3.1 Aesthetics

This section is based on the Sepulveda Transit Corridor Project Visual Quality and Aesthetics Technical Report, incorporated into this DEIR as Appendix T.

3.1.1 Regulatory and Policy Framework

3.1.1.1 Federal

No existing federal regulations pertaining to aesthetics and visual resources apply to the Project. However, the analysis methodology follows the Federal Highway Administration's (FHWA) guidelines for preparing the Visual Impact Assessments, which are used by the State of California.

3.1.1.2 State

California Department of Transportation Scenic Highways Program

The California Department of Transportation manages the State Scenic Highway Program and provides guidance to local government agencies, community organizations, and citizens that are pursuing the official designation of a state scenic highway. In 1963, the state legislature established the California Scenic Highway Program through Senate Bill 1467. The bill declared:

> *"The development of scenic highways will not only add to the pleasure of the residents of this State but will also play an important role in encouraging the growth of the recreation and tourist industries upon which the economy of many areas of this State depend."*

Senate Bill 1467 added Sections 260 through 263 to the Streets and Highways Code. In these statutes the State of California proclaims intent to:

> *"Establish the State's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the State highway system which, together with adjacent scenic corridors, require special conservation treatment."*

Scenic corridors consist of land that is visible from, adjacent to, and outside the highway right-of-way (ROW), and primarily comprise scenic and natural features. Topography, vegetation, viewing distance, and/or jurisdictional lines determine the corridor boundaries.

3.1.1.3 Regional

Southern California Association of Governments – Connect SoCal – The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments *(SCAG) Connect SoCal Plan*, *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS) (SCAG, 2024) is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. It embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.

The 2024-2050 RTP/SCS goals are to build and maintain an integrated multimodal transportation network; develop, connect, and sustain communities that are livable and thriving; create a healthy region for the people of today and tomorrow; and support a sustainable, efficient, and productive

regional economic environment that provides opportunities for all residents (SCAG, 2024). SCAG uses land use tools to direct new growth toward Priority Development Areas (PDAs), which include transit priority areas (TPA), neighborhood mobility areas (NMAs), Livable Corridors, and spheres of influence (SOIs) (SCAG, 2024).

Los Angeles County Metropolitan Transportation Authority

Metro Rail Design Criteria (MRDC)

The Los Angeles County Metropolitan Transportation Authority (Metro) adopted design standards guidelines that provide a uniform basis for the design of rail projects that can be modified for other future technology rail projects. These policies and procedures pertain to design criteria for all construction over, under, or adjacent to a Metro facility or structure, and would be implemented as appropriate. Alternative 6 would utilize the MRDC as the basis of design. Alternatives 1, 3, 4, and 5 would use equivalent criteria appropriate for the technological and operational differences of each alternative. Each alternative would adhere to the Adjacent Construction Design Manual component of the MRDC.

Metro Systemwide Station Design Standards

In January 2018, the Metro board adopted a policy requiring that all future Metro stations comply with the Metro Systemwide Station Design Standards (SWSD), as contained in the MRDC and Architectural Standard/Directive Drawings. These standards establish a consistent, streamlined architectural language for Metro stations. The SWSD Standards provide continuity, consistent visual character, and recognizable architecture throughout the expanded Metro Rail and BRT system. Station components include glass canopies for weather protection that allow for natural light to enter station interiors and provide for outdoor platforms; three-tone concrete paving patterns for station plazas; stainless steel finishes for station entrances, gates, fencing, furniture, and equipment; light emitting diode light fixtures; interior finishes including terrazzo flooring and porcelain enamel steel wall panels; standard integrated Metro wayfinding signage; glass and porcelain enamel steel art panels as well as glass tile and mosaic murals; and sustainable station landscaping.

Metro Art Program Policy

The Metro Art Program Policy (Metro, 2021b) allocates a minimum 0.5 percent of capital project construction costs for public art. The policy is built on three guiding principles: put people first, connect to creative communities throughout Los Angeles County, and champion innovation. The policy recognizes Los Angeles County as one of the world's most important creative capitals and home to a range of talented artists and provides guidelines for percent for art calculation and implementation. The policy is built on three guiding principles: put people first, connect to creative communities through Los Angeles County, and champion innovation.

The policy recognizes Los Angeles County as one of the world's most important creative capitals and home to a range of talented artists and provides guidelines for a percentage for art calculation and implementation. The inclusion of art creates a more inviting environment, enlivens a functional world, and contributes to a positive experience for the system's future riders. This policy's guidelines pertain to the following: 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 Tree Policy

In October 2022, the Metro Board adopted the Metro Tree Policy (Metro, 2022), 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 3-year establishment period for the new trees planted and encouraging creative approaches to tree replacement planting within the impacted area, including but not limited to first/last-mile pathways, parkway strips, parks, or schools. (However, tree policy provides guidelines to ensure proper tree placement that does not damage and/or impede bus operations.) The Metro Tree Policy also includes several other ways that Metro will approach issues related to trees, including trees that are planted at maintenance and office facilities and trees located at or near bus stops and train stations. In addition, the policy includes additional objectives for maintaining or planting trees on Metro properties or in conjunction with Metro-funded projects.

Metro Adjacent Development Review Handbook

The Metro *Adjacent Development Review Handbook* (Metro, 2021c), published in February 2021, guides developers, utility companies, and other third parties to consult with Metro for development, construction, and maintenance activities occurring within 100 feet from Metro ROWs and other real estate assets (Metro, 2021b). Metro encourages third parties to approach Metro early in the design and development process to improve adjacency conditions and avoid conflicts to transit services and operations.

Los Angeles County General Plan 2035

The *Los Angeles County General Plan 2035* (LA County Planning, 2024) provides the policy framework and establishes the long-range vision for how and where the unincorporated areas of the county will grow.

The *Los Angeles County General Plan 2035 Land Use Element* addresses land use compatibility by mapping and regulating uses and intensities, and by including policies and programs that mitigate land use conflicts through design, such as the use of landscaping, walls, building orientation, and performance standards. It also provides general community design policies that help create a "sense of place" and uniqueness within the diverse communities of the unincorporated areas.

The *Los Angeles County General Plan 2035 Mobility Element* assesses the challenges and constraints of the Los Angeles County transportation system and offers policy guidance to reach Los Angeles County's long-term mobility goals. The Mobility Element acknowledges that aesthetics and function are important considerations when creating comfortable places to walk, bicycle, and take transit. This can include landscaping, street furniture, and amenities, such as benches and shelters at transit stops.

The *Los Angeles County General Plan 2035 Conservation and Natural Resources Element* guides the long-term conservation of natural resources and preservation of available open space areas. It addresses the following:

- Open space resources
- Biological resources
- Local water resources
- Agricultural resources
- Mineral and energy resources
- Scenic resources
- Historic, cultural, and paleontological resources

The *Los Angeles County General Plan Land Use Element* includes the following goals and policies pertaining to changing character/quality within Los Angeles County:

- GOAL LU 10: Well designed and healthy places that support a diversity of built environments.
  - Policy LU 10.4. Promote environmentally sensitive and sustainable design.
  - 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 interaction.
  - Policy LU 10.9. Encourage land uses and design that stimulate positive and productive human relations and foster the achievement of community goals.
  - Policy LU 11.2. Support the design of developments that provide substantial tree canopy cover and utilize light-colored paving materials and energy-efficient roofing materials to reduce the urban heat island effect.

The *Los Angeles County General Plan Mobility Element* includes the following policy which relates to changing character/quality within Los Angeles County:

- GOAL M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.
  - Policy M 2.9. Encourage the planting of trees along streets and the other forms of landscaping to enliven streetscapes by blending natural features with built features.

The *Los Angeles County General Plan Conservation and Natural Resources Element* includes the following goals and policies pertaining to changing character/quality within Los Angeles County:

- GOAL C/NR 13: Protect visual and scenic resources.
  - 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.

3.1.1.4 Local

The Project Study Area lies within the Cities of Los Angeles and Santa Monica. These local jurisdictions have regulations and policies pertaining to visual quality and aesthetics as summarized in this section.

City of Los Angeles General Plan

The *City of Los Angeles General Plan* (DCP, 2021) contains goals and policies for future development in the City of Los Angeles. The Framework and Mobility Elements were reviewed for goals, objectives, and policies that may be applicable to the Project. Objectives, policies, and programs included in the *City of Los Angeles General Plan Framework Element* (DCP, 2001a) and *Mobility Plan 2035* (DCP, 2016) are intended to ensure the protection of natural terrain and landforms, unique site features, scenic highways, and panoramic public views as City of Los Angeles staff and decision-makers consider future land use development and infrastructure projects.

Framework Element

The Framework Element of the General Plan (DCP, 2001a) is a strategy for long-term growth that sets a citywide context to guide the update of the community plan and citywide elements. Chapter 5, Urban Form and Neighborhood Design and Chapter 6, Open Space and Conservation, of the Framework Element include the following objectives and policies that pertain to visual and aesthetic resources:

Urban Form and Neighborhood Design

- Goal 5A: Livable city for existing and future residents and one that is attractive to future investment. A city of interconnected, diverse neighborhoods that build on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.
  - Objective 5.4: Encourage the development of community facilities and improvements that are based on need within the centers and reinforce or define those centers and the neighborhoods they serve.
    - Policy 5.4.4: Encourage the use of community facilities for nighttime activity through the use of appropriate roadway and pedestrian area lighting.
- Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.
  - 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.
- Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.
  - Policy 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as childcare or recreation areas.

Open Space and Conservation

- Goal 6A: An integrated citywide/regional public and private open space system that serves and is accessible by the city's population and is unthreatened by encroachment from other land uses.

- Objective 6.1: Protect the city's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the city's natural resources to contribute to the sustainability of the region.
  - Policy 6.1.2: Coordinate city operations and development policies for the protection and conservation of open space resources, by:
    - Preserving natural viewsheds, whenever possible, in hillside and coastal areas.

Mobility Plan 2035

The *Mobility Plan 2035* (DCP, 2016) provides the policy foundation for achieving a transportation system that balances the needs of all road users. As an update to the *City of Los Angeles General Plan Transportation Element*), *Mobility Plan 2035* (DCP, 2016) incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

The *Mobility Plan 2035* also provides an inventory of City of Los Angeles-designated scenic highways. Scenic highways depicted within the City of Los Angeles have special controls for protection and enhancement of scenic resources. The *Mobility Plan 2035* includes scenic highway guidelines for those designated scenic highways for which there is no adopted scenic corridor plan.

The *Mobility Plan 2035* includes the following policies that pertain to visual and aesthetic resources:

- Policy 2.2. Complete Streets Design Guide: Establish the Complete Streets Design Guide as the City of Los Angeles's document to guide the operations and design of streets and other public ROW.
- Policy 2.16. Scenic Highway: Ensure that future modifications to any scenic highway do not impact the unique identity or characteristic of that scenic highway.
- Policy 5.5. Green Streets: Maximize opportunities to capture and infiltrate stormwater within the City of Los Angeles's public ROW. One of the goals of the City of Los Angeles's Green Streets Initiative is to "Enhancing aesthetics, which can increase pedestrian use of sidewalks and encourage the use of bicycles."

Community Plans

The City of Los Angeles also has various community plans, which describe local land use policy and collectively make up the Land Use Element of the *City of Los Angeles General Plan* (DCP, 2021). Ten community plans are applicable to the Project:

- *Encino-Tarzana Community Plan* (DCP, 1998a)
- *Reseda-West Van Nuys Community Plan* (DCP, 1999c)
- *Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan* (DCP, 1998b)
- *Brentwood-Pacific Palisades Community Plan* (DCP, 1998c)
- *Bel Air-Beverly Crest Community Plan* (DCP, 1996)
- *Westwood Community Plan* (DCP, 1999a)
- *West Los Angeles Community Plan* (DCP, 1999b)
- *Palms-Mar Vista-Del Rey Community Plan* (DCP, 1997)
- *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d)
- *Mission Hills-Panorama City-North Hills Community Plan* (DCP, 1999d)

The following community plans in the Project Study Area are currently undergoing updates:

- *Palms-Mar Vista-Del Rey Community Plan* (DCP, 1997)

- *West Los Angeles Community Plan* (DCP, 1999b)
- *Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan* (DCP, 1998b)
- *Encino-Tarzana Community Plan* (DCP, 1998a)
- *Reseda-West Van Nuys Community Plan* (DCP, 1999c)
- *Van Nuys-North Sherman Oaks Community Plan* (DCP, 1998d)

The following community plans were last updated in 1998 and 1999:

- *Westwood Community Plan* (DCP, 1999a)
- *Brentwood-Pacific Palisades Community Plan* (DCP, 1998c)
- *Bel Air-Beverly Crest Community Plan* (DCP, 1996)
- *Mission Hills-Panorama City-North Hills Community Plan* (DCP, 1999d)

The community plans contain goals, objectives, and policies. The following goals, objectives, and policies related to visual quality and aesthetics listed below, are applicable to all of the community plans in the Project Study Area:

- Objective 1-3. To preserve and enhance the varied and distinct residential character and integrity in existing single and multi-family neighborhoods.
  - Policy 1-3.1. Seek a high degree of compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.
  - Policy 1-3.3. Preserve existing views in hillside areas.
- Objective 2-4. To enhance the appearance of commercial districts.
  - Policy 2-4.3. Improve safety and aesthetics of parking areas in commercial areas.
  - Policy 2-4.4. Landscaped corridors should be created and enhanced through the planting of street trees along segments with no building setbacks and through median plantings.
- Goal 5: A community with sufficient open space in balance with development to serve the recreational, environmental, and health needs of the community and to protect environmental and aesthetic resources.
  - Policy 5-1.1. Encourage the retention of passive and visual open space, which provides a balance to the urban development of the plan area.

Mulholland Scenic Parkway Specific Plan

The *Mulholland Scenic Parkway Specific Plan* (MSPSP) (DCP, 1992a) comprises the Mulholland Drive ROW, inner corridor, outer corridor, and the institutional use corridor. The purpose of the MSPSP is intended to preserve, protect, and enhance the unique natural resources in the plan area. To accomplish these goals, the plan promotes design and placement of buildings and other improvements that preserves, complements and/or enhances views; and minimizes grading and assures that graded slopes will have a natural appearance. Additionally, the plan seeks to preserve the natural appearance compatible with the characteristics of the Santa Monica Mountains; to protect prominent ridges, trees, and environmentally sensitive areas. The plan contains design requirements and grading restrictions that are applicable to the inner corridor and subject to a design review process.

