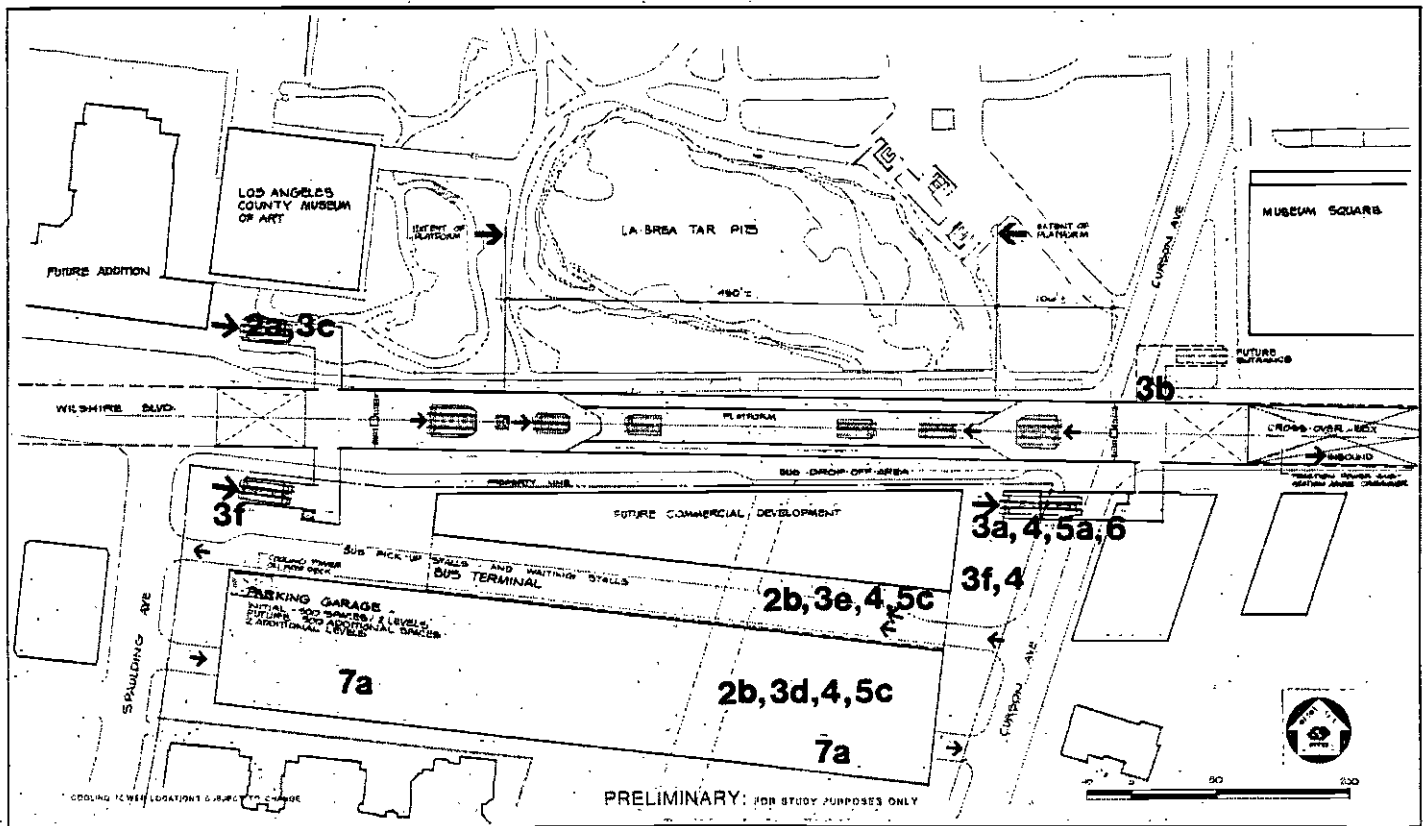
IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration		0	The system components will have no visual impact.
2. Historic Resource Compatibility	a.	0	The subway station (open) in front of the Los Angeles County Museum of Art will have no visual impact.
	b.	-2	The east half of the parking structure and bus terminal (off-street) remove residences potentially eligible with more research for the National Register, as well as commercial structures on Wilshire Boulevard that are potentially eligible to the National Register as part of a historic district (art deco).
3. Change in Visual Setting	a.	-1	The subway station (open) at the southwest corner of Wilshire and Curson removes a commercial structure.
	b.	+1	The subway station (open) at the northeast corner of Wilshire and Curson closes a short street and incorporates it into a landscaped plaza.
	c.	0	The subway station entrances (open) in the sculpture garden and at the corner of Wilshire and Spaulding will have no significant visual impact.
	d.	-1	The east half of the parking structure removes residences potentially eligible with more research for the National Register, as well as commercial structures on Wilshire Boulevard that appear eligible to the National Register as part of a historic district (art deco). It is incongruous in use and bulk to its adjacent residential setting.
	e.	-1/+1	The east half of the bus terminal (off-street) removes residences potentially eligible with more research for the National Register, as well as commercial structures on Wilshire Boulevard that appear eligible to the National Register as contributing structures to a historic district (art deco) (-1). The west half of the bus terminal (off-street) organizes an area that was a parking lot (+1).
	f.	-1/+1	The landscaped plaza at Wilshire and Curson removes a commercial structure (-1); at Wilshire and Spaulding the landscaped plaza organizes an area that was a parking lot (+1).
4. Street Facade Appearance		-1	The subway station entrance (open) at Wilshire and Curson, the east half of the parking structure and the bus terminal, and the landscaped plaza remove commercial structures on Wilshire Boulevard which define the street facade.
5. Street Space Appearance	a.	-1	The subway station entrance (open) at Wilshire and Curson weakens the definition of the corner by removing a commercial structure.
	b.	0	The other subway station entrances (open) will have no visual impact.
	c.	-1/0	The east half of the parking structure and the bus terminal (off-street) remove residences and commercial structures, thereby altering the street space definition (-1). The west half of the parking structure and the bus terminal (off-street) have no visual impact (0).

6. Compatibility of Scale

- a. -1 The subway station entrance (open) at Wilshire and Curson changes the scale of development by removing a commercial structure.
- b. 0 The other system components will have no visual impact.

7. Visual Proximity

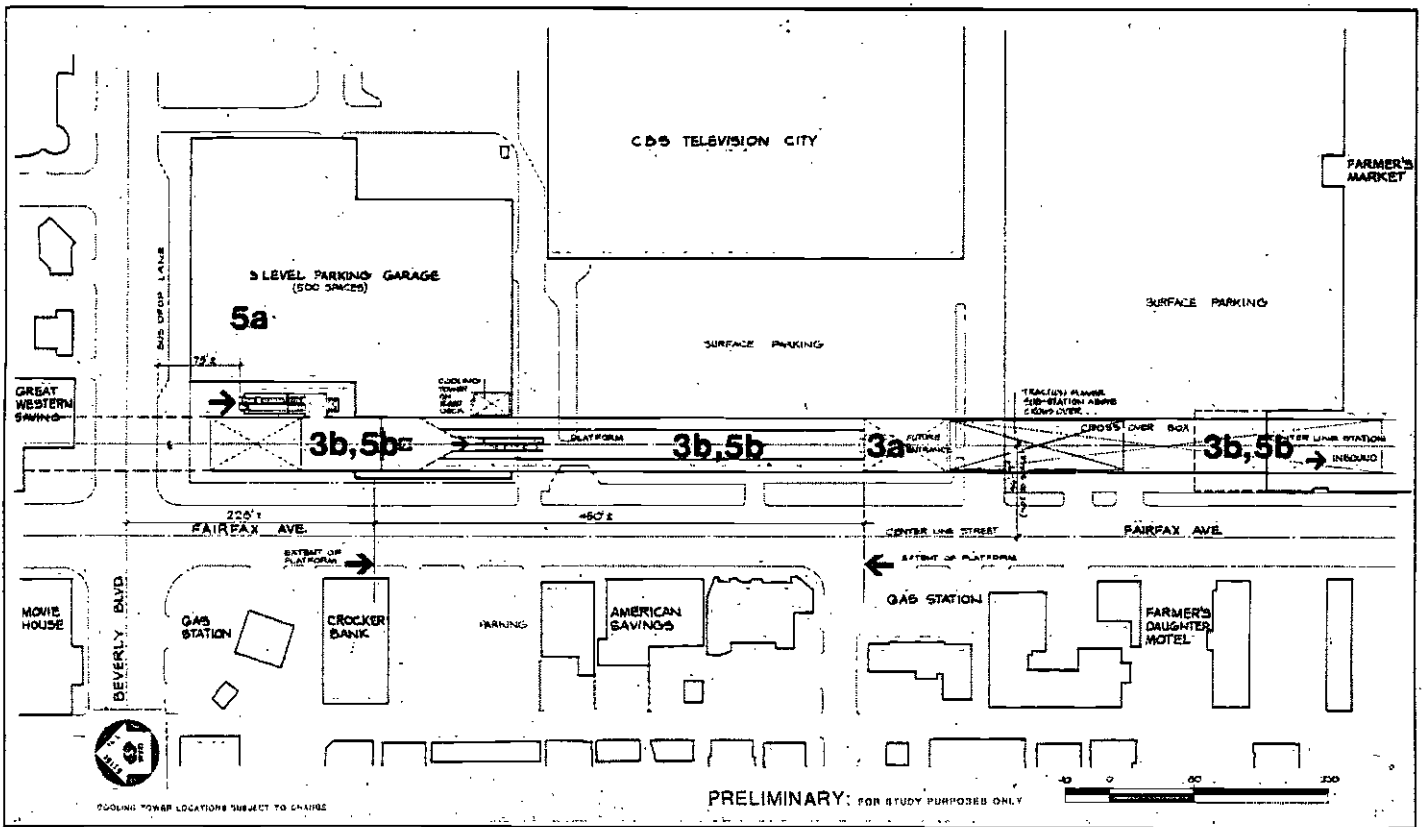
- a. -1 The parking structure is within +23 feet of new condominiums and within +60 feet of existing residences. A total of 460 feet of parking structure is exposed to residences.
- b. NA The impact measure is not applicable to the other system components.



Wilshire/Fairfax Station

**FAIRFAX/BEVERLY**

<u>IMPACT MEASURE</u>		<u>RATING</u>	<u>EXPLANATION</u>
1. View Alteration		0	The system components will have no visual impact.
2. Historic Resource Compatibility		0	The system components will have no visual impact.
3. Change in Visual Setting	a.	0	The subway station entrance (open) will have no visual impact. It displaces surface parking which would be relocated in the parking structure.
	b.	-1	Cut and cover construction removes landscaping, berms and trees, and a portion of the Farmers Market structure.
4. Street Facade Appearance		-1	The parking structure precludes the development of a commercial street facade along Fairfax Avenue.
5. Street Space Appearance	a.	+1	The parking structure adds enclosure and definition to Beverly Boulevard and Fairfax Avenue. The parking structure would be a stronger visual element if it were incorporated over the subway station entrance (open) closer to Fairfax Avenue.
	b.	-1	Cut and cover construction removes landscaping, berms and trees, and a portion of the Farmers Market structure which help to define the street space.
6. Compatibility of Scale		0	The system components will have no visual impact.
7. Visual Proximity		NA	The impact measure is not applicable.