The MSPSP includes the following goals relevant to visual and aesthetic resources:

- A. To assure maximum preservation and enhancement of the parkway's outstanding and unique scenic features and resources.
- D. To assure that land uses are compatible with the parkway environment.
- E. To assure that the design and placement of buildings and other improvements preserve, complement, and/or enhance views from Mulholland Drive.
- F. To preserve the existing residential character of areas along and adjoining the ROW.
- G. To minimize grading and assure that graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.
- H. To preserve the natural topographic variation within the inner and outer corridors.
- I. To reduce visual intrusion caused by excessive lighting.
- L. To protect prominent ridges, streams, and environmentally sensitive areas and the aquatic, biologic, geologic, and topographic features therein.
- N. To provide a review process of all projects that are visible from Mulholland Drive to assure their conformance to the purposes and development standards contained in the plan and the City of Los Angeles Department of City Planning (DCP) *Landform Grading Manual*.

Sepulveda Corridor Specific Plan

The *Sepulveda Corridor Specific Plan* (DCP, 1992b) comprises the 40-foot railroad ROW on the west side of Sepulveda Boulevard, south of Olympic Boulevard and north of Pico Boulevard. The purpose of the *Sepulveda Corridor Specific Plan* is to implement the provisions of the *West Los Angeles Community Plan* (DCP, 1999b), which identifies the Sepulveda industrial area as an area where redevelopment should be enhanced. Enhancements should achieve street improvements, rehabilitation and reconstruction of older structures, provide adequate off-street parking and freight loading facilities and enhance the future development of the area by prohibiting construction on the railroad ROW on the west side of Sepulveda Boulevard and by allowing a transfer of allowable floor area from the ROW to other property in the *Sepulveda Corridor Specific Plan* area.

Westwood Village Specific Plan

The *Westwood Village Specific Plan* (DCP, 2022) comprises approximately 50 acres located immediately south of the University of California, Los Angeles (UCLA), bounded by Le Conte Avenue to the north, Tiverton and Hilgard Avenues to the east, Lindbrook Avenue to the south, and Gayley Avenue to the west.

The purpose of the *Westwood Village Specific Plan* is to establish detailed development regulations within the community plan area and to limit new development to intensities and heights that:

- Are compatible with the predominant character and pedestrian scale of the Village and the capacity of the street system
- Encourage preservation of historically and architecturally significant buildings through the transfer of unused permitted floor areas to potential development sites
- Encourage the provision of neighborhood-serving uses and additional public parking through a floor area bonus plan; and
- Encourage the provision of streetscape improvements and additional public parking.

The *Westwood Village Specific Plan* is also intended to permit and encourage the preservation and ongoing maintenance of historically and architecturally significant buildings in Westwood Village.

Exposition Corridor Transit Neighborhood Plan

The *Exposition Corridor Transit Neighborhood Plan* (DCP, 2019a) comprises the Metro Exposition Line Corridor for the portion of the City of Los Angeles between Culver City and the City of Santa Monica. The purpose of the *Exposition Corridor Transit Neighborhood Plan* is to guide future development within the Metro Exposition Line Corridor. The *Exposition Corridor Transit Neighborhood Plan* also encourages infill development and a mix of uses within identified areas to promote transit ridership, reduce automobile dependence, and create vibrant neighborhoods around the transit stations.

City of Los Angeles Municipal Code

The *City of Los Angeles Municipal Code* (LAMC) Chapter 1 contains the planning and zoning code, and Chapter 9 contains building regulations. The purpose of the planning and zoning code is to designate and regulate the location, use, height, and size of buildings. The planning and zoning code regulates the aesthetics and visual quality of development projects. It includes development regulations specific to each zone and addresses parking, landscaping, lighting, and a number of other topics that influence the aesthetics of a development project. The planning and zoning code also includes design regulations that seek to affect the physical alteration of streets, intersections, alleys, pedestrian walkways, and landscaping.

The following are sections of the LAMC that regulate lighting:

- Chapter 1, Article 2, Section 12.21 A5(k). All lights used to illuminate a parking area shall be designed, located, and arranged so as to reflect the light away from any streets and any adjacent premises.
- Chapter 1, Article 7, Section 17.08C. Plans for street lighting system shall be submitted to and approved by the Bureau of Street Lighting.
- Chapter 9, Article 3, Section 93.0117. No exterior light source may cause more than two foot-candles (21.5 lux) of lighting intensity or generate direct glare onto exterior glazed windows or glass doors; elevated habitable porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units.
- Chapter 9, Article 1, Section 91.6205 (K)4. Signs are prohibited if they contain flashing, mechanical and strobe lights in conflict with the provisions of Section 80.08.4 and 93.6215 of this code.
- Chapter 9, Article 1, Section 91.6205M. No sign shall be arranged and illuminated in such a manner as to produce a light intensity of greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

City of Los Angeles Design Guidelines

The *Citywide Design Guidelines* (DCP, 2019b), which were adopted by the City of Los Angeles Planning Commission in August 2019, serve to implement the Framework Element's urban design principles and are intended to be used by Los Angeles City Planning staff, developers, architects, engineers, and community members in evaluating project applications and relevant policies from the Framework Element and community plans. By offering more direction for proceeding with the design of a project, the *Citywide Design Guidelines* illustrate options, solutions, and techniques to achieve the goal of excellence in new design.

The *Citywide Design Guidelines* establish 10 guidelines to carry out the common design objectives that maintain neighborhood form and character while promoting quality design and creative infill development solutions. Both as an organizational tool and as a means of communicating critical topics that are of specific value to the City of Los Angeles, the guidelines are organized around one of three design approaches: Pedestrian-First Design, 360 Degree Design, and Climate-Adapted Design. The *Citywide Design Guidelines* apply to all new development and substantial building alterations that seek a discretionary action for which Los Angeles City Planning has design authority. The guidelines apply to all areas but are particularly applicable to those areas within the City of Los Angeles that do not have adopted design guidelines. In cases where the *Citywide Design Guidelines* conflict with a provision in a community plan's urban design chapter, specific plan, overlays, or other local design guidelines, the community-specific requirement prevails. Local policies that govern visual character and quality include the *Citywide Design Guidelines* (DCP, 2019b), which include the following:

- Guideline 1: Encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities."

City of Los Angeles Livable Boulevards Streetscape Plan

The *Livable Boulevards Streetscape Plan* (DCP, 2018) comprises five street segments within the western portion of the City of Los Angeles and would create new guidelines for streetscape improvements in the public ROW. The *Livable Boulevards Streetscape Plan* aims to reinforce neighborhood or district identity; enhance walking, bicycling and transit experiences; promote sustainable practices; improve overall corridor aesthetics and livability; and create an attractive street for local businesses and their patrons.

City of Los Angeles Tree Preservation Ordinance

Protected trees are considered aesthetic resources. The City of Los Angeles passed an ordinance for the Preservation of Protected Trees (Ordinance Number (No.) 177,404; LAMC Chapter IV, Article 6), which became law on April 23, 2006. The ordinance applies to trees that are 4 inches or greater in diameter at 4.5 feet aboveground, and on any lot size. Protected tree removal requires a removal permit by the City of Los Angeles Department of Public Works (LADPW). Any act that may cause the failure or death of a protected tree requires inspection by the LADPW Urban Forestry Division. In the event the LADPW approves a tree removal, replacement of the tree is required with at least two trees of a protected variety.

City of Santa Monica General Plan

The *City of Santa Monica Land Use and Circulation Element of the General Plan* (City of Santa Monica, 2010) includes the following goals pertaining to changing character/quality within the City of Santa Monica:

- GOAL LU 15: Enhance the City of Santa Monica's Urban Form – Encourage well-developed design that is compatible with the neighborhoods, responds to the surrounding context, and creates a comfortable pedestrian environment.
- GOAL LU 19: Design "Complete" Streets – Design and manage complete streets and alleys to support adjacent land uses and human activity, keeping in mind the unique character of each area of the City of Santa Monica.

City of Santa Monica Municipal Code

The *City of Santa Monica Municipal Code* (SMMC) establishes land use regulations and standards for development in the City of Santa Monica, including specific design guidelines, height limits, building

density, building design and landscaping standards, architectural features, sign regulations, and open space and setback requirements, in the *City of Santa Monica's Zoning Ordinance* (Section 9.01 through 9.52 of the SMMC).

As required by Chapter 9.55, the approval of the architectural review board is required for a project's plans, elevations, and landscaping. (Some exemptions are available for building permits for minor or insignificant projects.) Plans or proposals that require a development review permit (such as this Project) must first be considered by the architectural review board for a recommendation to the planning commission on the appropriateness of proposed urban design elements, including, but not limited to, siting, massing, scale, circulation, and general relationship to adjacent structures and the adjacent street.

The following are sections of the SMMC that regulate lighting:

- Section 9.21.080(F). Parking Lot and Structure Lighting. 1) Public parking areas designed to accommodate 10 or more vehicles shall be provided with a minimum of ½ foot-candle and a maximum of 3.0 foot-candles of light over of the parking surface from ½ hour before dusk until ½ hour after dawn; 2) Lighting design shall be coordinated with the landscape plan to ensure that vegetation growth will not substantially impair the intended illumination; and 3) All lighting used to illuminate a parking area for any number of automobiles in any District shall be arranged so that all direct rays from such lighting fall entirely within such parking lot and be consistent with this Section.
- Section 9.21.120. Prohibits the use of highly reflective materials and limits glare effects. (Reflective Materials): No more than 25 percent of the surface area of any façade on any new building contain black or mirrored glass or other mirror-like material that is highly reflective, and that materials for roofing should be of a non-reflective nature.

UCLA Physical Design Framework

The *UCLA Physical Design Framework* (UCLA, 2009) describes the approach for development of buildings, infrastructure, and landscape on the campus within the context of the physical planning objectives. It also describes the physical design standards that guide new development to enhance the unique campus aesthetic within the constraints of a fully developed urban environment. The *UCLA Physical Design Framework* describes the design review process that ensures that the UCLA *Long Range Development Plan* (LRDP) objectives and physical design standards are embodied in all new projects. The *UCLA Physical Design Framework* will be used to ensure compatibility of new development with the existing built environment while continuing to strengthen the vibrant identity and design vernacular of the UCLA campus.

3.1.2 Methodology

3.1.2.1 Operation and Construction

The methodology presented herein generally follows the FHWA's guidance as outlined in the *Guidelines for the Visual Impact Assessment of Highway Projects* (FHWA, 2015). Despite assessment guidance, it is acknowledged that the findings of an analysis of existing visual or aesthetic resources and potential visual or aesthetic impacts can be highly subjective, depending 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.

Existing visual quality at each viewpoint is determined by using the three criteria described under visual quality below. These criteria provide a method for describing the form, line, color, and texture of the components found within a view. As outlined in the FHWA methods, the use of these descriptors allows a basis for understanding the evaluator's rationale behind a visual quality determination.

The analysis of aesthetics considers the visual quality of the area immediately surrounding the project alignment, and the impacts of the Project with respect to the existing aesthetic environment. The analysis considers the physical aspects of the Project and its associated design features, as well as an evaluation of visual simulations showing existing and future conditions at representative locations. The following steps were followed to assess the existing aesthetic setting and potential aesthetic impacts with implementation of the Project:

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

In addition, under the California Environmental Quality Act (CEQA), projects located in non-urbanized areas would result in an impact if the visual character or quality of public views of the site and its surroundings are substantially degraded. If a project is located in an urbanized area (a central city or a group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile) according to CEQA Guidelines Section 15387, an impact would result if a project would conflict with applicable zoning and other regulations governing scenic quality. Metro projects are not required to adhere to local zoning ordinances. As stated in the impact evaluations, the Project is located in an urbanized area according to CEQA Guidelines Section 15387. Local policies that govern visual character and quality include the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities."

Landscape Units and Key Observation Points

The immediate vicinity of the Project was subdivided into a series of LUs to distinguish the overall characteristics of different segments of the corridor. An LU is typically defined by the limits of a particular viewshed or the distinct transition in land uses. Views representative of the visual character of the area were identified within each LU.

Key observation points (KOPs) (also known as key views) that are critical or representative of the visual character of the area were also identified within each LU. These views may include the presence or absence of landscaping, the predominant land uses, the scale of buildings, or the scenic vistas, scenic resources, and substantive visual elements that are available, such as open space resources, street trees, and building frontages.

Visual Resources

As defined in the LAMC — which provides standards for the design, location, and arrangement of visual resources within a project area, including zoning and land uses, landscaping, street lighting systems, etc. visual resources include, but are not limited to, the following:

- Structures of historic significance or visual prominence
- Open space and recreational areas
- Distant views of the horizon from public locations

- Landscaped areas

Visual or aesthetic resources are defined and identified by assessing visual character and visual quality. As described in the following sections, the assessment of visual resources was made based on the cohesion or variation in form, the level of up-keep or deterioration of the built environment, and the level of landscaping and visual attractiveness for each LU.

Visual Character

Visual character may include the following defined attributes and is used to describe, not evaluate, the following:

- 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

Visual Quality

Visual quality refers to the aesthetics of the landscape, which is based in part on the viewer's values and notions about what constitutes a quality setting. To establish an objective framework, FHWA concludes that vividness, intactness, and unity are valid and reliable criteria for evaluative appraisals of visual quality. Each criterion was assigned a qualitative ranking (low, moderate, and high) for each LU. The combined result of all three criteria indicates the degree of visual quality.

Vividness is the extent to which the landscape is memorable, and is associated with distinctive, contrasting, and diverse visual elements. For example, dramatic background views toward the San Gabriel Mountains would be ranked as high vividness.

Intactness is the integrity of visual features in the landscape and the extent to which the landscape is free from non-typical visual intrusions. For example, high intactness embodies a consistent image of well-maintained homes or multi-family structures and street edge treatment.

Unity is the extent to which visual elements combine to form a coherent, harmonious visual pattern. For example, high unity attests to the careful design and organization of buildings, structures, railroads, and streets.

Viewers and Viewer Response

Viewers are people whose views of the landscape may be altered by the Project — either because the landscape itself has changed or their perception of the landscape has changed. Viewer groups were identified by observing the land uses and circulation patterns throughout the Project Study Area.

Viewer response is a prediction of the viewer's reaction to changes in the visual or aesthetic environment and has two dimensions — viewer exposure and viewer sensitivity. As shown in Table 3.1-1, viewer sensitivity is strongly influenced by a viewer's activity, the amount of time spent looking at a view, and awareness of his or her surroundings. People who view a landscape infrequently, view it for short periods of time (such as motorists), or are not attentive to it due to focusing on other activities (such as commercial and office building tenants) are often less sensitive to changes, and are

assumed to have low viewer sensitivity. Local values may confer visual significance on landscape components and areas.