## Fairfax/Beverly Station

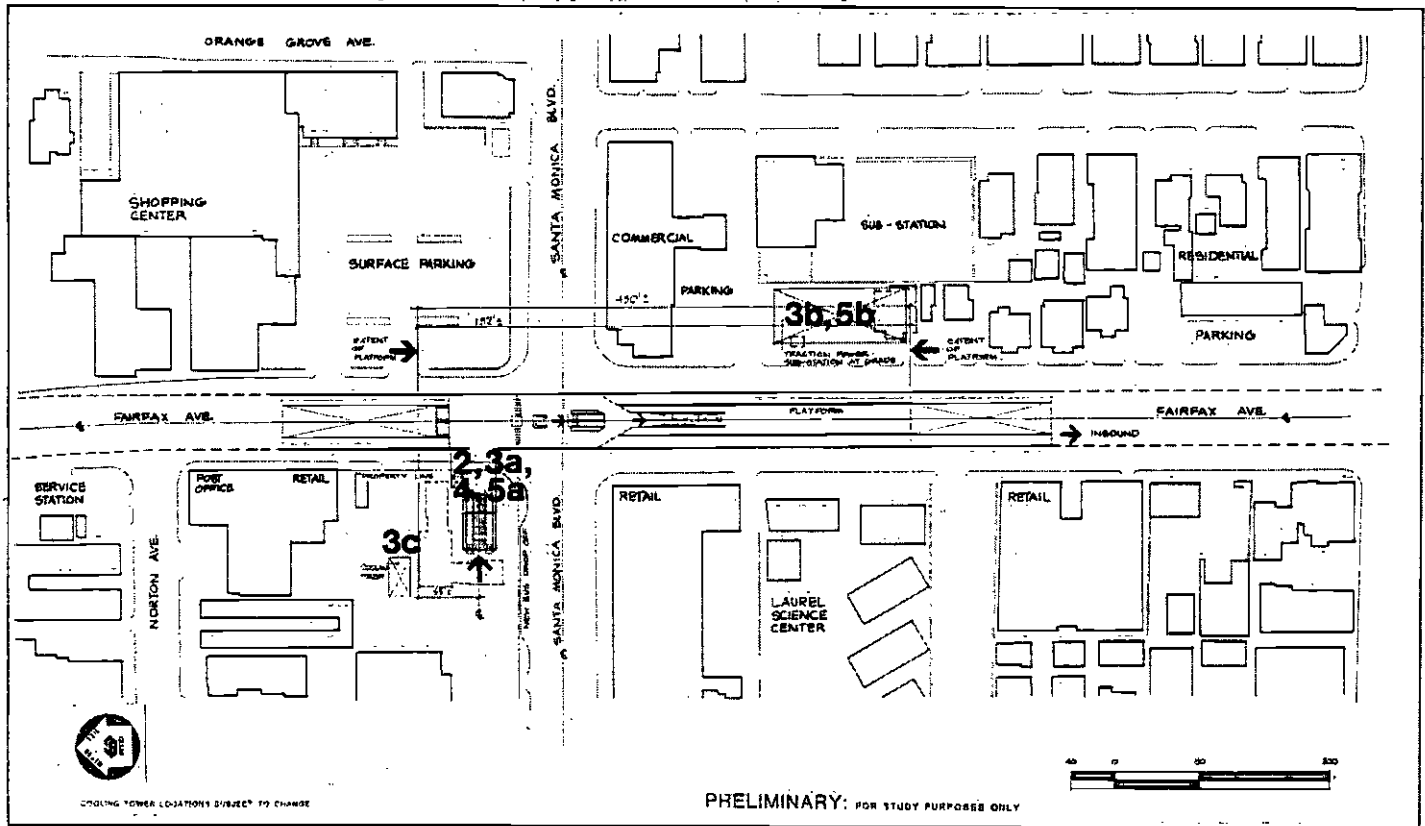


FAIRFAX/SANTA MONICA

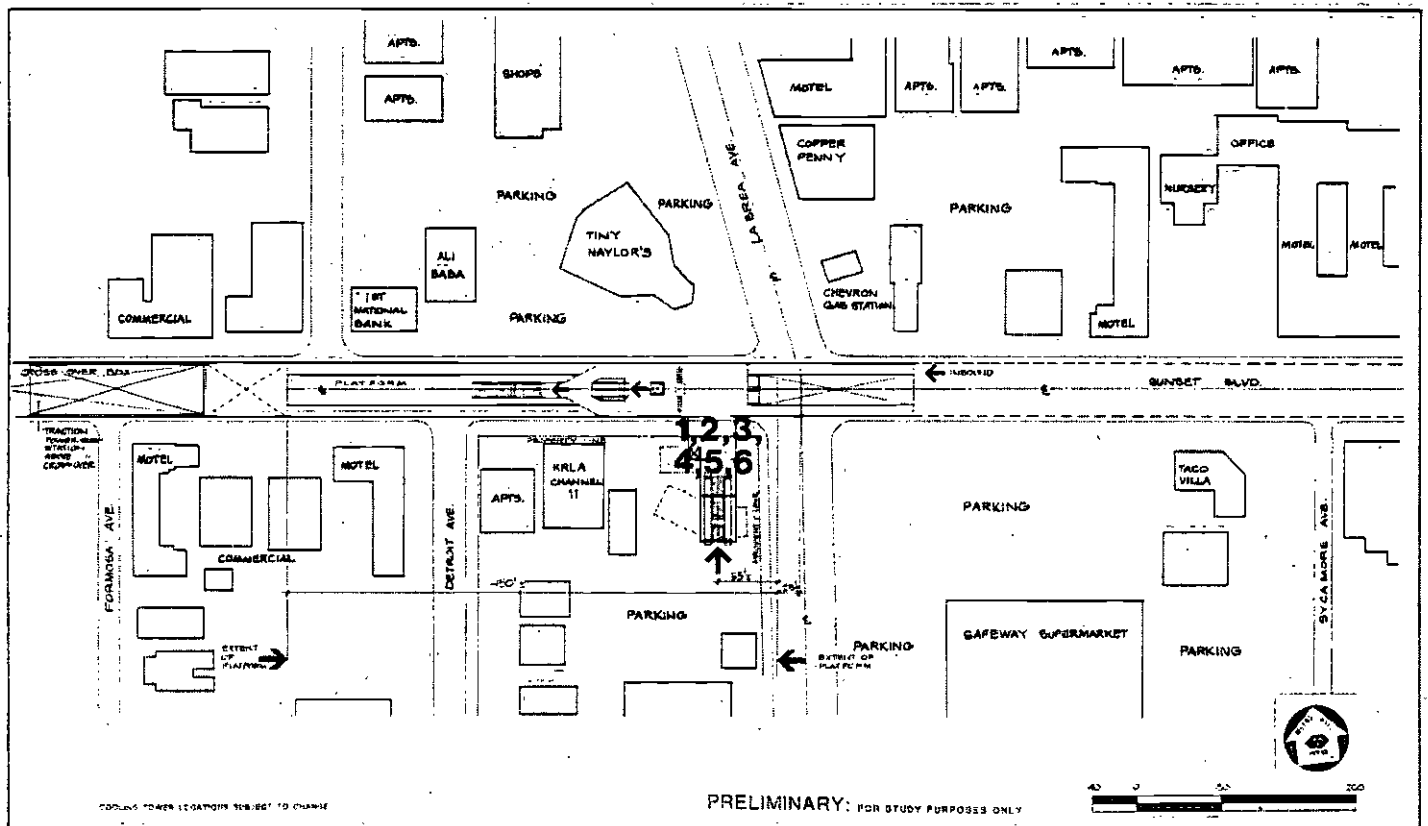
IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration		0	The system components will have no visual impact.
2. Historic Resource Compatibility		+1	The subway station entrance (open) at the northwest corner removes fragmented development and creates an opportunity for joint development which could enhance the setting for the historic structures.
3. Change in Visual Setting	a.	+1	The subway station entrance (open) at the northwest corner removes fragmented development and creates an opportunity for joint development which enhances the visual setting.
	b.	+1	The traction power substation enhances the visual setting by displacing a fragmented structure and surface parking.
	c.	-1	The cooling tower is sited in a potential joint development site.
4. Street Facade Appearance		+1	The subway station entrance (open) at the northwest corner removes fragmented development and creates an opportunity for joint development to reinforce the commercial continuity of the street facade.
5. Street Space Appearance	a.	+1	The subway station entrance (open) at the northwest corner removes fragmented development and creates an opportunity for joint development to reinforce street space definition.
	b.	+1	The traction power substation displaces a fragmented structure and surface parking with a structure which reinforces the street space definition.
6. Compatibility of Scale		0	The system components will have no visual impact.
7. Visual Proximity		NA	The impact measure is not applicable.

LA BREA/SUNSET

IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration		0	The subway station entrance (open) will have no visual impact.
2. Historic Resource Compatibility		0	The subway station entrance (open) will have no visual impact.
3. Change in Visual Setting		0	The subway station entrance (open) will have no visual impact.
4. Street Facade Appearance		0	The subway station entrance (open) will have no visual impact.
5. Street Space Appearance		0	The subway station entrance (open) will have no visual impact.
6. Compatibility of Scale		0	The subway station entrance (open) will have no visual impact.
7. Visual Proximity		NA	The impact measure is not applicable.



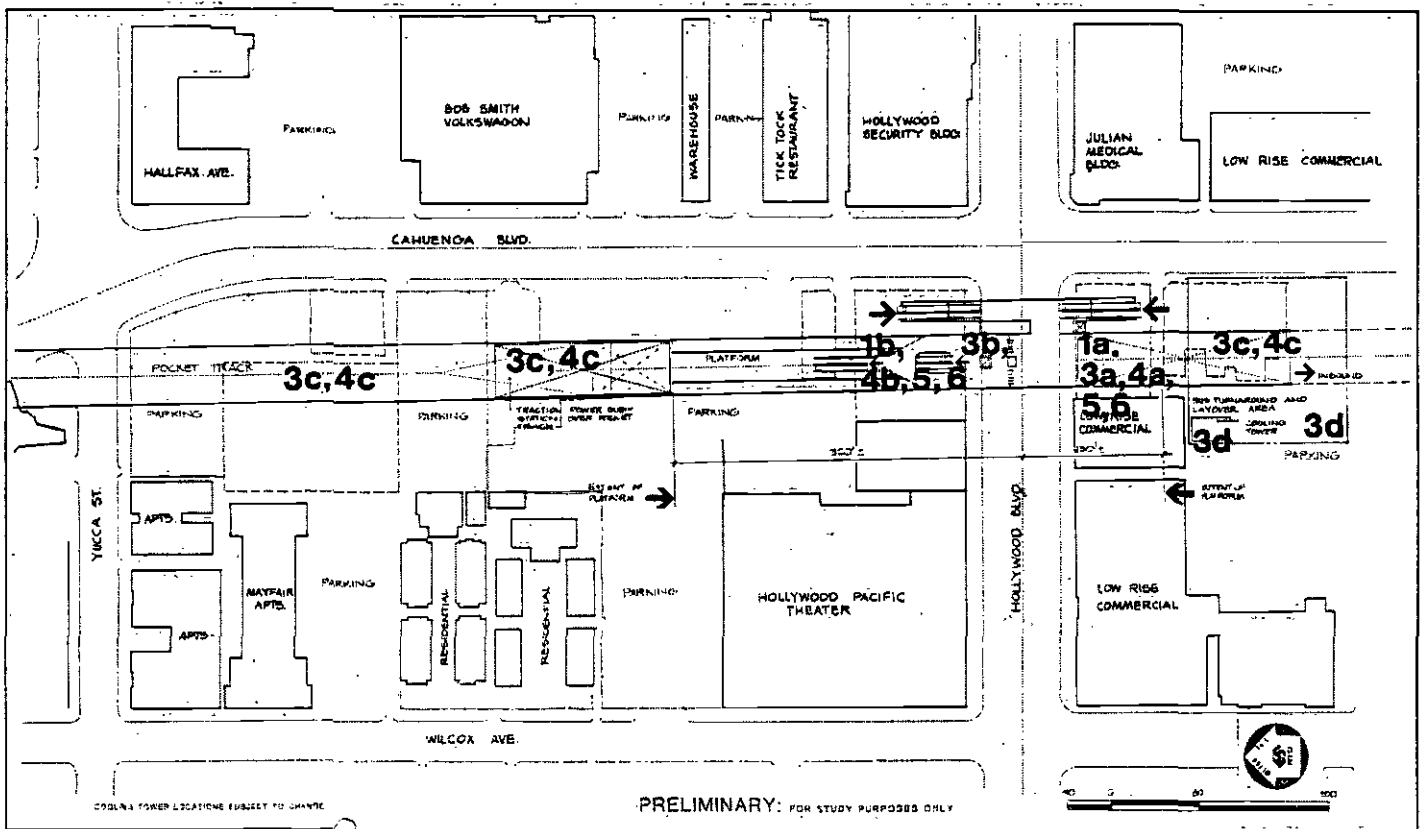
## Fairfax/Santa Monica Station



## La Brea/Sunset Station

HOLLYWOOD/CAHUENGA

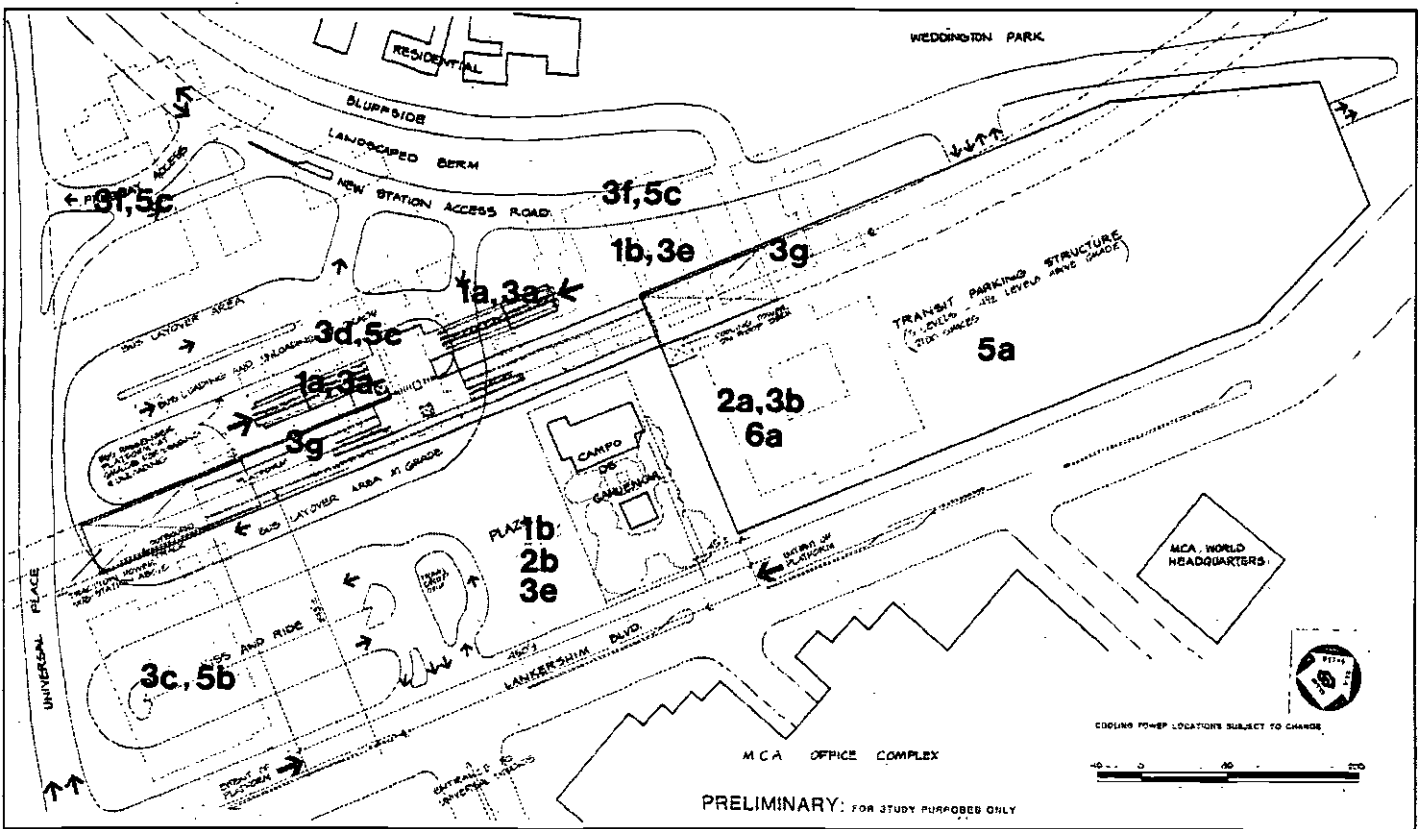
IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration	a.	0	The subway station entrance (open) at the southwest corner will alter local views by removing a structure.
	b.	+1	The subway station entrance (open) at the northwest corner will increase exposure to and channelize views toward a unique corner location with three distinctive, though not historic, structures.
2. Historic Resource Compatibility		0	The subway station entrances (open) will not affect any historic or potentially eligible historic structures.
3. Change in Visual Setting	a.	-1	The subway station entrance (open) at the southwest corner will remove a structure.
	b.	-1	The subway station entrance (open) at the northwest corner will remove a two story commercial structure.
	c.	-1	Cut and cover construction will remove existing non-historic structures.
	d.	-1	The cooling tower is sited in a potential joint development site.
4. Street Facade Appearance	a.	-2	The subway station entrance (open) at the southwest corner will alter the commercial street facade along Hollywood Boulevard by removing a four story structure.
	b.	-1	The subway station entrance (open) at the northwest corner will alter the commercial facade along Hollywood Boulevard by removing a two story commercial structure.
	c.	-1	The cut and cover construction will remove freestanding structures providing intermittent facade definition of Cahuenga Boulevard street space.
5. Street Space Appearance		-2	The subway station entrances (open) at the southwest and northwest corners, by replacing a four and two story structure respectively, will alter the enclosure and definition of the street corner.
6. Compatibility of Scale		-2	The subway station entrances (open) at the southwest and northwest corners, by replacing a four and two story structure, respectively, will reduce the scale consistency of the street corner.
7. Visual Proximity		NA	The impact measure is not applicable.