Table 3.1-1. Viewer Groups

Viewers	Description	Viewer Response	
		Viewer Exposure	Viewer Sensitivity
Pedestrians	People walking to or from land uses (e.g., business patrons, employees, students, transit users, retail shoppers, restaurant-goers, and civic building users)	High due to long duration of views and walking at a leisurely pace	Moderate due to primary focus in other activities or engaged in observing their surroundings
Recreationalists (including Tourists)	Users of parks, open space, and trails (e.g., bicyclists, hikers)	Moderate due to somewhat long duration of views and riding or generally traveling at a slower speed	High due to specifically seeking a pleasant visual setting or experience
Motorists	Commuters, local residents, bus drivers and commercial truck drivers traveling to and from land uses	Low due to short duration of views and high travel speeds	Low due to task or demand of paying careful attention to the road ahead

Source: FHWA, 2015

Moderate and highly sensitive viewers generally include pedestrians, tourists, and patrons of businesses and institutional facilities. Less-sensitive viewers include motorists or commuters.

Visual impacts are assessed based on changes to views from publicly accessible locations or public views. Public views are those from vantage points that are publicly accessible, such as streets, freeways, parks, and vista points. These views are generally available to a greater number of persons than are private views. Private views are those that can be seen from vantage points located on private property. CEQA does not protect views available from purely private vantage points such as private offices or private homes. As such, commercial and office tenants are not considered a viewer group. Similarly, residents in residential buildings are not considered a viewer group in the analysis. Any references to and analyses of residential views and resident viewer groups, which are assumed to be associated with private residential properties, are provided for informational purposes only.

Visual or Aesthetic Impact

Aesthetics and visual impacts are determined by assessing the compatibility of a project's components (i.e., mass, scale, and lighting and glare) with the existing surrounding visual character and a viewer groups' sensitivity to the changes in the visual character or changes to their views of visual resources. Adverse visual impacts may include the following:

- Removal of visual resources
- Obstruction of scenic vistas
- Glare from reflective surfaces and light spill onto sensitive uses (including nighttime lighting)
- Introduction of new project components (including the following) that may detract from the visual character of a local area:
  - Modified medians

- Tracks and at-grade crossings
- Elevated guideways
- Stations (including ramps, platforms, fare vending equipment, lighting, and canopies)
- Radio tower poles and equipment shelters
- Traction power substations (TPSS)
- Barriers to restrict access to the guideway
- Parking facilities

Architectural renderings and photo-realistic visual simulations were created and used to illustrate where visual changes would be most noticeable after implementation of the Project. These renderings are conceptual and do not represent the final design of the Project at this time.

Based on the assessment framework previously described, the overall visual impacts were qualitatively categorized or ranked as low, moderate, or high, as described in Table 3.1-2.

Table 3.1-2. Visual Impacts

Visual Impact	Change in Visual Resources	Change in Key Observation Points	Level of Viewer Response
Low	Slight change: New project features would be built in a manner generally compatible with the existing environment.	No change	Little or no response to change because it is barely noticeable
Moderate	Moderate change	Moderate or negligible change	Moderate or sensible response
High	Extensive change: New visual elements would be incompatible with the existing environment.	Prevalent change: new views would be incompatible with the existing environment	High due to visual dominance

Source: FHWA, 2015

3.1.2.2 CEQA Thresholds of Significance

For purposes of this analysis, impacts are considered significant if the Project would:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- In non-urbanized 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 points.) If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

3.1.3 Existing Conditions

3.1.3.1 Project Study Area

This section describes the existing visual and aesthetic conditions within the Resource Study Area (RSA), which is an area with a radius of 0.25 mile to 0.50 mile within the Project Study Area. The RSA for this analysis encompasses the existing aboveground landscapes within views from public vantage points.

Visual and aesthetics resources were identified, consistent with the methodology outlined in Section 3.1.2. These resources include, but are not limited to, structures of historic significance or visual prominence; open space and recreational areas; distant views of the horizon from publicly accessible locations; and landscaped areas.

Regional Setting

The regional visual setting generally exhibits an urbanized character, with nearly all land in the RSA already developed, except for portions of the Santa Monica Mountains National Recreation Area and San Gabriel Mountains. The urban landscape varies, and includes low-lying residential, industrial, and commercial buildings along with high-density, high-rise residential and commercial buildings in downtown areas.

Higher density development with a mix of low-rise, mid-rise, and high-rise structures are generally found between Interstate 10 (I-10) and the UCLA campus at the southern portion of the RSA, and lower density development consisting of primarily low-rise structures and a few mid-rise structures are located north of the UCLA campus. The Santa Monica Mountains, located within the central portion of the Project Study Area, provides aesthetic, environmental, and recreational benefits to residents. The ridgelines or mountain edges within the Santa Monica Mountains provide dramatic views and are protected and preserved by individual communities. Lower density development within the Santa Monica Mountains consists primarily of low-rise structures and a few mid-rise structures, which are located south of U.S. Highway 101 (US-101) within the community of Bel-Air.

North of the Santa Monica Mountains, within the Valley, higher density development with a mix of low-rise, mid-rise, and high-rise structures are generally found north of US-101 at the northern portion of the RSA.

The major visual feature of the RSA is the built environment, which consists of a variety of commercial, industrial, public facility, institutional, and residential uses, in addition to transportation corridors. The transportation corridors within the RSA include roadways, freeways, and railroad ROWs, including the Metro E Line ROW and the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor ROW. The Metro E Line ROW generally passes through the southern portion of the RSA in an east-west direction adjacent to I-10. The LOSSAN rail corridor ROW generally passes through the northern portion of the RSA in an east–west direction.

Major freeways (i.e., US-101, I-10, and Interstate 405 [I-405]) create well-defined visual boundaries and edges because the facilities are several hundred feet wide. Within the RSA, I-10, US-101, and I-405 are elevated on columns or engineered fill.

Flood control facilities also create visual boundaries within the RSA, which includes the concrete-banked channels of the Los Angeles River at the northern portion of the RSA. The river channels are visually distinct due to the width and limited number of crossing points.

The topography of the RSA is varied with relatively flat urbanized areas at the northern and southern portions of the RSA, with major changes in elevation through the central portion of the RSA. The

southern portion of the RSA slopes downward in a south-southwesterly direction toward the Pacific Ocean. Elevations range from approximately 780 feet above mean sea level around the Van Nuys Metro Station, 650 feet above mean sea level around US-101, 1,300 feet above mean sea level at the Stone Canyon Overlook along Mulholland Drive, and 375 feet above mean sea level around the UCLA campus to 120 feet above mean sea level south of National Boulevard (DCP, 2021).

Within the Santa Monica Mountains, the RSA provides elevated vantage or vista points along Mulholland Drive. These vista points provide long-range views of the Santa Monica Mountains. In contrast, the northern and southern portions of the RSA lack elevated vantage or vista points due to the relatively flat topography. As a result, views in the RSA, except Mulholland Drive in the Santa Monica Mountains, are generally limited to the foreground and middle ground. Although background views of mountains are available along some public ROWs within the RSA, portions of these background views are blocked by urban features, such as utility poles, urban landscaping, and intervening buildings.

Scenic Vistas

The term "scenic vista" generally refers to visual access to, or the visibility of, a particular sight from a given vantage point or corridor. The *LA CEQA Thresholds Guide* (DCP, 2006) notes the value of preserving sightlines to designated scenic resources or areas of visual interest from public vantage points[1]. The subjects of valued or recognized views may be focal (meaning of specific individual resources), or panoramic (meaning broad geographic area). Panoramic views are typically associated with scenic vistas that provide a sweeping geographic orientation. Examples of panoramic views include urban skylines, valleys, mountain ranges, or large bodies of water. Examples of focal views include public art/signs and notable buildings and structures. The nature of a view may be unique, such as a view from an elevated vantage point or particular angle.

The *City of Los Angeles General Plan Conservation Element* (DCP, 2001b) defines scenic views or vistas as the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features. Scenic views from within the RSA include the Santa Monica Mountains, hillsides, and the Los Angeles River. The Los Angeles River and its associated tributaries and floodplains, and the Santa Monica Mountains are listed as scenic vistas in the *City of Los Angeles General Plan Conservation Element*. Sweeping views of the Santa Monica Mountains and hillsides are considered panoramic and can be seen from designated vantage points, public hiking trails, and public ROWs.

The Santa Monica Mountains rise to an elevation of approximately 3,100 feet from the base of the hills to their highest point at Sandstone Peak, which is located outside of the RSA. According to the Conservation Element, the Santa Monica Mountains are the most visible scenic feature from many areas of the city, including the RSA.

Within the RSA, panoramic views from the "flatlands" are not readily available, due to the existing street grid pattern and built environment. Rather, panoramic vantage points are primarily located within hilly areas. The Stone Canyon Overlook is located on the south side of Mulholland Drive and provides panoramic south-facing views of the Santa Monica Mountains and the Stone Canyon Reservoir. In addition, the Johnson Overlook is located north of the Stone Canyon Reservoir on the north side of

[1]The City of Los Angeles no longer uses the LA CEQA Thresholds Guide. Instead, in 2019, City Planning adopted the standards of Appendix G of the CEQA Guidelines as the thresholds of significance for impacts pursuant to CEQA. While the 2006 LA City CEQA Thresholds Guide may still inform environmental analysis as appropriate and be consulted as a reference document, it is no longer the source of City Planning's default thresholds.

Mulholland Drive. Visitors can take in north-facing views of the Valley, and the Santa Susana and San Gabriel Mountains. These views represent the scenic views available from various publicly accessible locations in the Santa Monica Mountains, and other hilly areas within the RSA. However, the perspective and visibility may change depending on various factors, such as the viewer location, elevation, bad air days, or weather.

In addition, limited focal views of the Santa Monica Mountains and the hillsides within the lower areas of the RSA are available along various north-south streets and I-405. However, most of the views to the Santa Monica Mountains and the hillsides are blocked by intervening buildings, street trees, and, on some streets, overhead utility lines. In summary, public panoramic and focal scenic views are currently available in the RSA, but the quality of the views can vary significantly.

Scenic Resources

Scenic resources refer to natural or human-made features of high aesthetic quality. Scenic resources identified in the *City of Los Angeles General Plan* (DCP, 2021) include striking or unusual natural features, the Pacific Ocean, Santa Monica Mountains, and San Gabriel Mountains, and unique urban or historic features as seen from designated scenic highways. The RSA is not characterized by striking or unusual natural features and is not visible from the ocean. Glimpses of the Santa Susana and San Gabriel Mountains are available from intermittent viewpoints within the RSA.

No California-designated scenic highways or scenic parkways (or proposed state scenic highways or parkways) are located within the RSA. Additionally, no State of California-designated scenic highways in proximity to the RSA provide views of the RSA. The closest eligible state scenic highway is State Route 1 (SR-1) (the Pacific Coast Highway in Southern California), which is approximately 2 miles west of the RSA. The closest officially designated state scenic highway is State Route 27 (SR-27) (Topanga Canyon Boulevard), which is approximately 6 miles west of the RSA.

Six City of Los Angeles-designated scenic highways are within the RSA. City of Los Angeles-designated scenic highways, according to the *Mobility Plan 2035* (DCP, 2016), are either:

- Arterial streets or state highways that traverse areas of natural scenic quality in undeveloped or sparsely developed areas of the city; or
- Arterial streets that traverse urban areas of cultural, historical, or aesthetic value which merit protection and enhancement.

Table 3.1-3 lists and describes the City of Los Angeles-designated scenic highways that are within or along the boundaries of the RSA.

Table 3.1-3. Project Study Area Scenic Highways

Scenic Highway	Location	Scenic Features, Resources, or City Comment
Beverly Glen Boulevard	Ventura Boulevard to Sunset Boulevard	Winding cross mountain road; valley views
Mulholland Drive	1. US-101 westerly to Mulholland Highway; 2. Mulholland Highway to Valley Circle Boulevard	(Specific Plan Ordinance No. 167,943) Panoramic views, "ribbon of park"
Santa Monica Boulevard	Sepulveda Boulevard to City of Beverly Hills boundary	Not Available
Sepulveda Boulevard	I-405 to Sunset Boulevard	Old cross mountain road with tunnel, views of mountains and Valley
Sherman Way	Variel Avenue to Kester Avenue	Wide street, landscaped median
Sunset Boulevard	Pacific Coast Highway to City of Beverly Hills boundary	Views of mountains, estates, UCLA campus

Source: DCP, 2016

Mulholland Drive is designated by the City of Los Angeles in its *Mobility Plan 2035* (DCP, 2016) as a scenic highway. Mulholland Drive provides opportunities for multiple scenic vistas as it winds up and through the Santa Monica Mountains, including through the RSA. Development near Mulholland Drive is subject to design review guidelines pursuant to the MSPSP.

The MSPSP has designated 14 major vista points (MVP) along Mulholland Drive that are maintained by the Bureau of Street Maintenance of the LADPW. The inner corridor of the MSPSP area is designated as part of the Santa Monica Mountains National Recreation Area, and the Mountains Recreation and Conservation Authority (MRCA) also maintains seven scenic overlooks along Mulholland Drive (MRCA, 2023). The nearest MVP (also the nearest overlook) is the Stone Canyon Overlook, which is located approximately 1.3 miles east of I-405. The nearest MRCA-maintained scenic overlook is The Groves Overlook, which is located approximately 0.90 mile west of I-405.

The RSA includes portions of the inner corridor and outer corridor of the MSPSP area. The MSPSP contains density requirements, building standards and grading restrictions that are applicable to the inner corridor. In addition, the development is subject to the MSPSP's accompanying design guidelines and review by the Mulholland Scenic Parkway Design Review Board. The viewshed protection provisions of the MSPSP are directed at preserving, complementing, and/or enhancing the public views from Mulholland Drive. Therefore, although impacts on surrounding homes and land uses are discussed, the focus of this analysis is on the Project's impact on public views, particularly those from Mulholland Drive.

Visual Character and Quality

As listed in Table 3.1-4, six generalized LUs were defined within the RSA. The location and the visual features are described for each LU, beginning in the southern portion of the RSA and ending in the north.