### Hollywood/Cahuenga Station

UNIVERSAL CITY UNDERGROUND

IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration	a.	+1	The subway station entrances (open) will increase exposure to and channelize views toward Weddington Park.
	b.	+1/0	The landscaped plaza on the Bluffside Drive side opens views to Weddington Park (+1). The landscaped plaza on the Lankershim Boulevard side will not create views (0).
2. Historic Resource Compatibility	a.	-1	The parking structure removes the Hewlett-Packard building which is visually compatible with the historic Campo de Cahuenga.
	b.	+1	The landscaped plaza is improving the visual setting for the historic Campo de Cahuenga by creating a public space.
3. Visual Setting Alteration	a.	-1	The subway station entrances (open) remove a portion of a residential area.
	b.	-1	The parking structure removes the Hewlett-Packard building.
	c.	-1	The kiss and ride area removes a structure.
	d.	-2	The bus terminal (off-street) removes a major portion of a residential area.
	e.	+1/-1	The landscaped plaza on the Lankershim Boulevard side improves the existing visual setting (+1). The landscaped plaza on the Bluffside Drive side removes a portion of a residential area (-1).
	f.	-2	The new station and freeway access roads remove a residential area.
	g.	-1	Cut and cover construction removes a portion of a residential area.
4. Street Facade Appearance		NA	The impact measure is not applicable.
5. Street Space Appearance	a.	+2	The parking structure will enclose and define the street space along Lankershim Boulevard replacing a surface parking area and the lower Hewlett-Packard building.
	b.	-1	The kiss and ride area removes a corner structure which encloses and defines the street space.
	c.	-2	The bus terminal and new station and freeway access roads remove a residential area which encloses and defines the street space.
6. Compatibility of Scale	a.	+1/-1	The parking structure on the Lankershim Boulevard side, though it removes the Hewlett-Packard building (-1), introduces a higher and bulkier structure more in scale with the Universal City buildings across the street (+1). The parking structure, though it contrasts in height and bulk with the adjacent historic Campo de Cahuenga could function as a compatible backdrop.
	b.	0	The other system components will have no visual impact.
7. Visual Proximity		NA	The impact measure is not applicable.

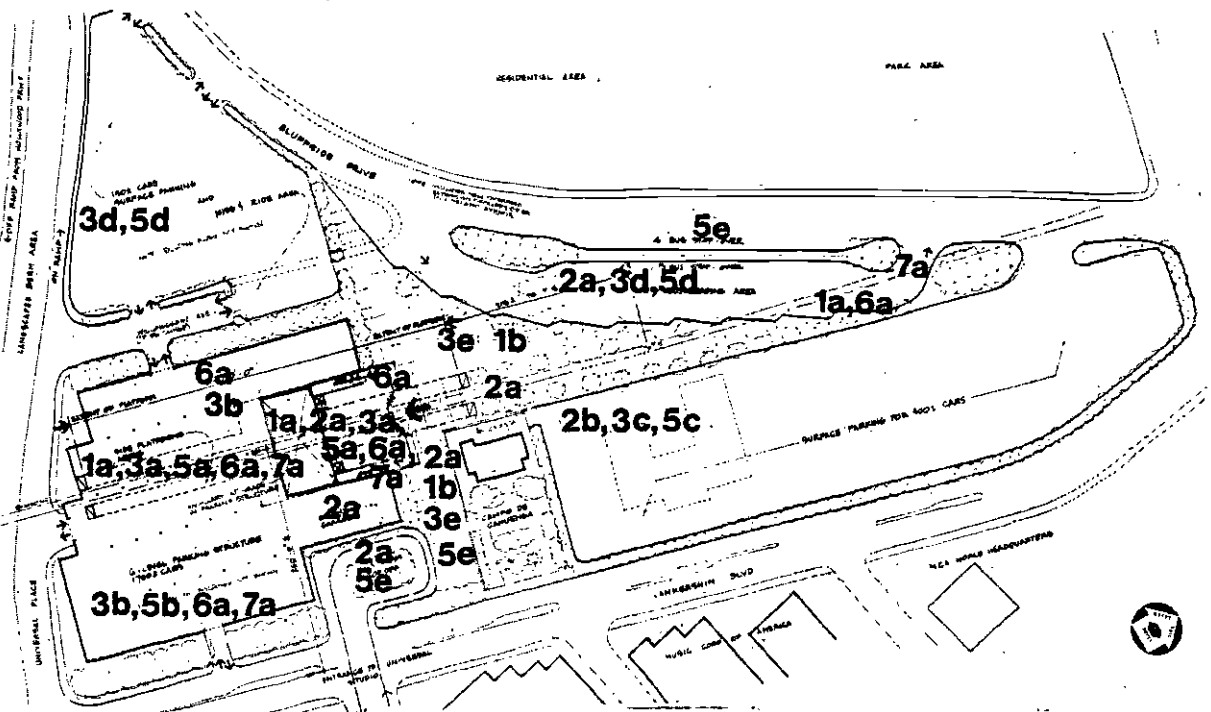


# Universal City Station

UNIVERSAL CITY AERIAL STATION AND GUIDEWAY

IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration	a.	+1	The elevated station and the elevated guideway create views.
	b.	+1/0	The landscaped plaza on the Bluffside Drive side opens views to Weddington Park (+1). The landscaped plaza on the Lankershim Boulevard side will not create views (0).
	c.	-1	The portal segment creates views from the guideway and blocks views to the hills from below the guideway.
2. Historic Resource Compatibility	a.	+1	Though they represent a change in scale, the elevated station and guideway, the parking structure, the bus terminal (off-street), the MCA tram, and the landscaped plaza improve the visual setting for the Campo de Cahuenga, a California State Historic Landmark.
	b.	-1	The surface parking removes the Hewlett-Packard building which is visually compatible with the Campo de Cahuenga, a California State Historic Landmark.
3. Change in Visual Setting	a.	-1	The elevated station and the elevated guideway removes a portion of a residential area.
	b.	+1/-2	The parking structure on the Lankershim Boulevard side, though it removes an industrial structure, introduces a higher structure more in scale with the buildings opposite it than present development on the site (+1). The parking structure on the Bluffside Drive side removes a major portion of a residential area (-2).
	c.	-1	The surface parking removes the Hewlett Packard building.
	d.	-2	The kiss and ride and surface parking, west side, and the bus terminal (off-street) removes a residential area.
	e.	+1/-2	The landscaped plaza on the Lankershim Boulevard side improves the existing visual setting (+1). The landscaped plaza on the Bluffside Drive side removes a residential area (-2).
	f.	-2	The portal segment removes a residential area.
4. Street Facade Appearance		NA	The impact measure is not applicable.
5. Street Space Appearance	a.	0	The elevated station and the elevated guideway are set back from the street and will have no visual impact.
	b.	+1	The parking structure on the Lankershim Boulevard side will enclose and define the street space.
	c.	-1	The surface parking removes the Hewlett Packard building.
	d.	-2	The kiss and ride area and surface parking, west side, and the bus terminal (off-street) remove a residential area which encloses and defines the street space.
	e.	0	The bus bay (on-street), the MCA tram, the landscaped plaza, and the portal will have no visual impact.
6. Compatibility of Scale	a.	+1/0	The elevated station, elevated guideway, and parking structure on the Lankershim Boulevard side relate in scale to the Universal City buildings opposite (+1). The elevated station, elevated guideway, and parking structure on the Bluffside Drive side remove the residential area. But these components are compatible in scale with the existing and future development on the Universal City property (0).

- b. -2 The portal segment, is incongruous in scale with the residential area below.
  - c. 0 The other system components will have no visual impact.
7. Visual Proximity
- a. 0 The elevated station, elevated guideway, and parking structure will have no visual impact.
  - b. -2 The portal is within 60 feet of a residential area.
  - c. NA The impact measure is not applicable to the other system components.

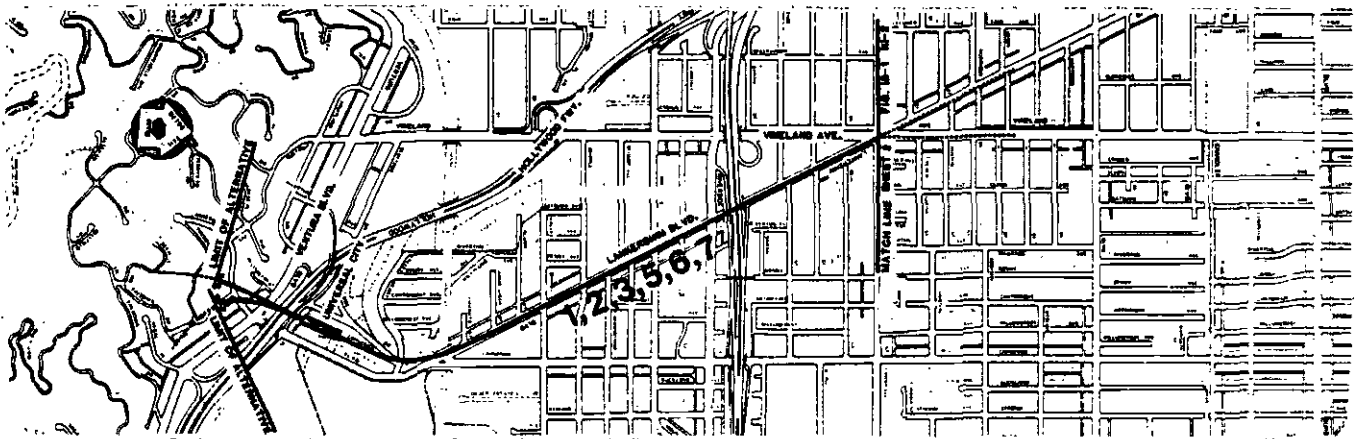


**Aerial Station Alternative - Universal City**



**NORTH HOLLYWOOD AERIAL CORRIDOR, LANKERSHIM SEGMENT**

IMPACT MEASURE	RATING	EXPLANATION
1. View Alteration	+1/-1	The elevated guideway creates views from above (+1). The elevated guideway obstructs regional views from below (-1).
2. Historic Resource Compatibility	0	Although none of the buildings along this segment are on the National Register of Historic Places, nor on State or local lists, there are a number of buildings of historic note. Pending further research, some of these buildings appear to be potentially eligible for nomination to the National Register, and State and local lists.
3. Change in Visual Setting	0	The system components will have no visual impact.
4. Street Facade Appearance	NA	The impact measure is not applicable.
5. Street Space Appearance	-2	Lankershim Boulevard currently is a coherent street with respect to the relationship of street width to the height of the bounding buildings. The elevated guideway will alter this relationship. The existing street width is approximately a 100-foot right-of-way. It will be cut in half by the elevated guideway creating two relatively narrow visual channels when viewed diagonally.
6. Compatibility of Scale	-2	The predominant building height is one of two stories. The 20 foot to 42 foot elevated guideway will dominate.
7. Visual Proximity	-4	The elevated guideway is within 60 feet of existing commercial structures on both sides of the street. For each affected block the elevated guideway adversely affects each side of the street. The total score per block is -4.

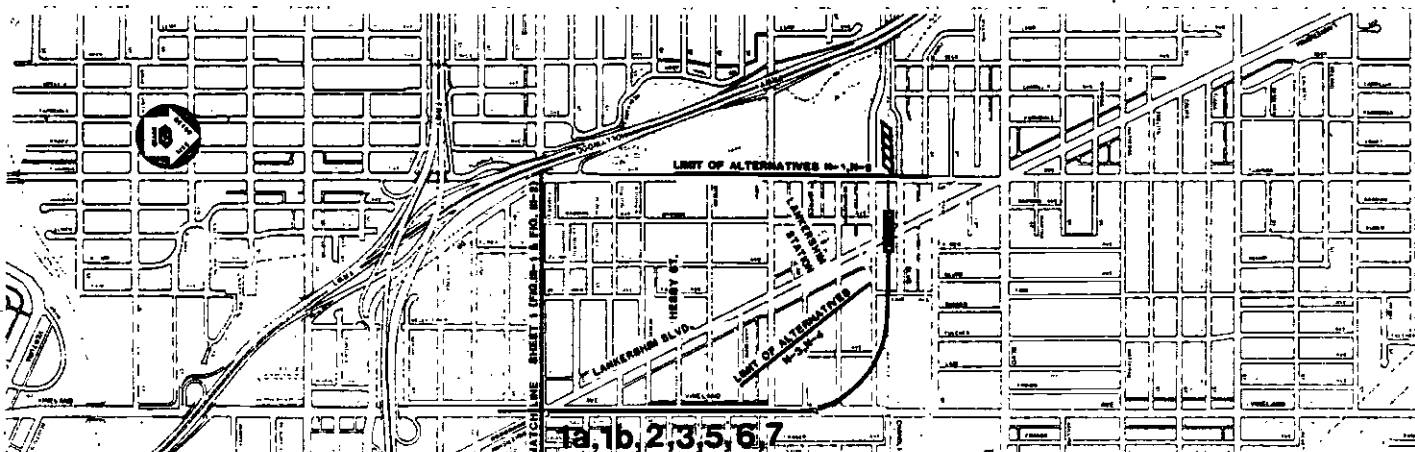


**North Hollywood Aerial Corridor, Lankershim Segment**

**NORTH HOLLYWOOD AERIAL CORRIDOR, VINELAND SEGMENT\***

IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration	a.	+1	The elevated guideway will create views.
	b.	-1	Regional views to the north and northeast would be obstructed by the elevated guideway.
2. Historic Resource Compatibility		0	Although none of the buildings along this segment are on the National Register of Historic Places, nor on State or local lists, there are a number of buildings of historic note. Pending further research, some of these buildings appear to be potentially eligible for nomination to the National Register, and State and local historic lists.
3. Change in Visual Setting		0	There is no displacement of existing uses.
4. Street Facade Appearance		NA	The impact measure is not applicable.
5. Street Space Appearance		+1	The elevated guideway will improve the spatial definition of Vineland Avenue, which in this segment lacks strong spatial boundaries. This is due to the wide right-of-way (average 151 feet, including a Southern California Edison right-of-way and frontage road) and the adjacent low, one- and two-story buildings.
6. Compatibility of Scale		-1	The elevated guideway will provide a somewhat abrupt contrast with the adjacent one- and two-story structures, particularly on the east side of Vineland Avenue.
7. Visual Proximity		-3	The elevated guideway is within 60 feet of existing residential structures on one side of the street (-2), and within 120 feet of existing commercial structures on the other side of the street (-1). The total score per block is therefore -3.

\*This segment was eliminated during the preparation of the Draft EIS/EIR. The Aerial Option would continue north of Camarillo Street along Lankershim to its terminal station. The impacts of this revised alignment are similar to those identified for Alternative N3 (see Figure III-3 and Table III-5).

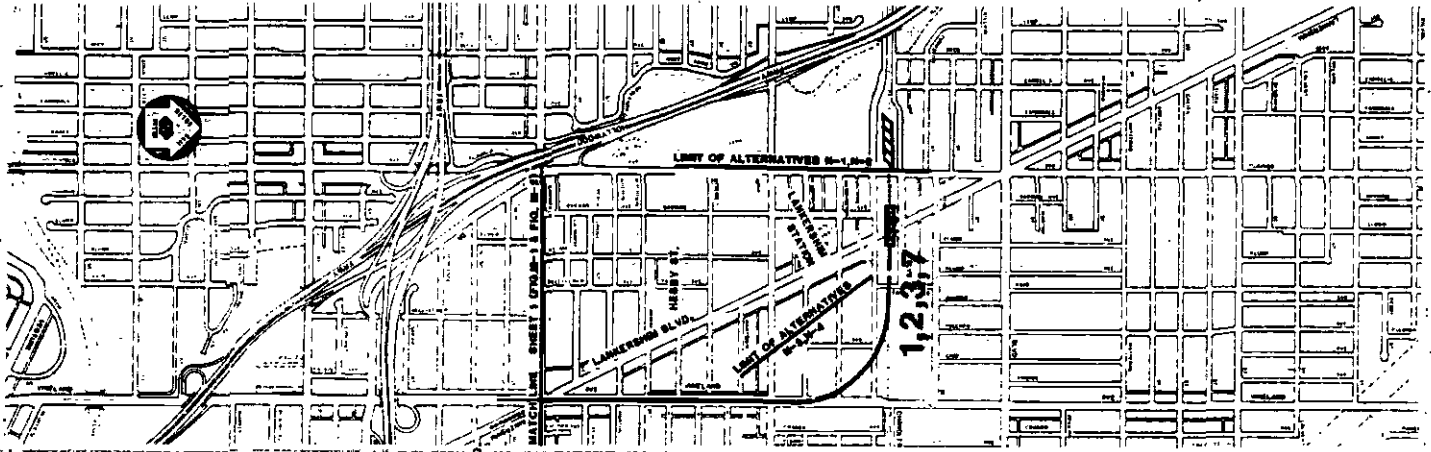


**North Hollywood Aerial Corridor, Vineland Segment**

**NORTH HOLLYWOOD AERIAL CORRIDOR, CHANDLER SEGMENT\***

IMPACT MEASURE	RATING	EXPLANATION
1. View Alteration	+1	The elevated guideway will create views.
2. Historic Resource Compatibility	0	There are several buildings of historic note adjacent to the corridor, although none of them would be removed.
3. Change in Visual Setting	+1	The elevated guideway is removing a visually fragmented and unorganized environment.
4. Street Facade Appearance	NA	The impact measure is not applicable.
5. Street Space Appearance	NA	The impact measure is not applicable.
6. Compatibility of Scale	NA	The impact measure is not applicable.
7. Visual Proximity	0	The elevated guideway will have no visual impact.

\*This segment was eliminated during the preparation of the Draft EIS/EIR. The Aerial Option would continue north of Camarillo Street along Lankershim to its terminal station. The impacts of this revised alignment are similar to those identified for Alternative N3 (see Figure III-3 and Table III-5).

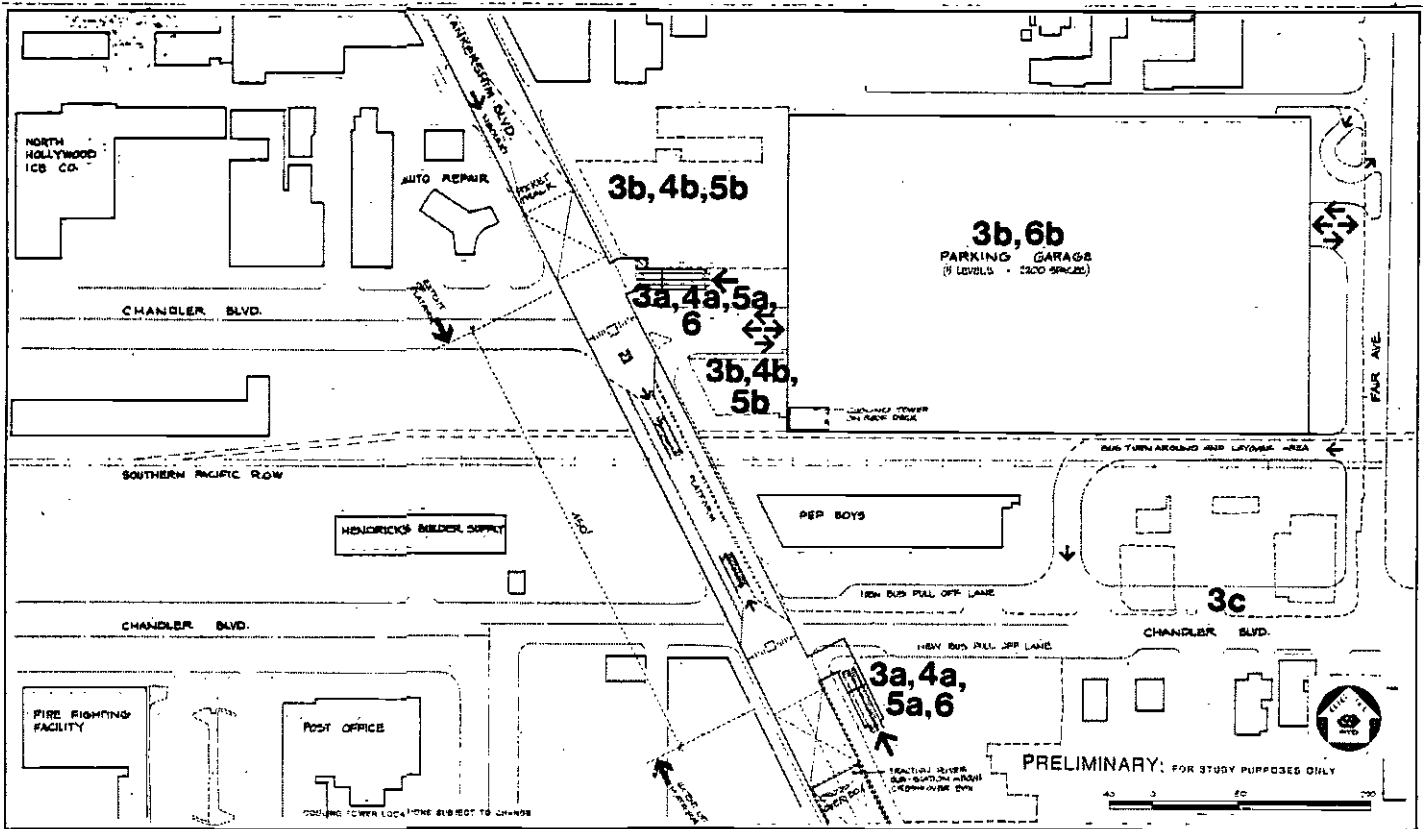


**North Hollywood Aerial Corridor, Chandler Segment**

**NORTH HOLLYWOOD UNDERGROUND**

IMPACT MEASURE	RATING	EXPLANATION
1. View Alteration	0	The system components will have no visual impact.
2. Historic Resource Compatibility	0	The system components will have no visual impact.
3. Visual Setting Alteration	a. 0/-1	The northeast subway station entrance (open) will have no visual impact as it is not removing structures. The southeast subway station entrance (open) is removing commercial structures. These structures would be removed regardless of Metro Rail construction as the area is designated for redevelopment by the Community Redevelopment Agency.
	b. -1/+1	The parking structure is removing commercial structures along Lankershim Boulevard. Along Chandler Boulevard it is removing a visually fragmented and unorganized environment.
	c. +1	The bus terminal (off-street) is removing a visually fragmented and unorganized environment.

4. Street Facade Appearance
- a. 0/-1 The northeast subway station entrance (open) will have no visual impact. The southeast subway station entrance (open) is removing commercial structures, thereby altering the continuity of the commercial street facade.
  - b. -1 The parking structure by removing commercial structures along Lankershim Boulevard alters the continuity of the commercial street facade. Along Chandler Boulevard, it will have no visual impact.
  - c. NA The impact measure is not applicable to the other system components.
5. Street Space Appearance
- a. 0/-1 The northeast subway station entrance (open) will have no visual impact. The southeast subway station entrance (open) by removing commercial structures alters the street space definition.
  - b. -1 The parking structure by removing commercial structures along Lankershim Boulevard alters the street space definition.
6. Compatibility of Scale
- a. 0/-1 The northeast subway station entrance (open) will have no visual impact. The southeast subway station entrance (open) changes the scale at the corner of Lankershim Boulevard and South Chandler Boulevard by removing a commercial structure and creating a vacant lot.
  - b. -1 The parking structure's bulk and height (five levels, approximately 50 feet high maximum) is incompatible with the relatively small structures and visually fragmented street frontage in the immediate area.
7. Visual Proximity
- NA The impact measure is not applicable.