Table 3.1-4. Landscape Units

Landscape Unit	Extent	Key Views
1	National Boulevard to Ohio Avenue	Views of Century City, Interstate 405 (I-405) freeway
2	Ohio Avenue to Sunset Boulevard	Views of Century City; Santa Monica Mountains; Federal Building; Westwood Recreation Center; Bad News Bears Field; Los Angeles National Cemetery; buildings along Wilshire Boulevard; University of California, Los Angeles campus; I-405
3	Sunset Boulevard to Mulholland Drive	Views of Santa Monica Mountains, Getty Center, Scenic Mulholland Drive, Stone Canyon Reservoir, undeveloped land
4	Mulholland Drive to U.S. Highway 101 (US-101)	Views of Santa Monica Mountains, Scenic Mulholland Drive, Stone Canyon Reservoir, undeveloped land
5	US-101 to Victory Boulevard	Views of San Gabriel Mountains, Los Angeles River, I-405, US-101
6	Victory Boulevard to LOSSAN rail corridor ROW	Views of San Gabriel Mountains, Los Angeles River, I-405, LOSSAN rail corridor ROW

Source: HTA, 2024

Summaries of the visual character of the LUs are described in the following sections. The visual descriptions are based on public views such as what is visible from a sidewalk, roadway, or other public ROW. Figure 3.1-1 illustrates the boundaries of the LUs and locations of the existing conditions photographs (Visual Resource Points).

Figure 3.1-1. Visual Landscape Units

Source: HTA, 2024

Landscape Unit 1 – National Boulevard to Ohio Avenue

LU-1 begins at National Boulevard in the Westdale and Westside communities and continues north past I-10 to Ohio Avenue in Westwood. LU-1 is bordered on the west by Steward Street and on the east by Westwood Boulevard. LU-1 is highly urbanized, consisting of a mix of low-rise, mid-rise structures, and high-rise structures. Structures within this LU generally include a mix of residential, commercial, and industrial development. Commercial developments include a mix of small and mid-size commercial

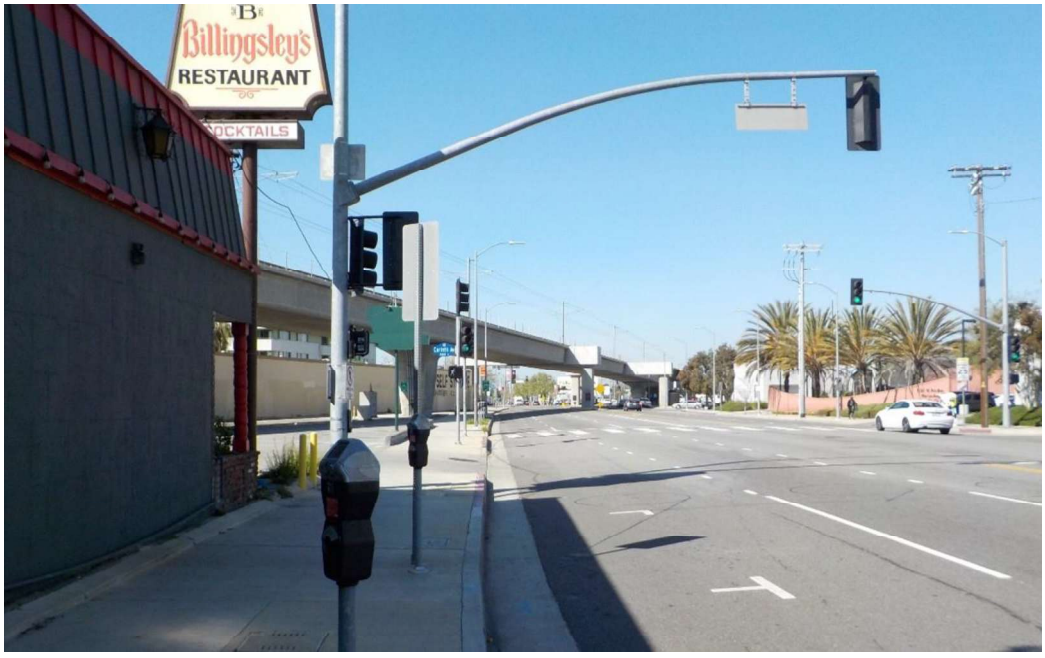
structures, as well as high-rise and mid-rise office buildings. Residential uses consist of one- to two-story single-family homes, and mid-rise buildings, while institutional and industrial uses generally consist of low-rise structures. Within LU-1, the Metro E Line, and its associated aerial structure, crosses Sepulveda Boulevard at Exposition Boulevard and partially obscures views to the north. Views of the existing aerial Metro E Line Expo/Sepulveda Station and its associated ancillary structures are available at this location.

The primary viewers in LU-1 consist of motorists, pedestrians, residents, transit commuters, and patrons of commercial businesses. Visual impacts are assessed based on changes to views from publicly accessible locations or public views.

The level and types of ornamental landscaping in LU-1 varies, with light to moderate levels of landscaping throughout LU-1. Ornamental landscaping is primarily found on residential properties and surface parking lots of commercial development. Low-rise and tall bushes, as well as mid-size and tall trees are located along the majority of the residential streets. In addition, a mix of typical roadway lighting and decorative pedestrian-level lighting is provided within LU-1.

Although residential areas surround the commercial corridor in LU-1, neither single-family homes nor multi-family complexes are visible from most of this corridor. The most prominent views within LU-1 are of the elevated Metro E Line Expo/Sepulveda Station and guideway. Distant north-facing views of the Santa Monica Mountains from north-south oriented streets. As discussed in Section 3.1.3.1, the Santa Monica Mountains are listed as a designated scenic vista in the Conservation Element of the *City of Los Angeles General Plan* (DCP, 2001b). The visual quality of LU-1 is considered to be moderate due to the moderate level of vividness, moderate level of intactness, and moderate level of unity. Figure 3.1-2 and Figure 3.1-3 show existing representative views of LU-1.

Figure 3.1-2. Existing View 1 Looking West Toward Metro E Line from Pico Boulevard, West of I-405



Source: HTA, 2024

Figure 3.1-3. Existing View 2 Looking West Toward I-405 from Santa Monica Boulevard, at Sepulveda Boulevard

Source: HTA, 2024

Landscape Unit 2 – Ohio Avenue to Sunset Boulevard

LU-2 begins directly north of Ohio Avenue and continues north to Sunset Boulevard in Westwood. LU-2 is bordered to the west by Sawtelle Boulevard (just west of I-405) in the Brentwood community, and to the east by South Beverly Glen Boulevard. LU-2 is highly urbanized, consisting of a mix of low-rise, mid-rise, and high-rise structures, as well as the U.S. Department of Veterans Affairs (VA) Medical Center, Federal Building, and UCLA campus. The majority of residential uses in LU-2 are located within the northwest and southeast portions of the LU. Residential uses consist of one- to two-story single-family homes, and multi-family residential buildings. The residential neighborhoods surrounding the UCLA campus include Bel-Air to the north, Holmby-Westwood to the east, and Westwood Hills to the west, which primarily consist of one- to two-story single-family residences. Westwood Village and the Wilshire Corridor are located to the south.

The Wilshire Corridor primarily consists of commercial uses, including hotels and mid- to high-rise office buildings from I-405 to Beverly Glen Boulevard at the eastern boundary of LU-2. Commercial signage, overhead streetlights, and traffic signals are prominent visual elements along the Wilshire Corridor. Although a residential area surrounds the commercial corridor, neither single-family homes nor multi-family complexes are visible from most of this corridor.

Westwood Village is located north of the Wilshire Corridor and is pedestrian-oriented, with low- to mid-rise buildings containing retail, office, and mixed uses. This village character contrasts with the many multi-story residential towers, hotels, and office buildings that exist along Wilshire Boulevard. Southeast of Wilshire Boulevard, single-family residences and small multi-family buildings are prominent. The Los

Angeles National Cemetery, located in the western portion of LU-2, provides open expanses and the opportunity for distant views of the Santa Monica Mountains.

The UCLA campus is located at the base of the foothills of the Santa Monica Mountains, directly south of Sunset Boulevard. The main campus is bounded by Wilshire Boulevard and Le Conte Avenue to the south, Veteran Avenue to the west, Sunset Boulevard to the north, and Hilgard Avenue to the east. The main campus is visible from adjacent residential neighborhoods to the north, east, and west, as well as from several major roadways, including Sunset Boulevard. The northern portion of the UCLA campus mainly consists of academic buildings and landscaped open areas, and the southern portion of campus consists of science and medical buildings that are considerably more dense and more urban in appearance. A majority of the main campus is organized around a series of squares and courtyards linked by hardscape pedestrian walkways. The northwestern and southwestern portions of the main campus consist of student housing. These buildings are mainly modern mid- to high-rise structures with similar architectural styles.

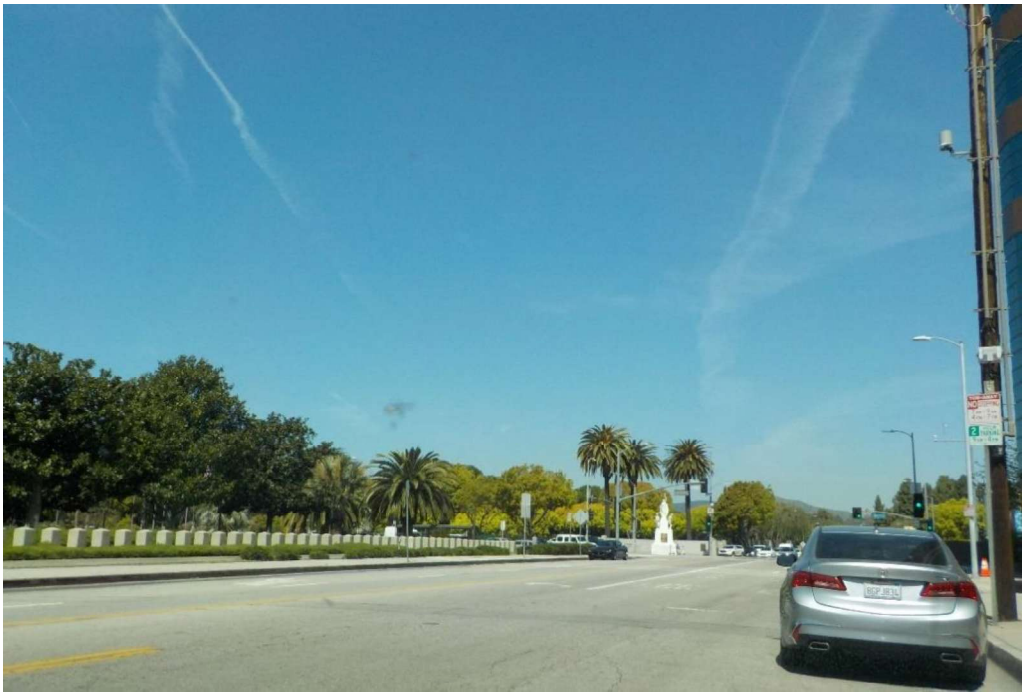
The primary viewers in LU-2 consist of motorists, pedestrians, patrons of commercial businesses, and patrons of UCLA. Distant north-facing views of the Santa Monica Mountains are from north–south oriented streets. UCLA patrons also have background views of Century City from certain areas of the main campus.

Landscaping on the main campus has both a formal and informal character, consisting of sports fields, tree clusters, shaded grassy areas, and flowering plants. Paved pedestrian connections, asphalt circulation hubs, and streetscape treatments emphasize the main campus' urban nature. Most of the campus edges are heavily landscaped with mature trees and shrubs. These landscaped buffers screen campus buildings from adjacent streets and complement the adjacent residential areas. The trees used for these landscaped buffers are visually prominent and define the boundaries of the UCLA campus. A mix of typical roadway lighting and decorative pedestrian-level lighting is provided throughout LU-2. The visual quality of LU-2 is considered to be moderately high due to the moderate level of vividness, moderate level of intactness, and high level of unity. Figure 3.1-4, Figure 3.1-5, Figure 3.1-6, and Figure 3.1-7 show existing representative views of LU-2.

Figure 3.1-4. Existing View 3 Looking West Toward the Federal Building from Veteran Avenue

Source: HTA, 2024

Figure 3.1-5. Existing View 4 Looking Northwest Toward Wilshire Boulevard and the National Cemetery, from Veteran Avenue

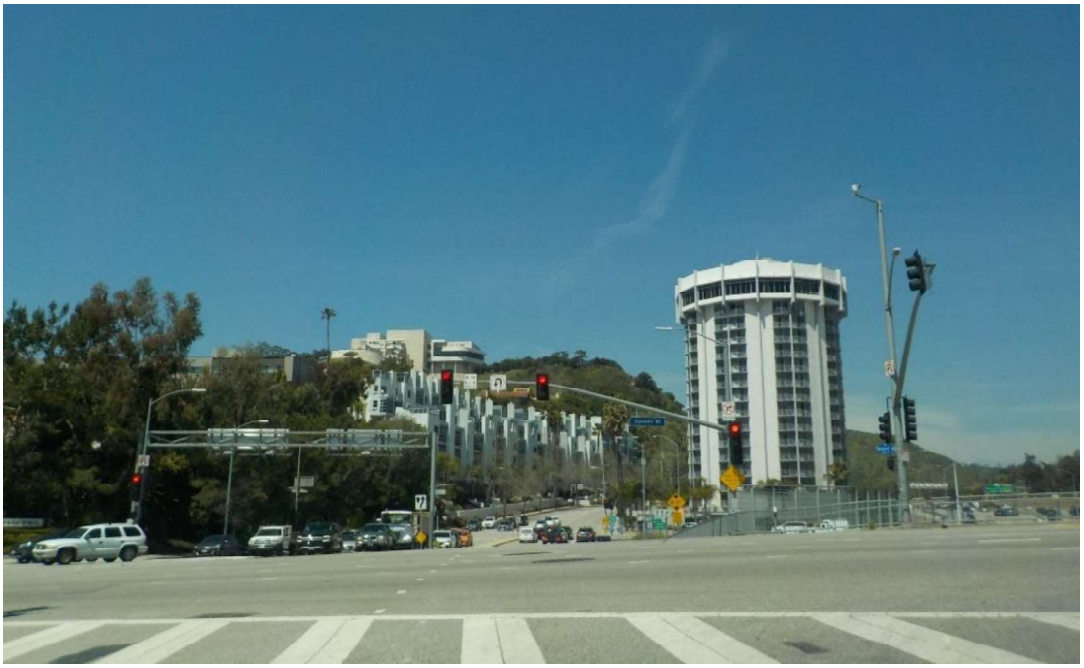


Source: HTA, 2024

Figure 3.1-6. Existing View 5 Looking East Toward Westwood Boulevard from Lindbrook Drive in Westwood

Source: HTA, 2024

Figure 3.1-7. Existing View 6 Looking North Toward the Getty Center from Sunset Boulevard, West of I-405



Source: HTA, 2024

Landscape Unit 3 – Sunset Boulevard to Mulholland Drive

LU-3 begins directly north of Sunset Boulevard and continues north through the lower portion of the Santa Monica Mountains to Mulholland Drive. LU-3 is bordered on the west by I-405 and Sepulveda Boulevard, and on the east by Benedict Canyon Drive. LU-3 consists of mainly residential development in low-rise structures in the foothills of the Santa Monica Mountains. A limited number of commercial and institutional uses are located within LU-3. The structures in LU-3 vary in building style, size, and color. The street network consists of many winding, local streets, but several collector roads are also within LU-3.