**North Hollywood Station**

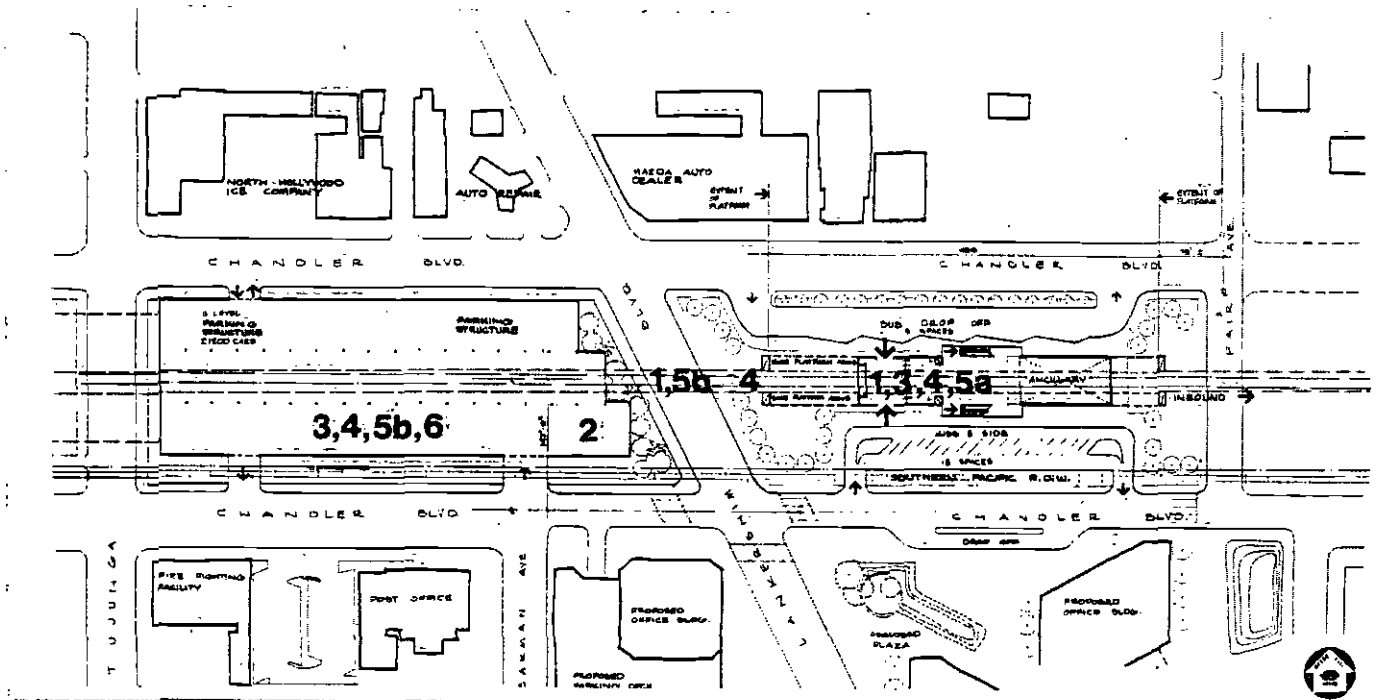
**NORTH HOLLYWOOD AERIAL STATION \***

IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration		+1/-1	The elevated station and the elevated guideway creates views of the mountains to the north and east (+1). The elevated guideway crossing Lankershim Boulevard obstructs views of the mountains to the north and east (-1).
2. Historic Resource Compatibility		-2	The parking structure removes the Hendrick's Builders Supply Company, formerly the Southern Pacific Toluca Station Depot, which appears potentially eligible for the National Register of Historic Places.
3. Change in Visual Setting		+1	The system components will have a positive visual impact. Currently there is a visually fragmented and unorganized setting, which would be replaced by an ordered and landscaped environment.
4. Street Facade Appearance		-1	The elevated station and guideway would remove the pedestrian-oriented retail frontage on the east side of Lankershim Boulevard and replace it with an open and landscaped plaza. The design of the parking structure on the west side of Lankershim Boulevard presents a blank wall with landscaping to the street and does not provide for retail uses at the ground floor level.
5. Street Space Appearance	a.	-1	The elevated station is set back from the east side of Lankershim Boulevard, and weakens the spatial definition currently established by retail structures.
	b.	+1	The parking structure would replace an open yard, thereby improving the spatial definition on the west side of Lankershim Boulevard.
6. Compatibility of Scale		-1	The parking structure's bulk and height (five levels, approximately 50 feet high maximum) is incompatible with the relatively small structures and visually fragmented street frontage immediately adjacent on Chandler Boulevard.
7. Visual Proximity	a.	0	The elevated station, elevated guideway, and parking structure will have no visual impact.
	b.	NA	The impact measure is not applicable to the other system components.

**MINOR YARD AT NORTH HOLLYWOOD \***

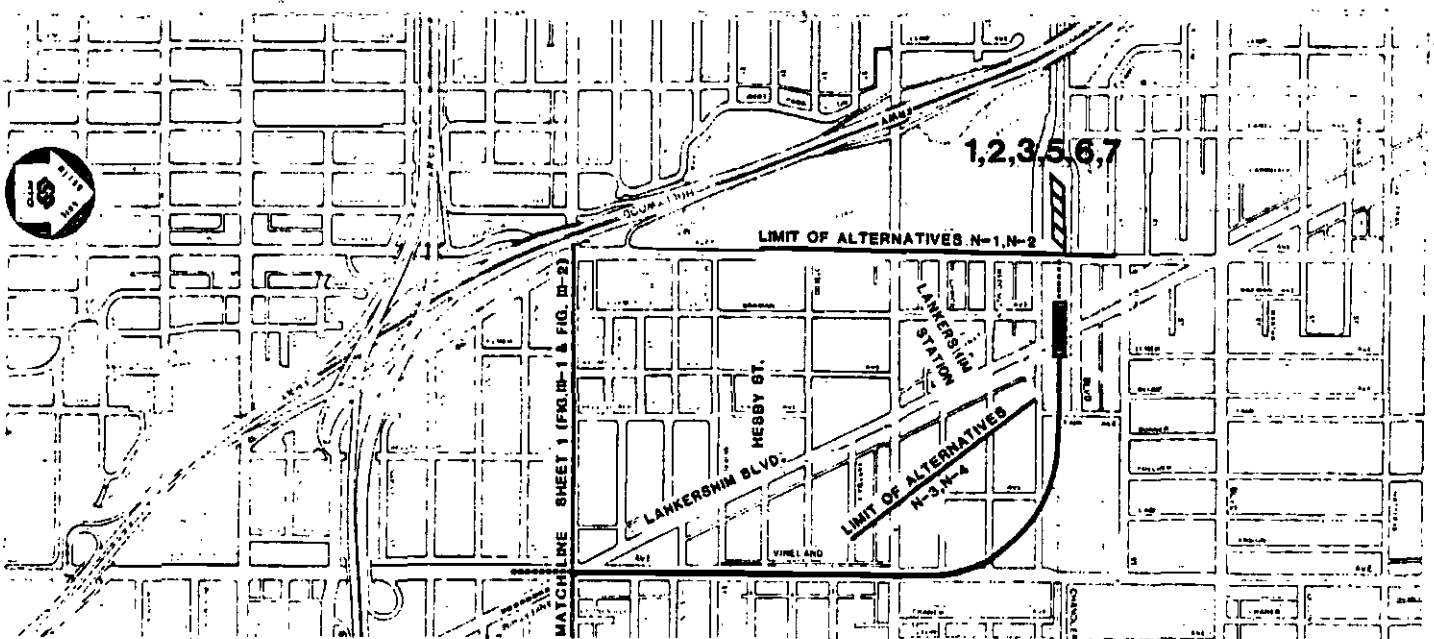
IMPACT MEASURE		RATING	EXPLANATION
1. View Alteration		-1	The yard will abstract views from the residential area north of Chandler Boulevard to North Hollywood park.
2. Historic Resource Compatibility		0	The yard will have no significant visual impact.
3. Change in Visual Setting		0	Although the yard is removing elements which are visually discordant, it is not contributing positively to the visual setting.
4. Street Facade Appearance		NA	The impact measure is not applicable.
5. Street Space Appearance		+1	The yard will improve the definition of street space along Chandler Boulevard.
6. Compatibility of Scale		-1	The approximately 25-foot high yard is compatible with the one- and two-story structures opposite. However, the extensive length of the unbroken 25-foot high yard retaining walls is in sharp contrast to the modest bulk of the adjacent small commercial and institutional structures, parking lots, and landscaped open spaces.
7. Visual Proximity		0	The yard will have no visual impact.

\* See notes on facing page.



**\* Aerial Station Alternative - North Hollywood**

\*The Aerial Station oriented along Chandler Boulevard has been eliminated. A revised station plan showing the terminal station oriented along Lankershim Boulevard has been prepared and is included as part of the Aerial Option description in the Draft EIS/EIR. If this alternative is selected, further analysis of this station's visual impacts would be necessary.



**\* Minor Yard at North Hollywood**

\*The minor yard oriented along Chandler Boulevard is no longer part of the Aerial Option. The Draft EIS/EIR describes the need for aerial tail tracks north of Chandler Boulevard along Lankershim Boulevard. If this alternative is selected, further analysis of the track's visual impacts would be necessary.

### III. SPECIAL ALTERNATIVES ANALYSIS

#### ALTERNATIVES

After a review of alternative alignments by the public and SCRTD in August 1982, a number of unresolved issues remained in the Hollywood and North Hollywood areas. Consequently, the SCRTD Board of Directors directed staff to undertake an analysis that would address these issues dealing with route, alignment, and station location. The following sections describe the methodology and findings for the visual impact assessment of the Special Alternatives Analysis. The analysis was an important element in the citizens' and SCRTD's evaluation of the alternative alignments. Subsequently, SCRTD eliminated a number of these alternatives from further consideration in the Draft EIS/EIR.

The alternatives for Hollywood are described in Table III-1. In North Hollywood, initially eight alternative alignments were proposed. They included routes along Vineland Avenue, Lankershim Boulevard, or some combination; aerial and subway variations of each route; and a possible extension westward to Coldwater Canyon. The eight alternatives were refined after public review into ten alternatives. The original and revised alternatives are presented in Tables III-2 and III-3. Besides describing the horizontal and vertical alignments of the original alternatives, Table III-2 identifies how they generally correspond to the final alternatives. For example, Alternative 1 is similar, though not identical, to the final alternatives S2 and N2.

#### VISUAL IMPACT ASSESSMENT METHODOLOGY

##### Methodology

To describe and anticipate the visual effects of an as-yet-unbuilt system, a number of techniques were used. The analytic method consisted of five sequential steps:

- define the existing visual characteristics of the alignment corridor through field inspections, photography, and secondary data research
- use graphic methods (plan view, section view, renderings, and photo-montages) to represent and simulate the introduction of stations and aerial guideways into its visual setting
- define detailed impact measures, and then analyze and define the critical visual impacts of each segment of the alternatives
- record these impacts through plan graphics and narrative
- present the methodology and critical impacts in the form of a slide show and handouts to the citizen committees.

##### Measures

During the Special Alternatives Analysis, each citizen committee formulated goals and objectives for their communities. These goals and objectives provided the basis

TABLE III-1

HOLLYWOOD ALTERNATIVE ALIGNMENTS

<u>Alternative</u> <sup>1</sup>	<u>Description</u>	<u>District Decision</u> <sup>2</sup>
A-Cahuenga Bend; no auxiliary transit system	All-subway with La Brea/Sunset and Hollywood/Cahuenga Stations	Approved as part of Locally Preferred Alignment
B1-Fairfax Direct; elevated auxiliary transit system (ICTS)	Subway directly north to Valley from Fairfax; Hollywood served by elevated ICTS between Fairfax/Santa Monica and Selma/Gower	Dropped from further consideration
B2-Fairfax Direct; street level auxiliary transit system (LRT)	Same as B1 but Hollywood served by at grade LRT between Hawthorn/La Brea and Selma/Gower	Dropped from further consideration
C1-La Brea Bend; elevated auxiliary transit system (ICTS)	Subway north to Valley from La Brea with a station at La Brea/Sunset and ICTS aerial system serving points between Hawthorn/La Brea and Selma/Gower	Dropped from further consideration
C2-La Brea Bend; street level auxiliary transit system (LRT)	Same as C1, but LRT at grade system serving points between Hawthorn/La Brea and Selma/Gower	Dropped from further consideration

<sup>1</sup> ICTS = Intermediate capacity transit system.  
LRT = Light rail transit

<sup>2</sup> Per Board of Directors resolution in December 1982.



for measures against which the alternatives were evaluated. In the Hollywood community, Goal 2, Objective 2, reproduced below, relates to aesthetic concerns.

Goal 2: Enhance the Social, Physical and Natural Environmental Interface with the Transportation System

Objective 2: Prevent visually disruptive influence of above grade transportation system within Hollywood.

In the North Hollywood community, the following objectives associated with Goal 1, relate to aesthetics:

Goal 1: Conserve Natural and Cultural Resources

Objective B: Minimize negative impacts on community aesthetics caused by Metro Rail operations

Objective C: Maintain visual aesthetics of existing community landmarks.

Measures defined by Sedway/Cooke to respond to these goals and objectives are described below. The measures serve as a means of describing the visual impacts associated with each alternative, thereby allowing the committee members to better understand and judge the alternatives presented by SCRTD.

Measure A. View Impacts. The aerial portions of Metro Rail construction and operation could significantly alter the areas through which it passes. In some instances careful design of the system can contribute positively to the community setting; in other instances, the demolition needed to accommodate Metro Rail facilities and the scale and position of Metro Rail structures can intrude negatively on the community. Three evaluation measures have been identified to assess these potential view impacts:

Measure A1: Enhancement of regional setting views.

Measure A2: Degradation of regional setting views.

Measure A3: Significant local visual change.

Regional setting views are defined as views from major travel corridors, important community areas, or facilities. These views of the mountains and hills from street or above grade levels provide the visual boundaries for the area and serve as major orientation features. Changes to these views can affect the visual experiences of both local residents and future transit riders.

Significant visual alteration of the local setting would occur in two cases: where demolition removes a number of structures, thereby producing a contrast with the existing conditions; and where new construction visually separates areas which previously were a single visual entity.