A portion of the scenic Mulholland Drive is located within LU-3. As discussed in Section 3.1.3.1, there are two designated vantage points along Mulholland Drive. The Johnson Overlook and Stone Canyon Overlook are located along Mulholland Drive north of Stone Canyon Reservoir. Views consist of the Santa Monica Mountains, Century City, the Valley, and the Stone Canyon Reservoir. On clear days, it may be possible to see the Pacific Ocean.

The limited non-residential uses within LU-3 consist of the Bel-Air Country Club, The Glen Centre, and Hotel Bel-Air. Bel-Air County Club is an 18-hole golf course with large, manicured lawn areas. The Glen Centre is a large shopping center with a park-like setting. Hotel Bel-Air is developed with Spanish-style architecture and houses multiple structures with driveways and a surface parking lot parallel to Stone Canyon Road. Institutional uses consist of Marymount High School, which also houses multiple structures with driveways and a surface parking lot that parallels Sunset Boulevard.

Undeveloped land includes open space, such as land preserved by the Santa Monica Mountains Conservancy, and vacant lots that can be developed with low-density, primarily single-family residences. Developed land predominantly consists of single-family residences on large lots, generally one to two stories, but some three-story and four-story residences are also built into the hillsides. These residences are developed in a variety of architectural styles, including bungalow, Spanish Eclectic, courtyard, Tudor, and Colonial styles. Due to their elevated locations on the hillside, many of the residences in the Santa Monica Mountains are afforded long-range private panoramic views across the RSA and much of the Los Angeles Basin. Beverly Hills, Bel-Air, and other single-family residential neighborhoods are located in this region.

Primary viewer groups found within LU-3 generally include residents, employees and patrons of commercial uses, motorists, and pedestrians. As discussed in Section 3.1.2.1, visual impacts are assessed based on changes to views from publicly accessible locations or public views. Therefore, any references to and analysis of residential views and resident viewer groups, which are assumed to be associated with private residential properties, are provided only for informational purposes.

Ornamental landscaping in LU-3 is primarily found on residential properties and surface parking lots of commercial development. Low-rise and tall bushes, as well as mid-size and tall trees are located along the majority of the residential streets within LU-3. The ornamental landscaping acts as privacy screening for the residences. A mix of typical roadway lighting and decorative pedestrian-level lighting is provided throughout the LU. The visual quality of LU-3 is considered to be moderately high due to the high level of vividness, moderate level of intactness, and moderate level of unity. Figure 3.1-8, Figure 3.1-9, Figure 3.1-10, and Figure 3.1-11 show existing representative views of LU-3.

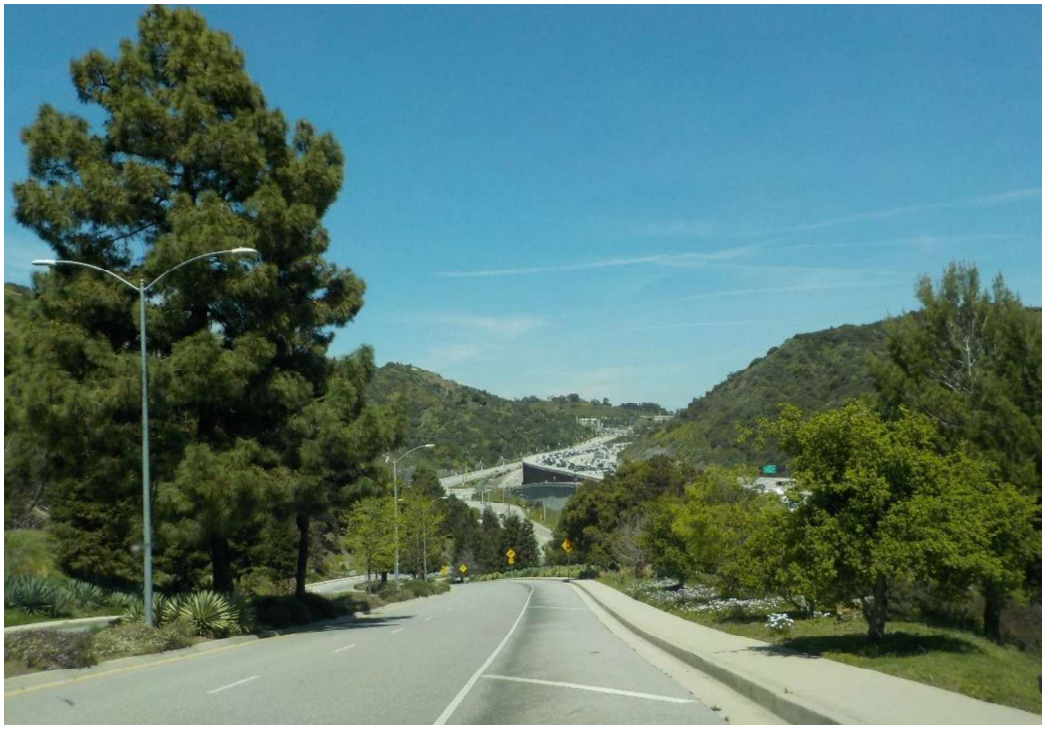
Figure 3.1-8. Existing View 7 Looking West Toward I-405 from Residential Area along Ovada Place

Source: HTA, 2024

Figure 3.1-9. Existing View 8 Looking Northwest Toward the Getty Center (and I-405) from Residential Area along Moraga Drive

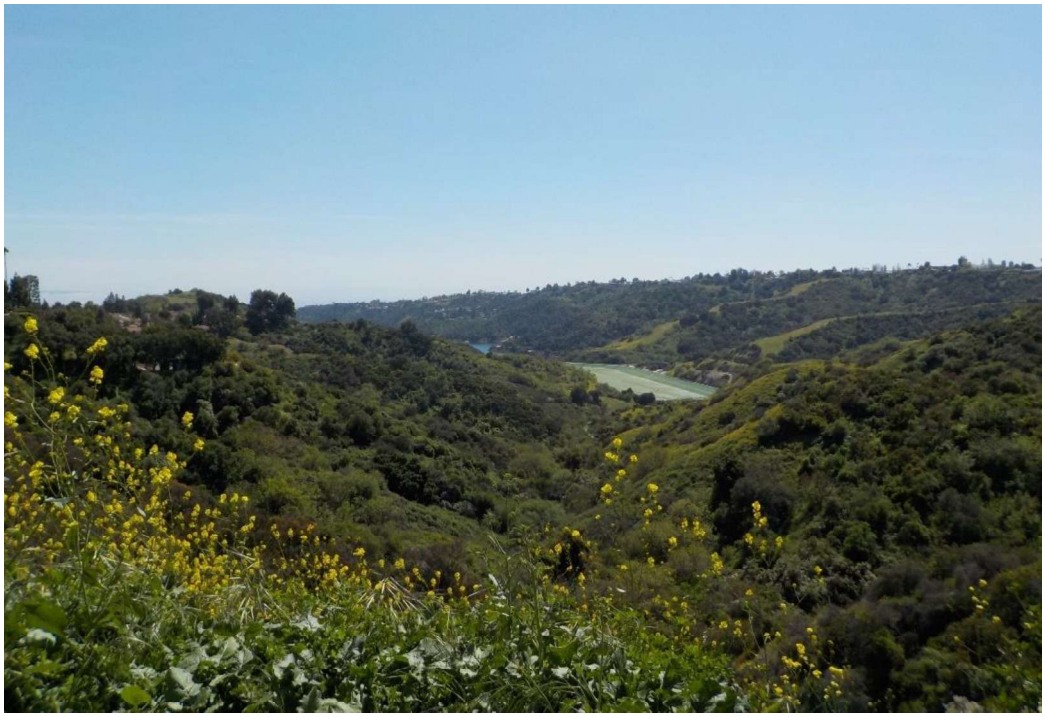
Source: HTA, 2024

Figure 3.1-10. Existing View 9 Looking North Toward I-405 from Mountaingate Drive



Source: HTA, 2024

Figure 3.1-11. Existing View 10 Looking South Toward Covered Upper Stone Canyon Reservoir and Stone Canyon Reservoir, from Overlook along Mulholland Drive



Source: HTA, 2024

Landscape Unit 4 – Mulholland Drive to US-101

LU-4 begins directly north of Mulholland Drive and continues north through the upper portion of the Santa Monica Mountains to US-101. LU-4 is bordered on the west by I-405 and Sepulveda Boulevard, and on the east by Hazeltine Avenue. LU-4 consists of mainly residential development within the Sherman Oaks neighborhood, and commercial development along the Ventura Boulevard corridor.

Similar to LU-3, a portion of the scenic Mulholland Drive is also located within LU-4. Looking north from Mulholland Drive, views consist of the Santa Monica Mountains in the foreground and middle ground and Van Nuys in the background. In addition, long-range views of the San Gabriel Mountains to the north are also visible from certain portions of Mulholland Drive where there is limited vegetation.

The northern portion of the Santa Monica Mountains has both undeveloped and developed lots. As discussed previously under LU-3, undeveloped land includes open space, such as land preserved by the Santa Monica Mountains Conservancy, and vacant lots that can be developed with low-density, primarily single-family residences. Deervale-Stone Canyon Park, an 80-acre park consisting of open space and hiking trails for public use, is also located within LU-4. Views to the north from the top of the park overlook the Sherman Oaks neighborhood and the Ventura Boulevard commercial corridor. Long-range views of the San Gabriel Mountains to the north are also visible from this location.

Beyond the Santa Monica Mountains, LU-4 has a relatively flat topography and dense commercial and residential development. Views consist of low- and mid-rise buildings occupied primarily by retail, institutional, and office uses, and associated parking areas. As such, views from the northern portion of LU-4 are generally short in range and limited to the urban landscape within the immediate vicinity (i.e., buildings, roadways, utility poles, and street trees).

Primary viewer groups found within LU-4 generally include residents, employees and patrons of commercial uses, motorists, and pedestrians. As discussed in Section 3.1.2.1, visual impacts are assessed based on changes to views from publicly accessible locations or public views. Therefore, any references to and analysis of residential views and resident viewer groups, which are assumed to be associated with private residential properties, are provided only for informational purposes.

Ventura Boulevard consists of primarily commercial uses, including retail businesses, restaurants, and mid- to high-rise office buildings from I-405 at the western boundary of LU-4 to the eastern boundary of LU-4 at Hazeltine Avenue. Commercial signage, overhead streetlights, and traffic signals are prominent visual elements along Ventura Boulevard. Although a residential area surrounds the commercial corridor, neither single-family homes nor multi-family complexes are visible from most of this corridor. Overall, buildings in LU-4 are of all different sizes, styles, and colors, and are spaced at varying intervals, creating a high level of visual diversity in the landscape with no common theme. Long-range views of the Hollywood Hills are also visible traveling east along Ventura Boulevard.

Similar to LU-3, the single-family residences within the Santa Monica Mountains are developed on large lots and are generally one to two stories, but some three-story and four-story houses are visible. This development pattern transitions to low- and mid-rise single-family and multi-family residences north of Greenleaf Street within the Sherman Oaks neighborhood. Residential development is prevalent to the north and south of the Ventura Boulevard commercial corridor.

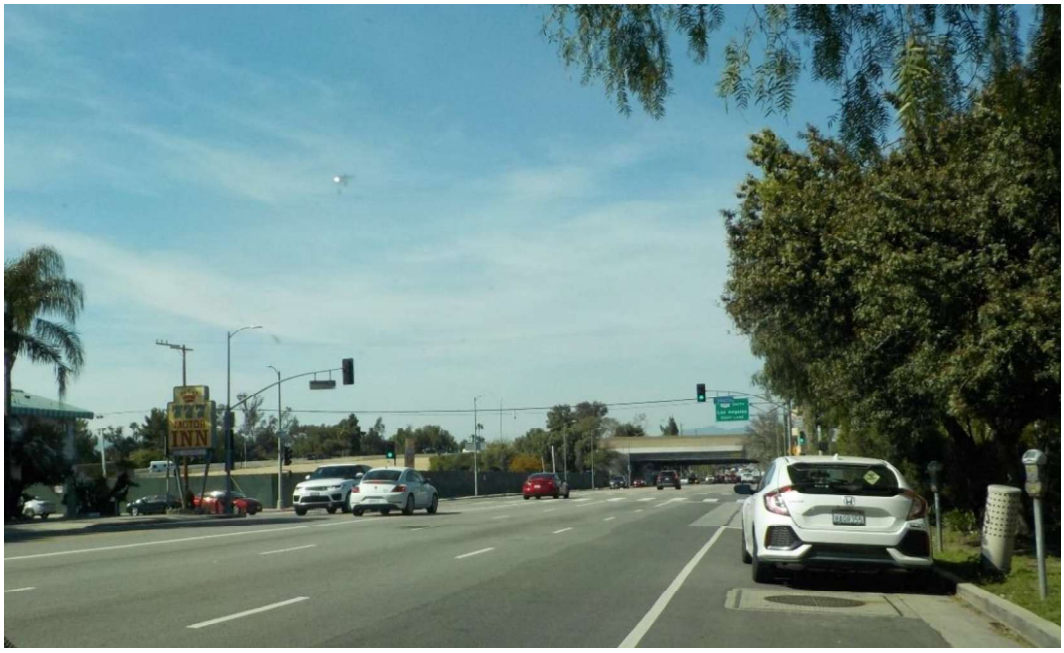
Ornamental landscaping in LU-4 is primarily found on residential properties and surface parking lots of commercial development. Street trees are present along Ventura Boulevard and Willis Avenue, as well as other commercial areas for screening purposes. Street trees create definition within the dense commercial corridor; however, because they are planted intermittently, they blend into the overall

landscape. Low-rise and tall bushes, as well as mid-size and tall trees are located along the majority of the residential streets within the northern portion of LU-4. The ornamental landscaping acts as privacy screening for the residences. A mix of typical roadway lighting and decorative pedestrian-level lighting is provided throughout LU-4. The visual quality of LU-4 is considered to be moderate due to the moderate level of vividness, moderate level of intactness, and moderate level of unity. Figure 3.1-12 and Figure 3.1-13 show existing representative views of LU-4.