Measure B: Scale Characteristics. Metro Rail aerial stations, aerial guideways, and yard facilities may introduce structures whose height and bulk are at variance with the scale of adjoining areas. In such cases, the change in scale may be viewed by some as a visually disruptive element. In other cases, these changes may enhance

TABLE III-2  
INITIAL NORTH HOLLYWOOD ALTERNATIVES

<u>Alternative</u>	<u>Description</u>	<u>Correspondence to Revised North Hollywood Alignment Alternatives*</u>
1 - Lankershim/Vineland Subway	North Hollywood (mountain) Portal/Universal City Station/Lankershim to Lankershim-Vineland-Camarillo intersection/Vineland to Chandler/Chandler to North Hollywood Station/Storage and inspection facility between North Hollywood Station and Hollywood Freeway	S2, N2
2 - Vineland Subway	Mountain portal/Studio City Station/Vineland to Chandler/ Chandler to North Hollywood Station/Storage and inspection facility between North Hollywood Station and Hollywood Freeway.	S4, N2
3 - Lankershim/Vineland Aerial with Subway Terminus	Alignment same as Alternative 1, except system is elevated from mountain portal to portal between Ostego and Hartsook Streets north of Lankershim-Vineland-Camarillo intersection. Subway for remainder of alignment including storage and inspection facility.	S1
4 - Vineland Aerial with Subway Terminus	Alignment same as Alternative 2, except system is elevated from mountain portal to portal between Ostego and Hartsook Streets north of Lankershim-Vineland-Camarillo intersection. Subway for remainder of alignment including storage and inspection facility.	S3
5 - Lankershim/Vineland Subway with Aerial Extension	Same as Alternative 1 to North Hollywood Station with an aerial extension portaling around Simpson Avenue, west of Hollywood Freeway, in Chandler right-of-way to a Laurel Canyon Station and a storage and inspection facility on retained fill between Whitsett and Coldwater Canyon.	S2, N2
6 - Vineland Subway with Aerial Extension	Same as Alternative 2 with extension west of Hollywood Freeway as described for Alternative 5.	S4, N2

continued

III-4

Table III-2 (continued)

7 - Lankershim/Vineland Aerial with Aerial Extension	Same as Alternative 3, except system remains elevated and extends west of Hollywood Freeway. The only underground segment occurs within the Chandler right-of-way between a point just east of Colfax and Simpson Avenues. This vertical alignment is necessary so that the system can pass under the Hollywood Freeway. The alignment continues to Laurel Canyon Station and storage and inspection facility as described for Alternative 5.	S1, NI
8 - Vineland Aerial with Aerial Extension	Same as Alternative 4 to North Hollywood Station, with extension west of Hollywood Freeway as described for Alternative 7.	S3, NI

\* Only those final alternatives that are included entirely in the original alternatives are noted.

TABLE III-3  
REVISED NORTH HOLLYWOOD ALTERNATIVES

<u>ALTERNATIVE</u>	<u>VERTICAL ALIGNMENT</u>	<u>HORIZONTAL ALIGNMENT</u>
S-1	Aerial	Universal City along Lankershim to Camarillo/Lankershim
S-2	Subway	Same as above
S-3	Aerial	Studio City, north along Vineland to Camarillo/Lankershim
S-4	Subway	Same as above
N-1	Aerial	North from Camarillo along Vineland, west on Chandler, station at Lankershim/Chandler
N-2	Subway	Same as above
N-3	Aerial	North along Lankershim from Camarillo, offstreet station between Magnolia and Burbank Boulevard
N-4	Subway	Same as above
N-5	Aerial	North from Camarillo along Vineland, station at Vineland and Magnolia
N-6	Subway	Same as above

some as a visually disruptive element. In other cases, these changes may enhance public spaces, such as streets, by better defining these areas and by complementing other structures of similar scale in the contiguous areas. Three measures have been selected to address this concern.

Measure B1: Fronting areas, measured in linear feet, which are incompatible in scale.

Measure B2: Outdoor spaces, measured in linear feet, which are enhanced.

Measure B3: Outdoor space, measured in linear feet, which are degraded.

Aspects considered in Measure B1 include situations where guideways are significantly taller than adjoining structures and where abrupt changes in station areas occur between either the station or station area parking structures and neighboring buildings. Measure B2 indicates situations where the identification and clarity of public areas and streets are improved by the new construction. For example, a station can reinforce commercial footage and increase the visual identity of an area. Similarly, the siting of an elevated guideway in an overly wide street can reduce the apparent width and create a more pleasing street space. Measure B3 addresses situations where the transit structures intrude upon and disrupt an existing and satisfactory space.

Measure E: Visual Privacy. The proximity of elevated guideways and stations to adjoining residential, commercial, and institutional structures is a major concern. In the instance of adjoining residential uses, close proximity would lead to invasion of visual privacy of the residents. In the case of commercial users, the nature of the impact will vary depending upon the specific type of uses. For example, many retail uses would benefit from the exposure to transit riders, while offices might consider the proximity of the guideway and the frequent passage of trains a nuisance which depreciates the value of the space. To address this critical concern four measures have been used:

Measure E1: Linear feet of residential frontage within 60 feet of the closest edge of a guideway or aerial station.

Measure E2: Linear feet of residential frontage with 60 to 120 feet of the closest edge of a guideway or aerial station.

Measure E3: Linear feet of commercial frontage within 60 feet of the closest edge of a guideway or aerial station.

Measure E4: Linear feet of commercial frontage within 60 to 120 feet of the closest edge of a guideway or aerial station.

Measures regarding cultural, historic, and open space resources (Measure C) and sunlight access (Measure D) were considered as part of the visual analysis but subsequently rejected, because Measure C was being addressed by others and Measure D would not play a significant role in differentiating among alternatives.

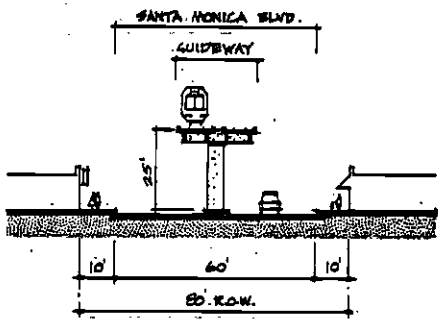
## HOLLYWOOD

The general visual effects of subway and aerial alignments can be characterized as follows. The direct visual impacts of subway alignments are limited to construction period impacts (e.g., muck disposal, visible construction activity including cut and cover construction, field storage of materials and tools), and the station entrances themselves, located in sidewalk areas, within adjacent buildings, and/or as separate entry structures. In all cases, their visual impact is usually quite minor. Subway construction may also require the demolition of buildings to allow for cut and cover construction, thereby altering in some cases the visual character of the immediate construction area. Often the more significant visual impact comes from new buildings constructed in the station area to capitalize on the improved transit access that the station offers.

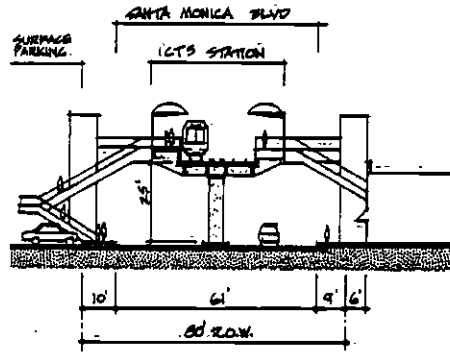
At-grade alignments have little visual impact which is not already associated with vehicular traffic. However, overhead electrical feeds for the at-grade transit vehicles may be necessary. For purposes of this analysis, at-grade portions of alternatives were not considered to have significant visual impacts.

Any aerial alignment will enhance regional views, providing a vantage point not currently available for thousands of travelers per day. Aerial alignments can also improve the scale of streets which are wide and have relatively low bounding structures. The alignments do not significantly affect the street views of regional elements such as mountains and hills, but will alter local views by obscuring and/or obstructing cross-street views and diagonal views down streets. Buildings at or near the height of the alignment or station may be visible from the elevated structures. Significant instances of these effects are noted in the analysis. Significant view alterations could include the demolition of buildings for Metro Rail facilities and the obstruction of a view to a local landmark or activity area. Aerial structures can be incompatible with the existing height of buildings, width of street, and character of adjacent land uses, particularly in residential communities.

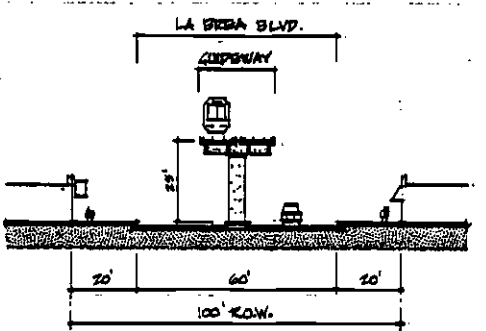
In the specific case of the Hollywood alternatives, the subway and subway with at-grade rail alternatives had the least adverse visual impacts. In contrast, virtually the entire length of the elevated guideway was determined to be visually incompatible with the existing scale of construction, adjacent uses, and street width. Section drawings showing how the ICTS would appear in Hollywood at selected points along the alignment are presented in Figure III-1. The streets are generally too narrow to comfortably accommodate the height and bulk of the guideways, stations, and columns. Selma and Gower would experience particular problems due to their narrow width. Adjacent buildings would generally be too low, and too close to the guideway for a positive scale relationship. Where windows from buildings would have a direct lateral view of the guideway or stations, privacy of building occupants would be compromised because the buildings are too close to the guideway. Such problems would be experienced throughout the proposed alignment but would be particularly severe along Hawthorn and Selma. There would be significant view alterations at the corners of Sunset and La Brea, as well as at La Brea and Hawthorn. The yard at Gower and Selma with the approaching sloped aerial to ground-level loop would be a significant new element in the visual setting and possibly adversely change the immediate area. The guideway would pass in front of an important church, the Crossroads of the World, and a school yard, all in the vicinity of Selma and Las Palmas.



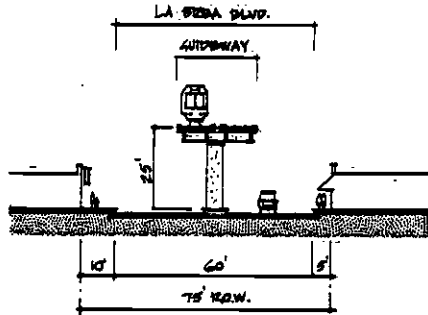
**1**  
 Santa Monica Blvd. east of Formosa.  
 ICTS Section looking east  
 Scale 1" = 60'



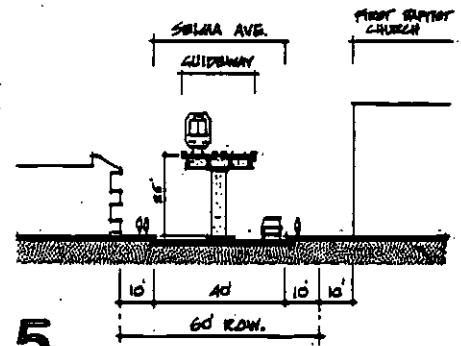
**2**  
 Santa Monica Blvd. at Fairfax Station  
 ICTS Section looking east  
 Scale 1" = 60'



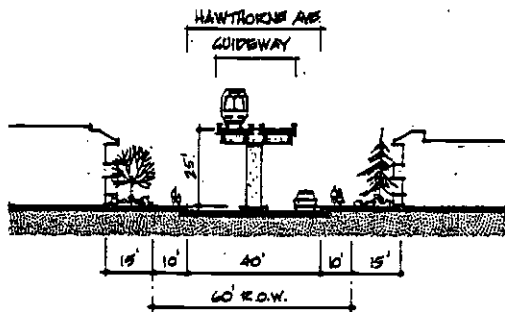
**3**  
 La Brea Blvd. north of Santa Monica  
 ICTS Section looking north  
 Scale 1" = 60'



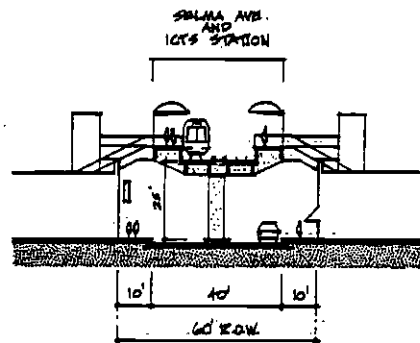
**4**  
 La Brea Blvd. north of Sunset Blvd.  
 ICTS Section looking north  
 Scale 1" = 60'



**5**  
 Selma Ave. at Las Palmas Ave.  
 ICTS Section looking east  
 Scale 1" = 60'



**6**  
 Hawthorn Ave. east of Sycamore Ave.  
 ICTS Section looking east  
 Scale 1" = 60'



**7**  
 Selma Ave. at Cahuenga Blvd.  
 ICTS Section looking east  
 Scale 1" = 60'

**Figure III-1**  
**Section Drawings Along ICTS Alignment**

A summary comparative evaluation of each alternative is presented below. Table III-4 contains the visual analysis for each of the evaluation measures and Figure III-2 depicts the impacts graphically.

Alternative A. The alternative with the least visual impact, as it is all subway with no auxiliary system. Minor building demolition at the La Brea/Sunset Station and more extensive demolition at the Hollywood/Cahuenga Station would result in some but no major visual change.

Alternative B1. The alternative with the greatest visual impact, due to the greatest length of aerial alignment. Sunset, La Brea, Hawthorn, Selma, and a portion of Gower would all experience significant adverse impacts because of scale incompatibility between buildings along the alignment and the aerial structure and stations; degraded street space; disruption to historic, cultural, and open space resources; the intrusions of visual privacy for residential as well as commercial structures; and the occurrence of negative changes in significant local views.

Alternative B2. An alternative with impacts similar to that of an all-subway system.

Alternative C1. This alternative has less impact than B1 only because the aerial portion is shorter. However, C1 traverses the Hawthorn/Selma/Gower corridor where the most severe impacts from an aerial system would be experienced.