Figure 3.1-12. Existing View 11 Looking East Toward I-405 from Ventura Boulevard

Source: HTA, 2024

Figure 3.1-13. Existing View 12 Looking North Toward I-101 from Sepulveda Boulevard, at Camarillo Street



Source: HTA, 2024

Landscape Unit 5 – US-101 to Victory Boulevard

LU-5 begins directly north of US-101 and continues north through Van Nuys to Victory Boulevard. LU-5 is bordered to the west by Gloria Avenue and to the east by Hazeltine Avenue. LU-5 consists of mainly commercial and residential development within the Van Nuys neighborhood. The Metro G Line also travels east–west through the central portion of LU-5.

Views in the southern portion of LU-5 looking south are predominately of the elevated segment of US-101. Long-range views of the Santa Monica Mountains are also visible in some areas, but they are few because of the relatively flat topography and intervening urban development. The Los Angeles River is also located within the southern portion of LU-5, and mainly travels parallel to US-101; however, since the Los Angeles River is located below street level, public views of the Los Angeles River from the surrounding Project Study Area are obscured by existing development and are generally not available except on Hazeltine Avenue just south of the US-101 overpass. As discussed in Section 3.1.3.1, the Los Angeles River and its associated tributaries and floodplains are also listed as scenic vistas in the Conservation Element of the *City of Los Angeles General Plan* (DCP, 2001b).

Typical views in LU-5 include the Van Nuys Boulevard and Sepulveda Boulevard commercial corridors, which are bordered by parking areas, sidewalks, street trees, commercial buildings, and additional buildings visible in the background. Views of I-405 are also visible from Sepulveda Boulevard. Traveling north along Van Nuys Boulevard and Sepulveda Boulevard, long-range views of the San Gabriel Mountains are visible. In addition, traveling south, long-range views of the Santa Monica Mountains are visible. Primary viewer groups found within LU-5 generally include residents, employees and patrons of commercial uses, motorists, and pedestrians. As discussed in Section 3.1.2.1, visual impacts are assessed based on changes to views from publicly accessible locations or public views. Therefore, any references to and analysis of residential views and resident viewer groups, which are assumed to be associated with private residential properties, are provided only for informational purposes.

Commercial structures along Van Nuys Boulevard consist of low- to mid-rise retail businesses, restaurants, office uses, and parking areas. In addition, commercial structures along Sepulveda Boulevard consist of low- to high-rise office uses, residential uses, retail businesses, restaurants, and parking areas. Commercial signage, overhead streetlights, and traffic signals are also prominent visual elements on these roadways. Although residential areas surround commercial corridors, neither single-family homes nor multi-family complexes are visible from most of this corridor.

Ornamental landscaping in LU-5 is primarily found on residential properties and surface parking lots of commercial development. Street trees are present along Van Nuys Boulevard and Sepulveda Boulevard, as well as other commercial areas for screening purposes. The ornamental landscaping acts as privacy screening for the residences. A mix of typical roadway lighting and decorative pedestrian-level lighting is provided throughout the LU. The visual quality of LU-5 is considered to be low due to the low level of vividness, low level of intactness, and low level of unity. Figure 3.1-14 and Figure 3.1-15 show existing representative views of LU-5.

Figure 3.1-14. Existing View 13 Looking North along Sepulveda Boulevard, at Magnolia Boulevard

Source: HTA, 2024

Figure 3.1-15. Existing View 14 Looking East along Victory Boulevard West of I-405, at Gloria Avenue

Source: HTA, 2024

Landscape Unit 6 – Victory Boulevard to LOSSAN Rail Corridor Right-of-Way

LU-6 begins directly north of Victory Boulevard and continues north through Van Nuys to the LOSSAN rail corridor ROW. LU-6 is bordered to the west by Gloria Avenue and to the east by Hazeltine Avenue. LU-6 consists of mainly commercial and residential development within the Van Nuys neighborhood, with residential development located primarily to the east and west of the Van Nuys Boulevard commercial corridor. The LOSSAN rail corridor ROW and existing Van Nuys/Metrolink Station border the northern boundary of LU-6.

Similar to LU-5, typical views in LU-6 include the Van Nuys Boulevard commercial corridor, which is bordered by parking areas, sidewalks, street trees, commercial buildings, and additional buildings visible in the background. Traveling north along Van Nuys Boulevard, long-range views of the San Gabriel Mountains are visible. Traveling south, long-range views of the Santa Monica Mountains are visible; however, views of the Santa Monica Mountains are dominated by other features in the landscape.

Primary viewer groups found within LU-6 generally include residents, employees and patrons of commercial uses, motorists, and pedestrians. As discussed in Section 3.1.2.1, visual impacts are assessed based on changes to views from publicly accessible locations or public views. Therefore, any references to and analysis of residential views and resident viewer groups, which are assumed to be associated with private residential properties, are provided only for informational purposes.

The visual character of the portion of Van Nuys Boulevard within LU-6 consists of low- to mid-rise retail businesses, restaurants, office uses, and parking areas. Commercial signage, overhead streetlights, and traffic signals are also prominent visual elements along Van Nuys Boulevard. Although a residential area surrounds the commercial corridor, neither single-family homes nor multi-family complexes are visible from most of this corridor. Similar to LU-5, buildings are of all different sizes, styles, and colors, and are

spaced at different intervals, which creates a high level of visual diversity in the landscape with no common theme. Street trees soften the appearance of the dense commercial corridor; however, because they are planted intermittently, they blend into the overall landscape.

Ornamental landscaping in LU-6 is primarily found on residential properties and surface parking lots of commercial development. Street trees are present along Van Nuys Boulevard and Sepulveda Boulevard, as well as other commercial areas for screening purposes. The ornamental landscaping acts as privacy screening for the residences. A mix of typical roadway lighting and decorative pedestrian-level lighting is provided throughout LU-6. The visual quality of LU-6 is considered to be low due to the low level of vividness, low level of intactness, and low level of unity. Figure 3.1-16 shows an existing representative view in LU-6.

Figure 3.1-16. Existing View 15 Looking East along Sherman Way Toward I-405, at Haskell Avenue

Source: HTA, 2024

Light and Glare

North of US-101, the Project Study Area is generally located within the Sherman Oaks and Van Nuys neighborhoods of the City of Los Angeles, and encompasses commercial, industrial, and residential development with ambient nighttime lighting typical of urbanized settings. Common light sources include the streetlights, vehicle lights, building entrance lighting, parking structure lighting, illuminated signage/billboards, and general illumination from lights shining through windows of structures lining the corridor.

South of US-101, nighttime lighting is more limited in the Santa Monica Mountains. In the developed portions of the Santa Monica Mountains, lighting sources include pedestrian-scaled streetlights, security and decorative wall lighting at residential homes, vehicle headlights, and interior building illumination.

By contrast, the undeveloped portions of the Santa Monica Mountains have little to no light or glare sources, other than vehicle headlights.

South of Sunset Boulevard, the Project Study Area is generally located within Westwood and West Los Angeles neighborhoods of the City of Los Angeles, as well as within the City of Santa Monica. The adjacent commercial, industrial, and residential development, as well as cultural and institutional facilities, such as the UCLA campus, contribute to ambient nighttime lighting typical of urbanized settings. As mentioned in the preceding paragraphs, light sources include the streetlights, vehicle lights, building entrance lighting, parking structure lighting, illuminated signage/billboards, and general illumination from lights shining through windows of structures lining the corridor.

3.1.3.2 Key Observation Points for the Project Alternatives

This section outlines the RSA for existing visual and aesthetic conditions used to assess changes to visual character and quality associated with the Project Alternatives. The RSA for each alternative is an area with a radius of 0.25 mile to 0.50 mile from the alignments, stations, and visible construction-related activities and staging, and maintenance and storage facility (MSF) site options. The RSA for the visual character and quality 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 proposed facilities and components during both construction and operation.

Visual and aesthetics resources were identified, consistent with the methodology outlined in Section 3.1.2.1. These resources include, but are not limited to, structures of historic significance or visual prominence; open space and recreational areas; distant views of the horizon from public locations; and landscaped areas.

Alternative 1

Table 3.1-5 lists the six KOPs (or key views) and the viewer groups potentially affected by Alternative 1.

Table 3.1-5. Alternative 1: Key Observation Points

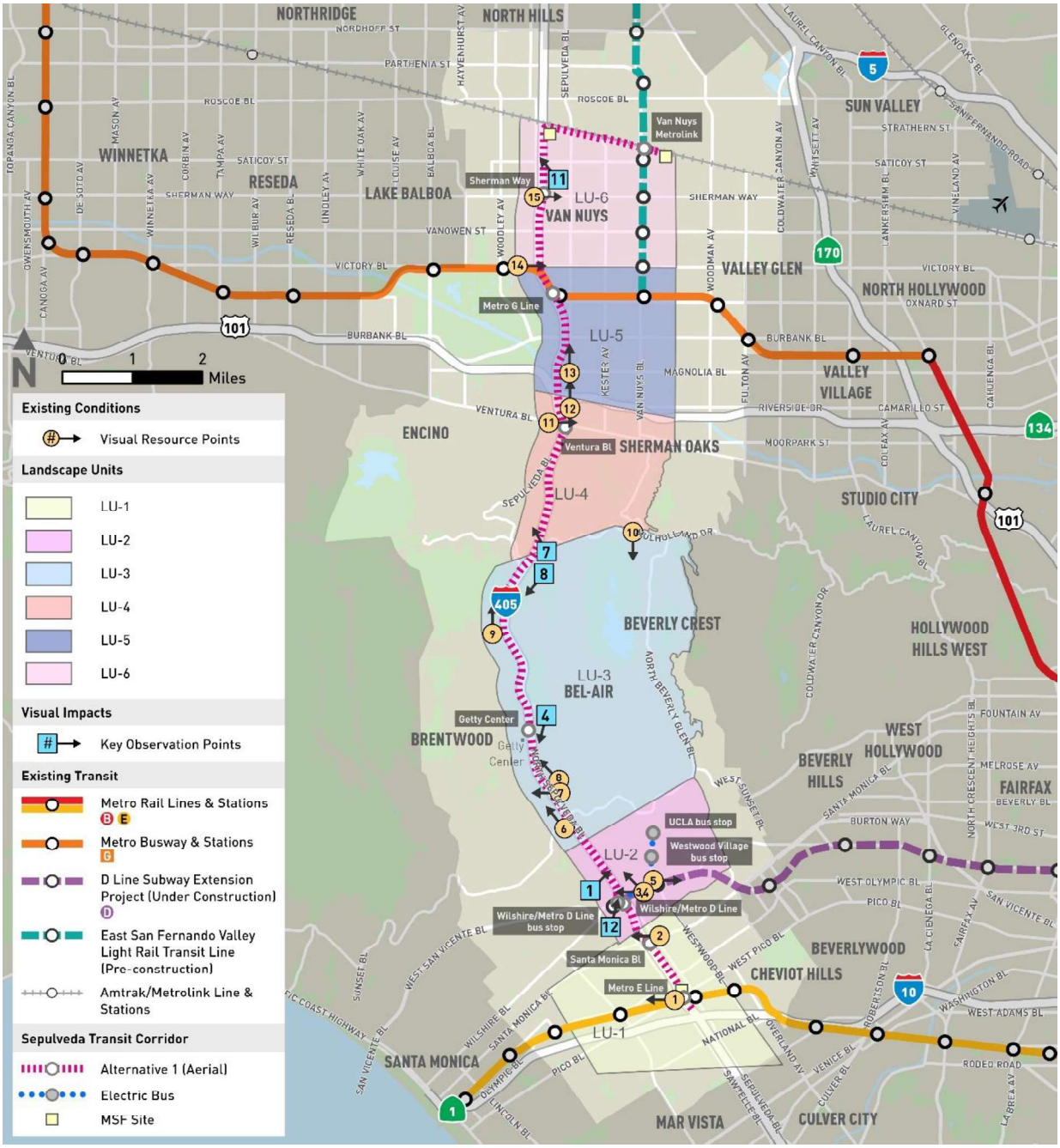
KOP No.	KOP Location	Photograph Direction	Primary Viewer
KOP 1	Waterford Street/Church Lane	East	Resident, Driver
KOP 4	Sepulveda Boulevard north of Getty Center Drive	South/Southwest	Tourist, Driver
KOP 7	Mulholland Drive bridge at Skirball Center Drive, north side	North	Pedestrian, Driver, Tourist
KOP 8	Southwest corner of Mulholland Drive bridge at Skirball Center Drive	Southwest	Pedestrian, Driver, Tourist
KOP 11	Southeast corner of Firmament Avenue and Valerio Street	West	Resident, Pedestrian, Driver
KOP 12	At pedestrian crossing into main entrance of U.S. Department of Veterans Affairs (VA) Hospital on Dowlen Drive east	East	VA Hospital User, Visitor

Source: HTA, 2024

Summaries of the visual character of the LUs are described in the following sections. The visual descriptions are based on public views such as what is visible from a sidewalk, roadway, or other public ROW. Additional information regarding the Project's potential impacts on historic resources is provided in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025) and Chapter 3.4, Cultural Resources.

Figure 3.1-17 illustrates the boundaries of the LUs and locations of the KOPs.

Figure 3.1-17. Alternative 1: Visual Landscape Units



Source: HTA, 2024

Alternative 3

Table 3.1-6 lists the seven KOPs (or key views) and the viewer groups potentially affected by Alternative 3.

Table 3.1-6. Alternative 3: Key Observation Points

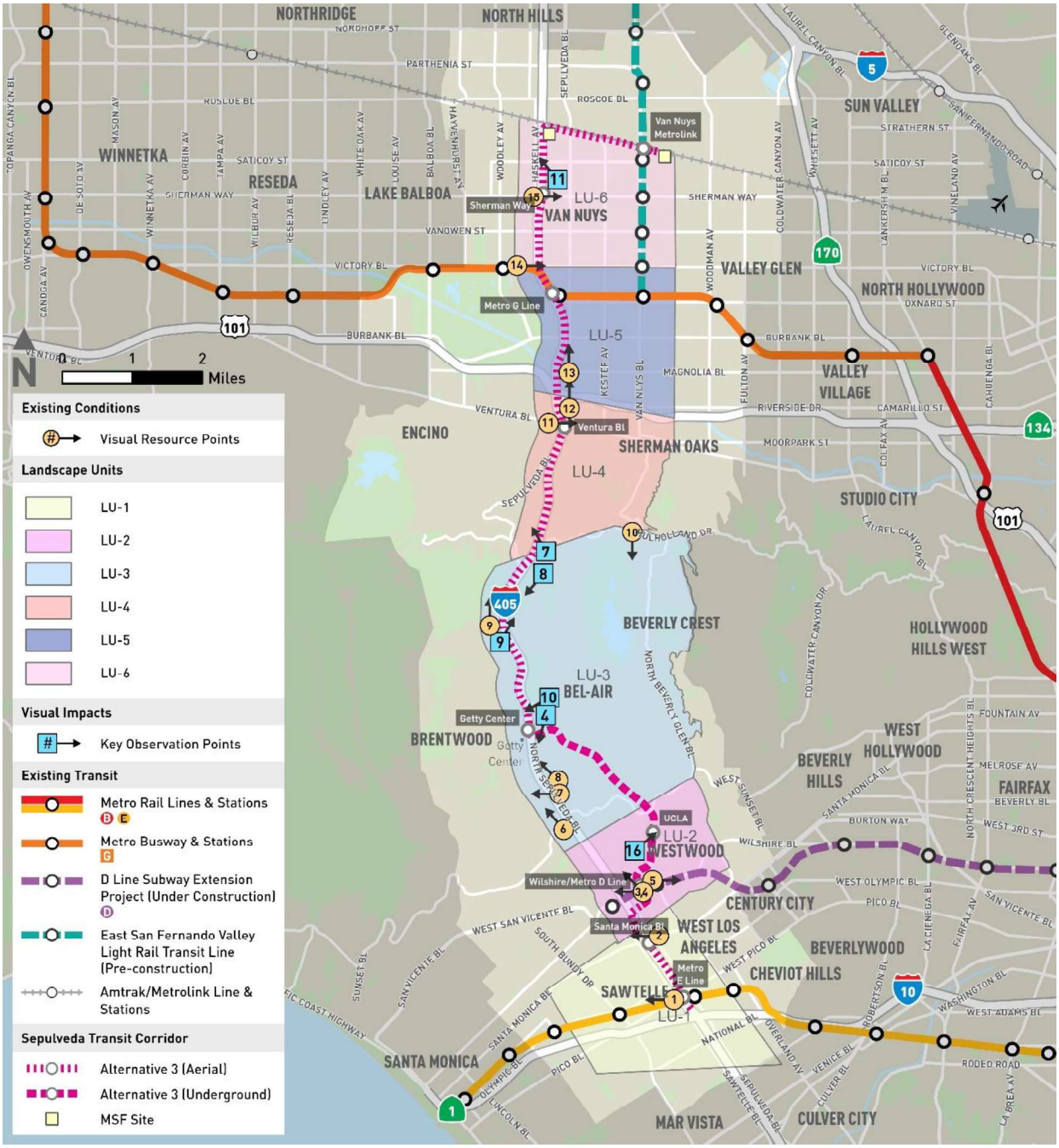
KOP No.	KOP Location	Photograph Direction	Primary Viewer
KOP 4	Sepulveda Boulevard, north of Getty Center Drive	South/ Southwest	Tourist, Driver
KOP 7	Mulholland Drive bridge at Skirball Center Drive, north side	North	Pedestrian, Driver, Tourist
KOP 8	Southwest corner of Mulholland Drive bridge at Skirball Center Drive	Southwest	Pedestrian, Driver, Tourist
KOP 9	Mountaingate Drive, just north of intersection with Ridge Drive	Northeast	Resident, Pedestrian, Driver
KOP 10	Getty Trail; east side of I-405	West/Southwest	Recreationalist
KOP 11	Southeast corner of Firmament Avenue and Valerio Street	West	Resident, Pedestrian, Driver
KOP 16	Northwest Corner of Strathmore Place at Westwood Plaza	Southeast	Pedestrian; University of California, Los Angeles Patron

Source: HTA, 2024

Summaries of the visual character of the LUs are generally described below. The visual descriptions are based on public views, meaning what is visible from a sidewalk, roadway, or other public ROW. Additional information regarding the Project's potential impacts on historic resources is provided in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025), and Chapter 3.4, Cultural Resources.

Figure 3.1-18 illustrates the boundaries of the LUs and locations of the KOPs.

Figure 3.1-18. Alternative 3: Visual Landscape Units



Source: HTA, 2024

Alternative 4

Table 3.1-7 lists the five KOPs (or key views) and the viewer groups potentially affected by Alternative 4.

Table 3.1-7. Alternative 4: Key Observation Points

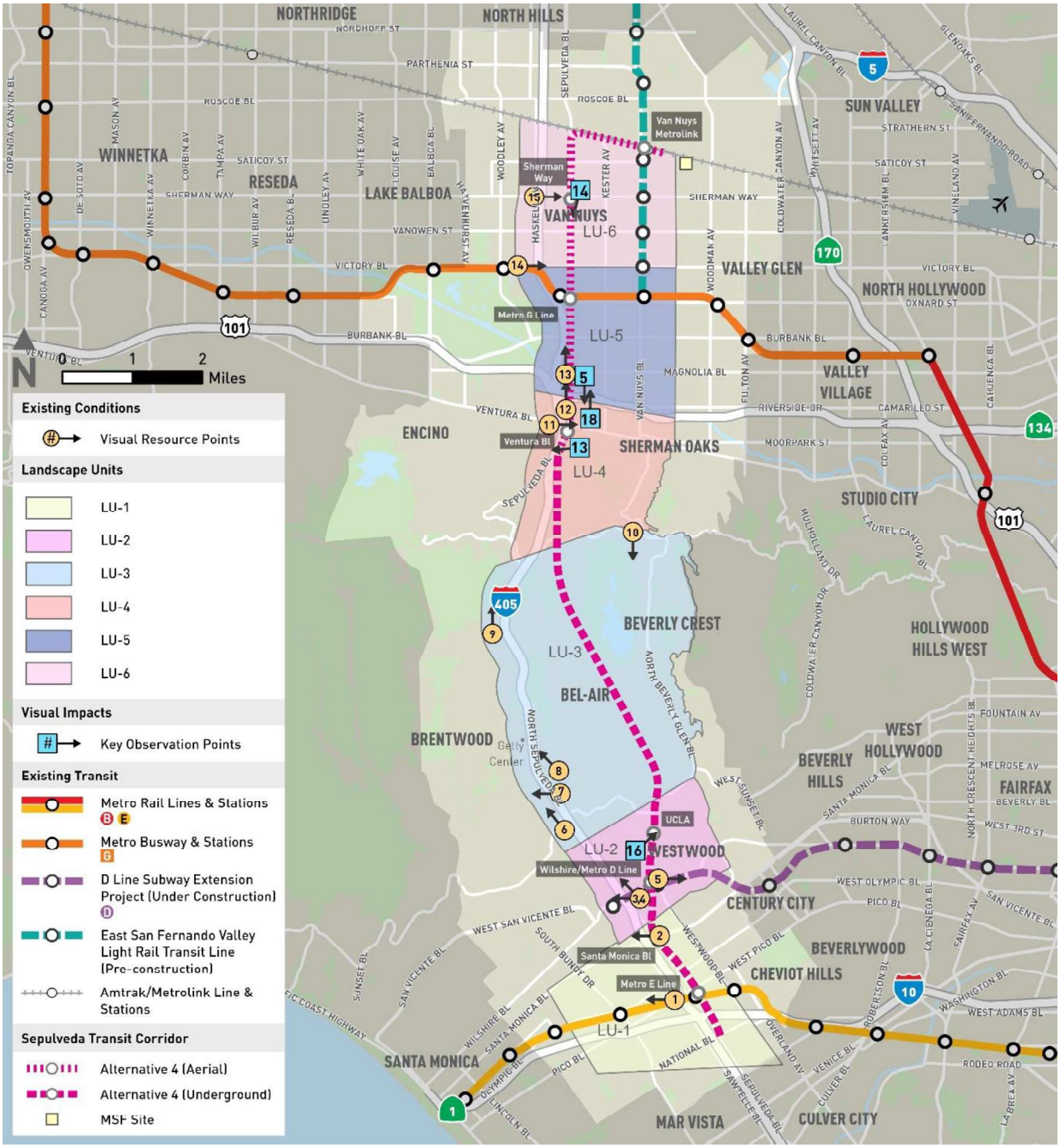
KOP No.	KOP Location	Photograph Direction	Primary Viewer
KOP 5	Northeast corner of Sepulveda Boulevard / Morrison Street	South	Pedestrian, Vehicle Driver, Resident
KOP 13	Del Gado Drive cul-de-sac	West	Resident
KOP 14	Northeast corner of Sepulveda Boulevard/ Cantlay Street	South	Resident, Pedestrian, Vehicle Driver
KOP 16	Northwest corner of Strathmore Place at Westwood Plaza	Southeast	Pedestrian; University of California, Los Angeles Patron
KOP 18	Northeast Corner of Sepulveda Boulevard/ Camarillo Street	North	Pedestrian, Vehicle Driver, Resident

Source: HTA, 2024

Summaries of the visual character of the LUs are generally described below. The visual descriptions are based on public views, meaning what is visible from a sidewalk, roadway, or other public ROW. Additional information regarding the Project's potential impacts on historic resources is provided in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025), and Chapter 3.4, Cultural Resources.

Figure 3.1-19 illustrates the boundaries of the LUs and locations of the KOPs.

Figure 3.1-19. Alternative 4: Visual Landscape Units



Source: HTA, 2024

Alternative 5

Table 3.1-8 lists the two KOPs (or key views) and the viewer groups potentially affected by Alternative 5.

Table 3.1-8. Alternative 5: Key Observation Points

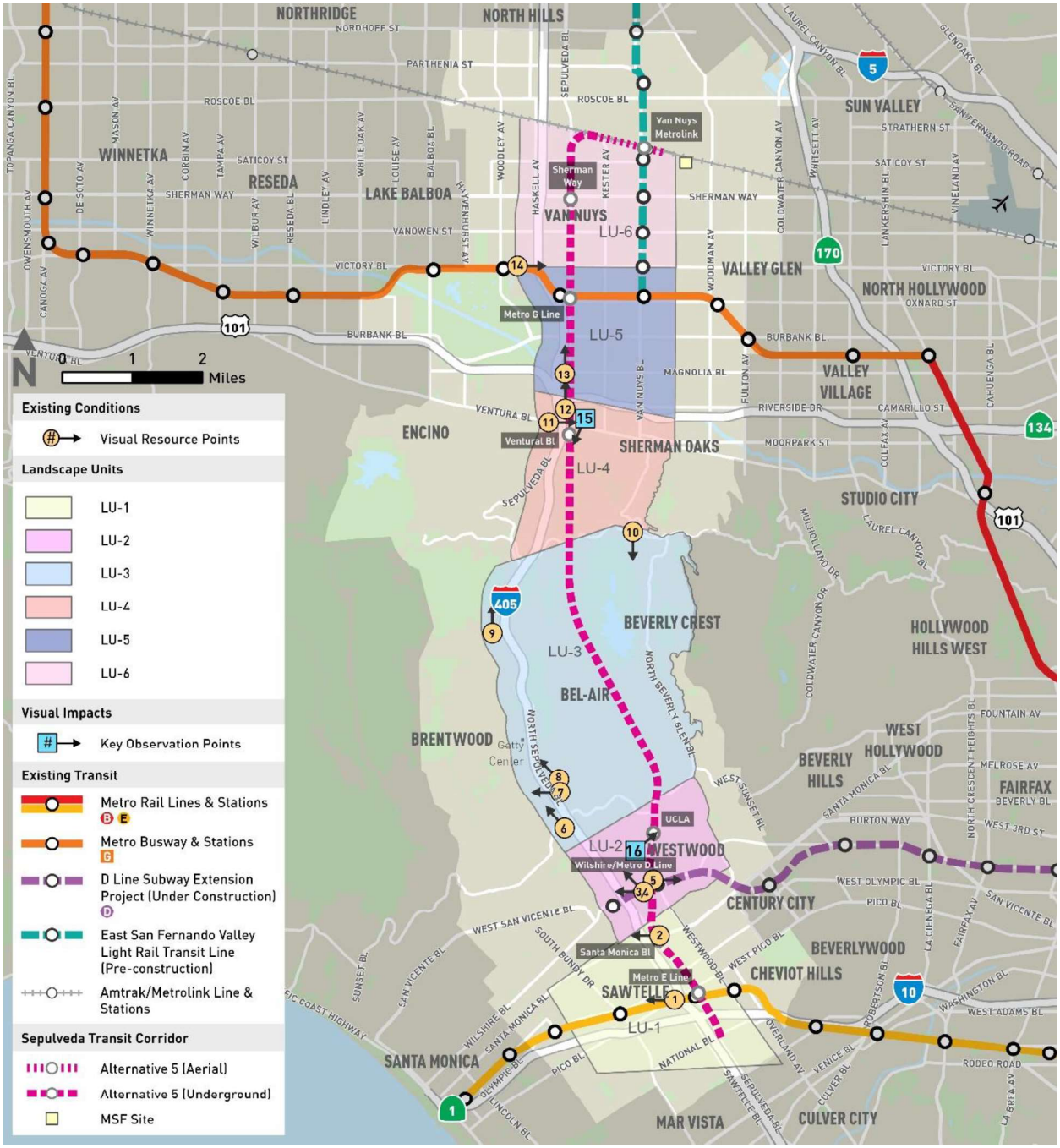
KOP No.	KOP Location	Photograph Direction	Primary Viewer
KOP 15	Northeast corner of Ventura Boulevard/ Sepulveda Boulevard	South	Pedestrian, Vehicle Driver
KOP 16	Northwest corner of Strathmore Place at Westwood Plaza	Southeast	Pedestrian; University of California, Los Angeles Patron

Source: HTA, 2024

Summaries of the visual character of the LUs are generally described herein. The visual descriptions are based on public views, meaning what is visible from a sidewalk, roadway, or other public ROW. Additional information regarding the Project's potential impacts on historic resources is provided in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025), and Chapter 3.4, Cultural Resources.

Figure 3.1-20 illustrates the boundaries of the LUs and locations of the KOPs.

Figure 3.1-20. Alternative 5: Visual Landscape Units



Source: HTA, 2024

Alternative 6

Table 3.1-9 lists the two KOPs (or key views) and the viewer groups potentially affected by Alternative 6.