Alternative C2. As with B2, an alternative with visual impacts similar to those of an all-subway system.

## NORTH HOLLYWOOD

Results for each alternative are summarized in Table III-5 and illustrated in Figure III-3. In general, aerial alignments can improve the scale of streets which are wide and have relatively low bounding structures, such as on Chandler Boulevard. As in Hollywood, the alignments do not significantly affect the street views of regional elements such as mountains and hills, but they will alter local views by obscuring and/or obstructing cross-street views and diagonal views down streets. Figure III-4 presents section drawings illustrating how the elevated system would appear at selected locations in North Hollywood. On balance, the subway sections of alternatives have the least adverse visual impacts. Major adverse impacts include:

- Scale incompatibility and local lateral views from the aerial structures on Vineland, particularly south of Camarillo, and Tujunga north of the Universal City Station.
- The visual incompatibility between the Studio City aerial alignment and the Bluffside residential neighborhood, as well as the probable visual alteration due to the needed removal of a number of dwellings.
- The visual proximity of residences along Chandler Boulevard and Bluffside Drive to the elevated guideway.
- Significant scale incompatibility as well as removal of residential structures due particularly to the aerial segment between Universal City and the mountain portal.



TABLE III-4

## HOLLYWOOD SPECIAL ALTERNATIVES VISUAL ANALYSIS

<u>EVALUATION MEASURES</u>	<u>ALTERNATIVES</u>				
	<u>A</u>	<u>B1</u>	<u>B2</u>	<u>C1</u>	<u>C2</u>
<u>A. VIEW</u>					
A1 Number of instances of regional setting view enhancement	0	8	0	4	0
A2 Number of instances of regional setting view degradation	0	0	0	0	0
A3 Number of instances of significant local visual change	0	-4	0	-2	0
<u>B. SCALE CHARACTERISTICS</u>					
B1 Linear feet of fronting areas incompatible in scale	0	13,630	0	7,680	0
B2 Linear feet of outdoor space enhanced	0	0	0	0	0
B3 Linear feet of outdoor space degraded	0	13,630	0	7,680	0
<u>E. VISUAL PRIVACY<sup>1</sup></u>					
E1 Linear feet of visible residential parcels with 60' to closest edge of guideway or station	0	1800/ 1500	0	1900/ 1600	0
E2 Linear feet of visible residential parcels within 60' - 120' of closest edge of guideway or station	0	0	0	0	0
E3 Linear feet of visible commercial parcels within 60' of closest edge of guideway or station	0	25,600/ 24,400	0	10,900/ 9,700	0
E4 Linear feet of visible commercial parcels within 60-120' of closest edge of guideway or station.	0	300/0	0	300/0	0

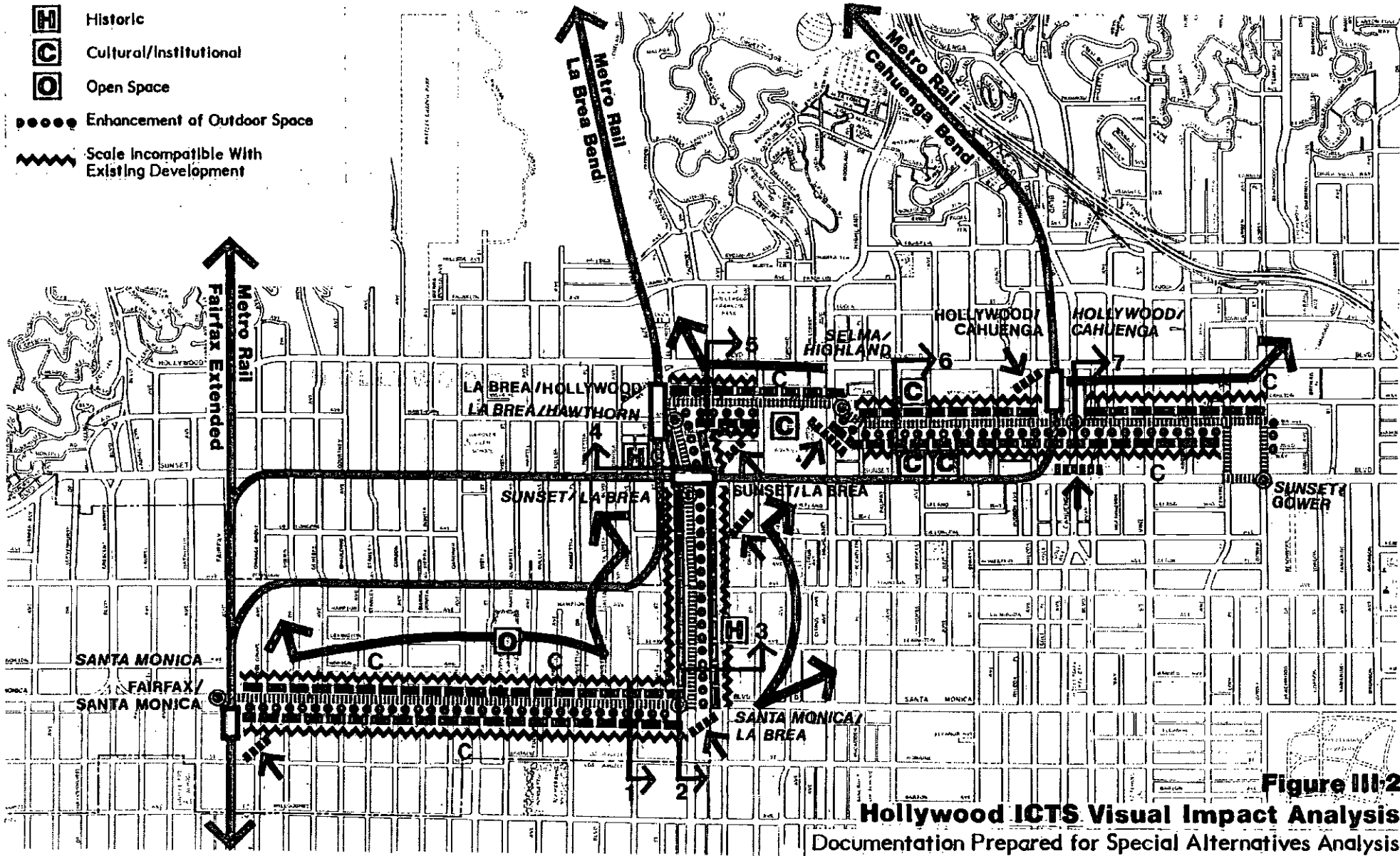
<sup>1</sup> Figures indicate with and without the loop at Gower and Selma.

- ▬▬▬ Structures Within 60'
- ▬▬▬ Structures Within 60' to 120'
- R Residential Structures
- C Commercial Structures
- \* Parking
- H Historic
- C Cultural/Institutional
- O Open Space
- Enhancement of Outdoor Space
- ▬▬▬ Scale Incompatible With Existing Development

- ▬▬▬ Degradation of Outdoor Space
- Change in Significant Local Views
- Blockage of Regional Views
- ↻ Enhancement of Regional Views (as seen from transit vehicles)

- ▬▬▬ Metro Rail Alignment
- FAI Metro Rail Station
- ||||| ICTS Alignment
- SUN ICTS Station

↑ 2 Section. See Figure III-1



III-12

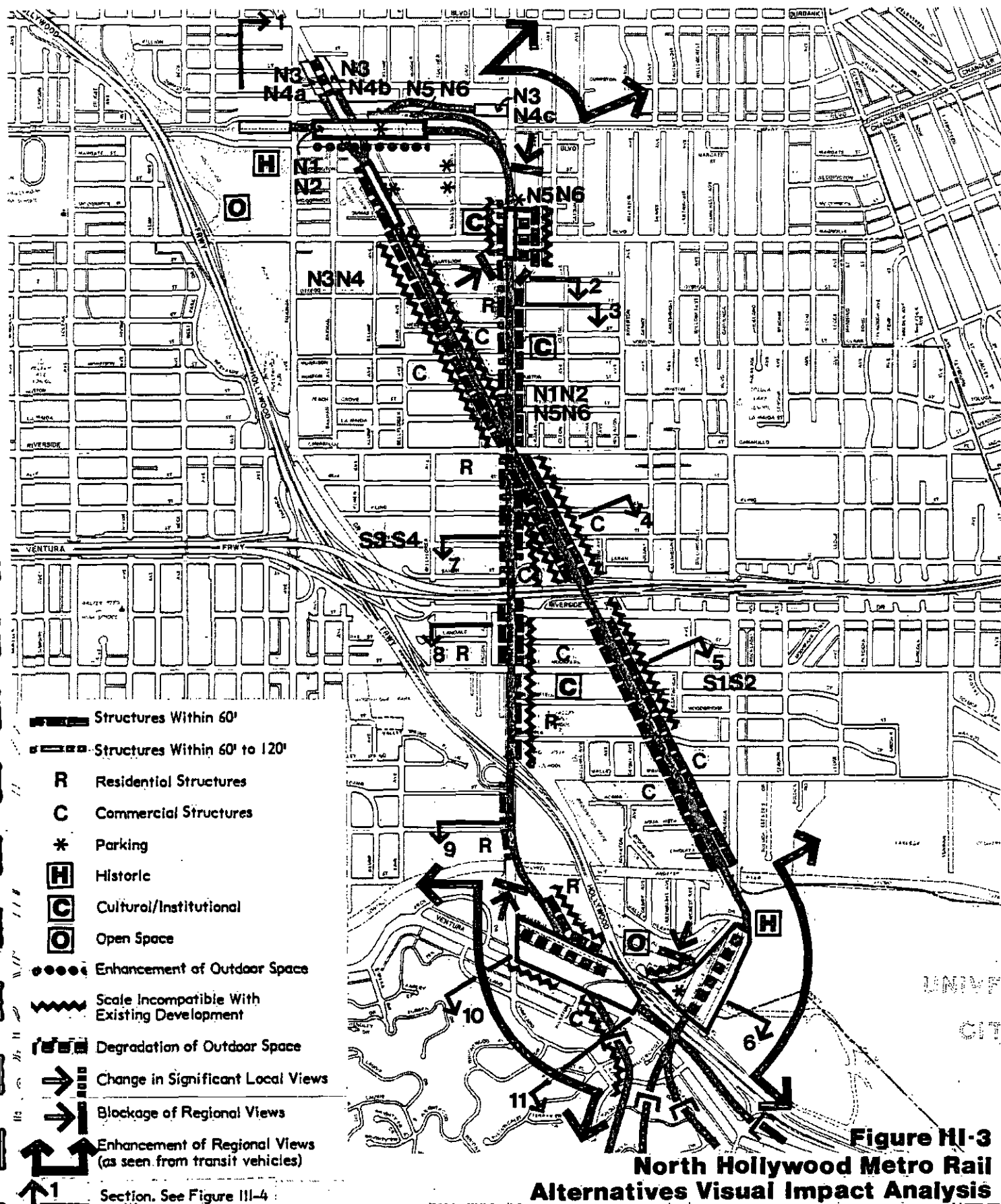
**Figure III-2**  
**Hollywood ICTS Visual Impact Analysis**  
 Documentation Prepared for Special Alternatives Analysis

TABLE III-5

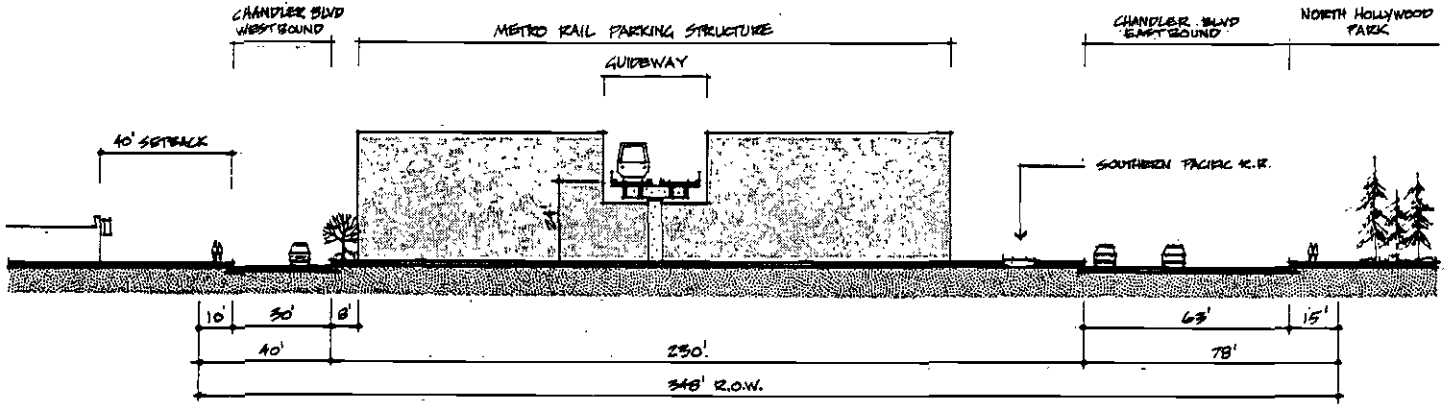
NORTH HOLLYWOOD SPECIAL ALTERNATIVES VISUAL ANALYSIS

EVALUATION MEASURES	ALTERNATIVES									
	<u>S-1</u>	<u>S-2</u>	<u>S-3</u>	<u>S-4</u>	<u>N-1</u>	<u>N-2</u>	<u>N-3</u>	<u>N-4</u>	<u>N-5</u>	<u>N-6</u>
<u>A. VIEW</u>										
A1. Number of instances of regional view enhancement	1	1	1	0	1	0	0	0	0	0
A2. Number of instances of regional view degradation	1	0	1	0	2	0	0	0	2	0
A3. Number of instances of significant local visual change	0	0	0	0	0	0	0	0	0	0
<u>B. SCALE CHARACTERISTICS</u>										
B1. Linear feet of incompatible relationship of building masses	3,550	150	2,900	700	600	0	2,400	480	600	0
B2. Linear feet of enhancement of outdoor space	0	0	0	0	600	900	0	320	0	0
B3. Linear feet of degradation of outdoor space	3,600	600	600	600	300	0	1,600	400	300	0
<u>E. VISUAL PRIVACY</u>										
E1. Linear feet of visible residential parcels within 0'-60'	3,050	0	4,650	0	0	0	0	0	0	0
E2. Linear feet of visible residential parcels within 60'-120'	1,000	0	2,010	0	1,400	0	0	0	1,800	0
E3. Linear feet of visible commercial parcels within 0'-60'	9,060	0	3,730	0	7,200	0	2,840	0	2,600	0
E4. Linear feet of visible commercial parcels within 60'-120'	850	0	1,050	0	1,350	0	400	0	500	0

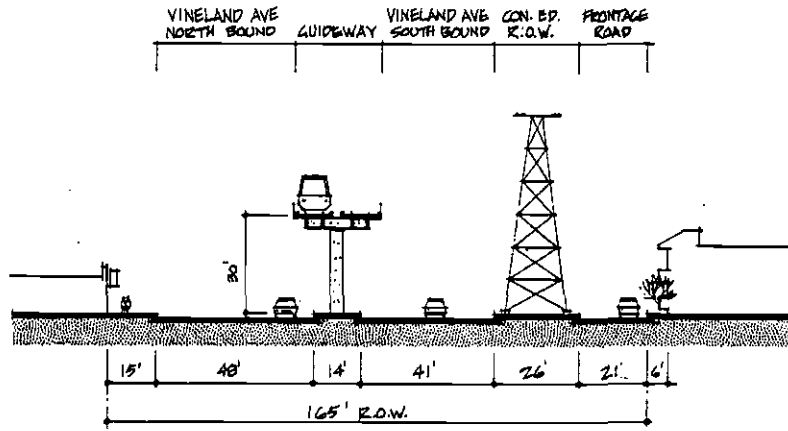
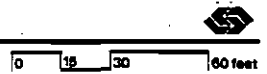
III-11



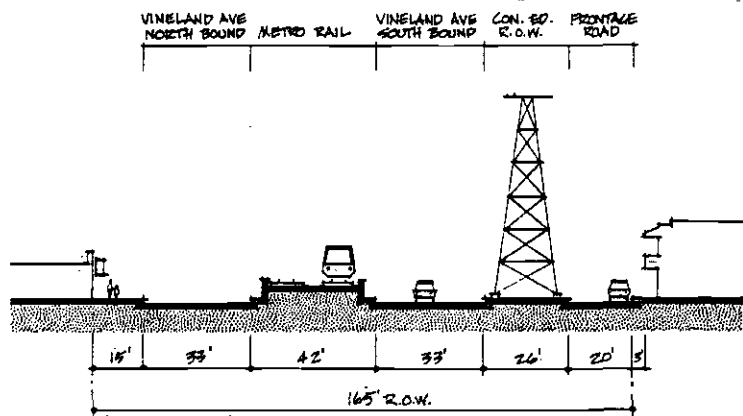
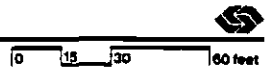
**Figure III-3**  
**North Hollywood Metro Rail**  
**Alternatives Visual Impact Analysis**  
 Documentation Prepared for Special Alternatives Analysis



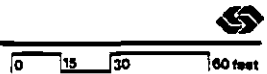
**1**  
Chandler Blvd. at North Hollywood Park.  
Section looking east.



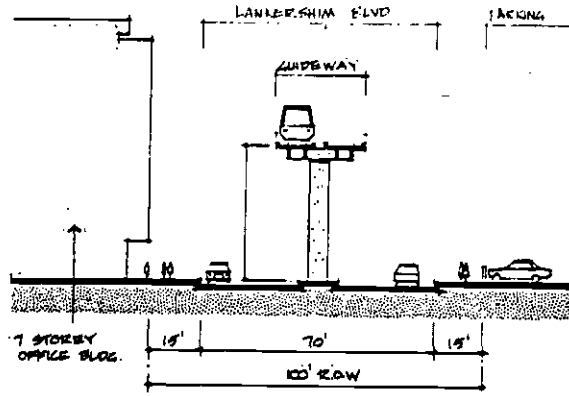
**2**  
Vineland Ave. south of Otsego St.  
Section looking south.




**3**  
Vineland Ave at Hesby St.  
Section looking south.

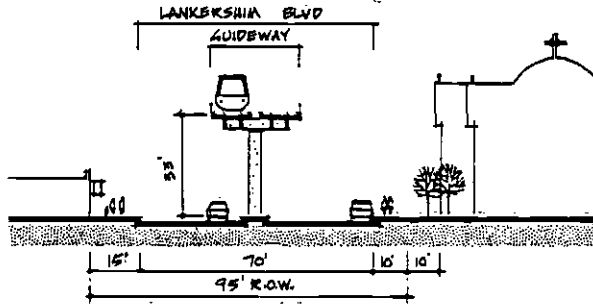


**Figure III-4**  
**Section Drawings Along North Hollywood Aerial Corridor**




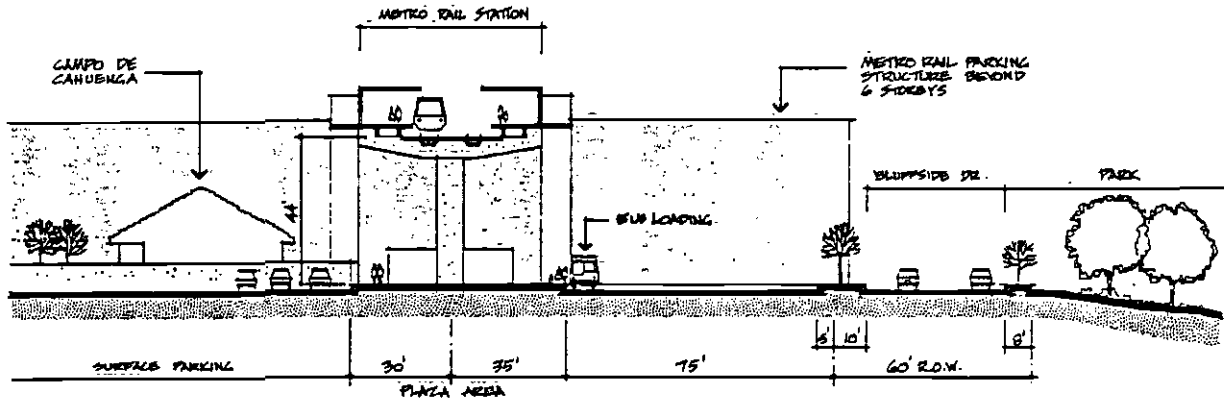
4

Lankershim Blvd. north of Ventura Freeway.   
Section looking south.



5

Lankershim Blvd. north of Moorpark St.   
Section looking south

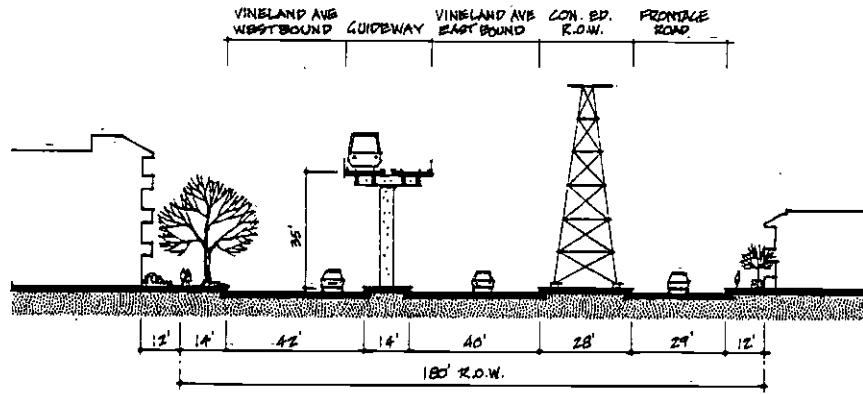


6

Bluffside Drive at Universal City Station.   
Section looking south.

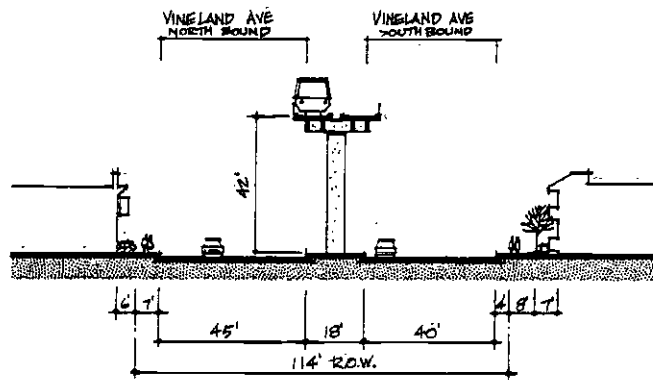


Figure III-4 (cont.)



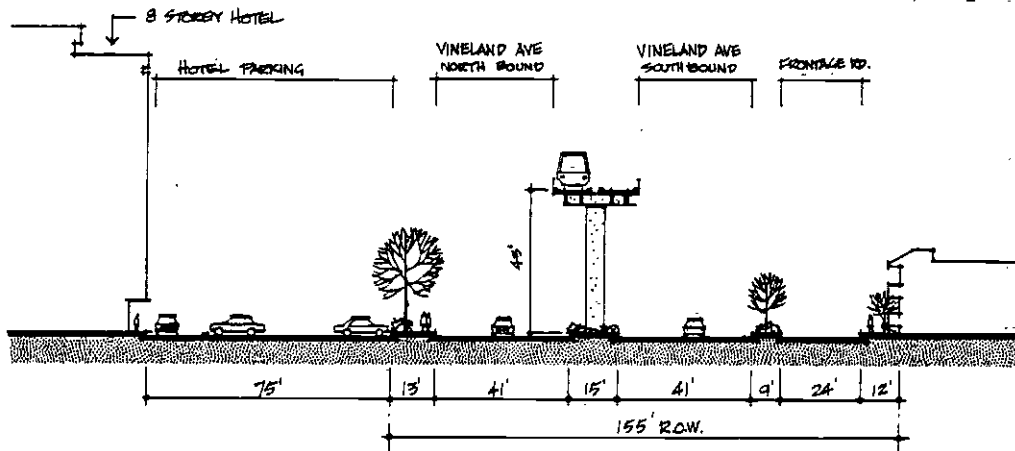
**7**  
 Vineland Ave. between Kling and Hortense Sts.  
 Section looking east.

0 15 30 60 feet



**8**  
 Vineland Ave. north of Landale St.  
 Section looking south.

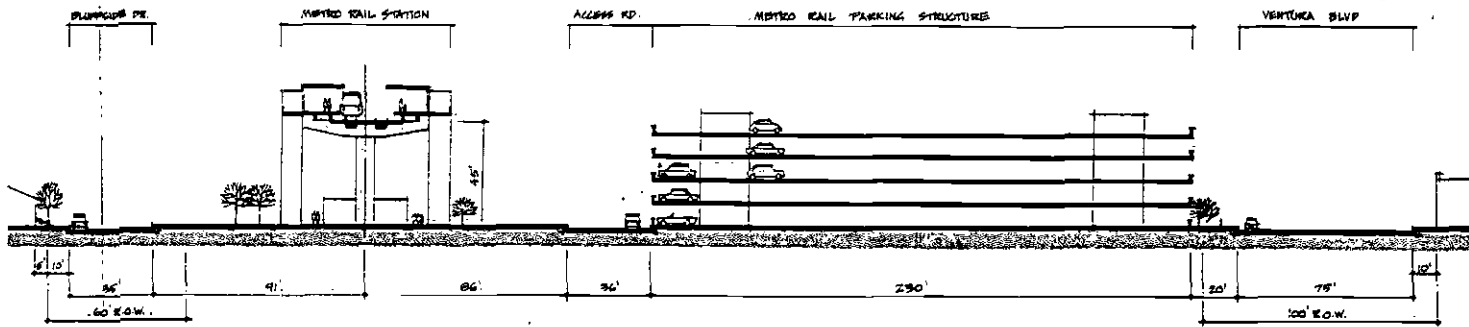
0 15 30 60 feet



**9**  
 Howard Johnsons Hotel on Vineland south of Hollywood Freeway  
 Section looking south.

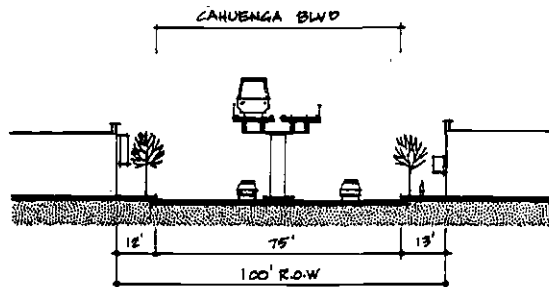
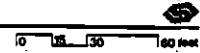
0 15 30 60 feet

Figure III-4 (cont.)



10

Bluffs Drive at Studio City Station.  
Section looking south.



11

Cahuenga Blvd. between Portal and Studio City Aerial Station.  
Section looking southeast.

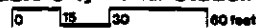


Figure III-4 (cont.)