Table 3.1-9. Alternative 6: Key Observation Points

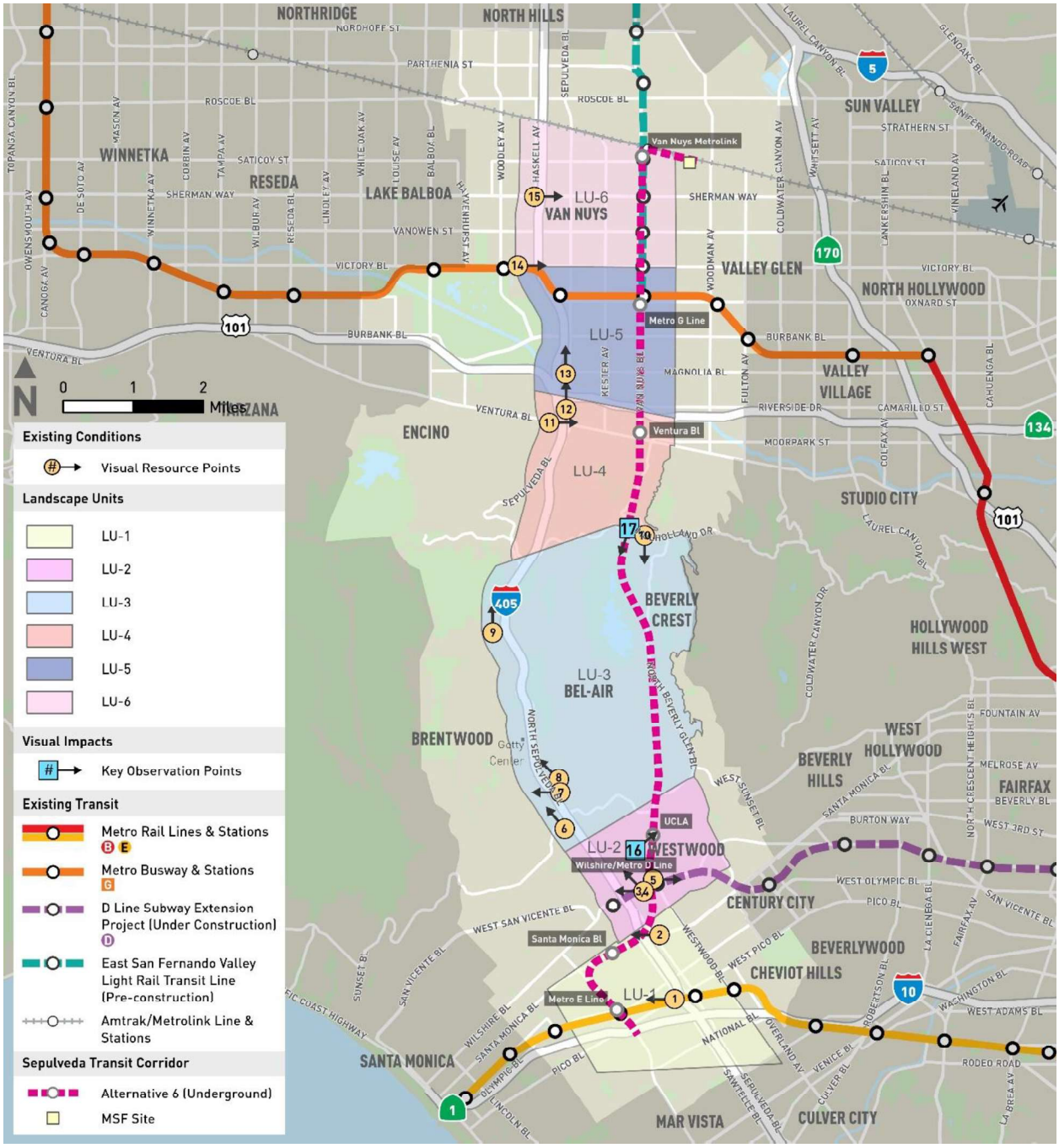
KOP No.	KOP Location	Photograph Direction	Primary Viewer
KOP 16	Northwest corner of Strathmore Place at Westwood Plaza	Southeast	Pedestrian; University of California, Los Angeles Patron
KOP 17	Stone Canyon Overlook	South	Tourist, Pedestrian

Source: HTA, 2024

Summaries of the visual character of the LUs are generally described below. The visual descriptions are based on public views, meaning what is visible from a sidewalk, roadway, or other public ROW. Additional information regarding the Project's potential impacts on historic resources is provided in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025), and Chapter 3.4, Cultural Resources.

Figure 3.1-21 illustrates the boundaries of the LUs and locations of the KOPs.

Figure 3.1-21. Alternative 6: Visual Landscape Units



Source: HTA, 2024

3.1.4 Environmental Impacts

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

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Within the Project Study Area, the only reasonably foreseeable transit improvement under the No Project Alternative would include changes to the Metro Line 761. Changes to the bus route would have no potential to affect visual resources, as the existing bus route would continue to operate along existing streets and highways. Additionally, because no new major transit infrastructure would be constructed and implemented, and the No Project Alternative would avoid all potential visual impacts associated with the build alternatives. The No Project Alternative would have no operational impacts on scenic vistas.

Construction Impacts

No new major transit infrastructure would be constructed and implemented, and the No Project Alternative would avoid all potential visual impacts associated with the build alternatives. Changes to the Metro Line 761 would require minimal or no construction activities, as the existing Metro bus line would simply be rerouted to between the Metro E Line Expo/Sepulveda Station and the Van Nuys Metrolink/Amtrak Station. These potential termini already include transit infrastructure supporting bus feeder lines and would not require construction of new facilities to support the rerouted bus service. Minor bus stop modifications along the Metro Line 761 may be required; however, construction activities associated with these improvements would consist of minimal or no ground disturbance within existing sidewalks and street ROW. None of this construction equipment for the minor infrastructure work would be of any height that would block scenic vistas. Therefore, the No Project Alternative would have no construction impacts on scenic vistas.

Alternative 1

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Operational Impacts

Alternative 1 would utilize monorail technology on an aerial configuration and would include a connection to an electric bus system, which would be at-grade. Alternative 1 would generally travel along the I-405 corridor and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

Scenic vistas include views of the Santa Monica Mountains and the San Gabriel Mountains. As discussed in Section 3.1.3.1, views of surrounding mountains are visible in all of the LUs. In some LUs, the surrounding mountains are minimally visible, such as in LU-1, LU-5, and LU-6; in some LUs, such as in LU-

2, LU-3, and LU-4, the surrounding mountains are a visually dominant feature. Motorists and transit commuters would be expected to have more fleeting views of scenic vistas because they are moving along the Alternative 1 alignment, while pedestrians, patrons of commercial and institutional facilities, and tourists would be expected to have longer views.

Within LU-1, the aerial guideway would begin south of Exposition Boulevard adjacent to the Metro E Line Expo/Sepulveda Station and would continue parallel to the east of I-405 toward the Santa Monica Boulevard Station. North of the Santa Monica Boulevard Station, the aerial guideway would cross I-405 above Santa Monica Boulevard and would continue parallel to the west of I-405. The primary visual elements of Alternative 1 would include the columns to support the aerial guideway, aerial monorail transit (MRT) infrastructure, and the column bents to support the aerial Santa Monica Boulevard Station and aerial Metro E Line Expo/Sepulveda Station. While these features, particularly the aerial guideway, aerial MRT infrastructure, and aerial station would be highly visible, they would not substantially obstruct views of the Santa Monica Mountains to the north because the existing transportation infrastructure (i.e., I-405 freeway) and built-out urban landscape already prevent clear views of the mountains.

Within LU-2, the aerial guideway would continue parallel to the west of I-405 to the Wilshire Boulevard/Metro D Line Station. At the Wilshire Boulevard/Metro D Line Station, Alternative 1 would provide a connection to an electric shuttle bus that would be located at-grade. From the Wilshire Boulevard/Metro D Line Station, the aerial guideway would then continue north along or parallel to I-405. The primary visual elements of Alternative 1 would include the columns to support the aerial guideway, aerial MRT infrastructure, and column bents to support the aerial Wilshire Boulevard/Metro D Line Station, as well as the electric bus station platforms and canopies. While these features, particularly the aerial guideway, aerial MRT infrastructure, aerial station, and electric bus stations would be highly visible, they would not substantially obstruct views of the Santa Monica Mountains to the north because the existing transportation infrastructure (i.e., I-405) and built-out urban landscape already prevents clear views. In addition, to constructing the aerial guideway within LU-2, certain areas of I-405 would be widened, and the existing retaining walls would be relocated in certain locations to accommodate the freeway widening. However, the widening of I-405 and relocation of the existing retaining walls adjacent to the freeway would not substantially obstruct views of the Santa Monica Mountains to the north because the existing built-out urban landscape already prevent clear views of the mountains.

Within LU-3, the aerial guideway would continue along I-405 to the Getty Center Station, which would be located directly north of the Getty Center. The primary visual elements of Alternative 1 would include the columns to support the aerial guideway, aerial MRT infrastructure, and column bents to support the aerial Getty Center Station. While these features, particularly the aerial guideway, aerial MRT infrastructure, and aerial station would be highly visible, they would not substantially obstruct views of the Santa Monica Mountains to the east and west because views are already obstructed by existing transportation infrastructure, such as I-405. The aerial guideway and aerial Getty Center Station would not substantially obstruct views of the San Gabriel Mountains, which are limited from Sepulveda Boulevard and surrounding roadways. Existing views are currently limited by the flat topography of the roadway and existing development. In addition, to construct the aerial guideway within LU-3, certain areas of I-405 would be widened, and the existing retaining walls would be relocated in certain locations to accommodate the freeway widening. However, the widening of I-405 and relocation of the existing retaining walls adjacent to the freeway would not substantially obstruct views of the Santa Monica

Mountains to the north because the existing built-out urban landscape already prevent clear views of the mountains.

Within LU-4, the aerial guideway would continue along I-405 to the Ventura Boulevard/Sepulveda Boulevard Station. The primary visual elements of Alternative 1 would include columns to support the aerial MRT guideway either parallel to or along I-405, aerial MRT infrastructure, and column bents to support the aerial Ventura Boulevard/Sepulveda Boulevard Station. While these features, particularly the aerial guideway, aerial MRT infrastructure, and aerial station would be highly visible, they would not substantially obstruct views of the San Gabriel Mountains to the north or the Santa Monica Mountains to the south because the built-out urban landscape already prevents clear views of the mountains. In addition, to constructing the aerial guideway within LU-4, certain areas of I-405 would be widened, and the existing retaining walls would be relocated in certain locations to accommodate the freeway widening. However, the widening of these specific areas of I-405 and relocation of the existing retaining walls adjacent to the freeway would not substantially obstruct views of the Santa Monica Mountains to the north because the existing built-out urban landscape already prevent clear views of the mountains.

Within LU-5, the aerial guideway would continue along I-405 to the Metro G Line Sepulveda Station. Primary visual elements of Alternative 1 would include columns to support the aerial MRT guideway either parallel to or along I-405, aerial MRT infrastructure, and column bents to support the aerial Metro G Line Sepulveda Station. While these features, particularly the aerial guideway, aerial MRT infrastructure, and aerial station would be highly visible, they would not substantially obstruct views of the Santa Monica Mountains to the south or the San Gabriel Mountains to the north because the built-out urban landscape already prevents clear views of the mountains.

Within LU-6, the aerial guideway would continue north along the east side of I-405 to the proposed Sherman Way Station. North of the Sherman Way Station, the alignment would continue along the eastern edge of I-405 then curve to the southeast to the Van Nuys Metrolink Station. The primary visual elements of Alternative 1 would include columns to support the aerial guideway either parallel to or along I-405 and Raymer Street, aerial MRT infrastructure, column bents to support the aerial Sherman Way Station and Van Nuys Metrolink Station, and the MSF structures.

Overall, the primary visual elements included as part of Alternative 1 would be the proposed aerial guideway, the aerial stations, MSF site, freeway modifications, retaining wall relocations, and changes in parking, lanes, and sidewalks. The proposed aerial guideway, columns, and aerial stations would present new vertical features in the landscape that would be highly visible; however, views of the San Gabriel Mountains and Santa Monica Mountains would not be substantially obscured and continue to be limited by the surrounding urban development. In addition, the widening of I-405 and relocation of the existing retaining walls at certain locations of I-405 would not substantially obstruct views of the Santa Monica Mountains to the north because the existing built-out urban landscape already prevent clear views of the mountains.

Motorists driving northbound and southbound on I-405 would experience interruption in views while driving to due to the presence of the aerial guideway; however, these view interruptions would be brief and intermittent because the guideway would cross on bridges over the freeway at different points, that go from the east side to the west side and back, rather than having a bridge that is fixed on one side of the freeway from the motorists' perspective. Pedestrians walking on nearby sidewalks would have views interrupted from certain locations, such as directly adjacent to one of the aerial stations, but would be able to easily walk away from that location. Recreationalists utilizing trails in the Santa Monica

Mountains near I-405 would have the least interruption in views because the views of the aerial guideway would be blocked by I-405 despite Alternative 1 being situated at higher ground.

As such, views as a whole of scenic vistas would not be substantially affected. Therefore, Alternative 1 would not substantially alter views or sightlines from scenic vistas and operation of Alternative 1 would result in a less than significant impact to scenic vistas.

Construction Impacts

Construction activities generally cause a contrast to and disruption in the general order and aesthetic character of an area. Although temporary in nature, construction activities may create a visually unappealing quality in a community. Construction of Alternative 1 would introduce visually disruptive elements in each LU, including excavation, roadway/bridge demolition and reconstruction, structural falsework, tree removal, security fencing, stockpiled building materials, safety and directional signage, station platforms and plazas, and ancillary facilities. Large, heavy equipment may include cranes, bulldozers, scrapers, and trucks.

Table 3.1-10 lists the potential construction staging areas for Alternative 1. Staging areas would provide the necessary space for the following activities:

- Contractors' equipment
- Receiving deliveries
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment)

Table 3.1-10. Alternative 1: Construction Staging Locations

No.	Location Description
1	Public Storage between Pico Boulevard and Exposition Boulevard, east of I-405
2	South of Dowlen Drive and east of Greater Los Angeles Fisher House
3	At 1400 N Sepulveda Boulevard
4	At 1760 N Sepulveda Boulevard
5	East of I-405 and north of Mulholland Drive Bridge
6	Inside of I-405 Northbound to US-101 Northbound Loop Connector, south of US-101
7	Electro Rent Building, south of Metro G Line Busway, east of I-405
8	Inside the I-405 Northbound Loop Off-Ramp at Victory Boulevard
9	Along Cabrito Road, east of Van Nuys Boulevard

Source: LASRE, 2024; HTA, 2024

These construction activities could be visible to pedestrians and motorists on adjacent streets, as well as to viewers within nearby buildings. However, construction activities, while a visual nuisance, would not substantially obstruct views of the Santa Monica Mountains or San Gabriel Mountains, because activities would be temporary and intermittent and limited to the immediate area. Additionally, local jurisdictions do not have policies or regulations that specifically govern visual quality during construction activities. Therefore, construction of Alternative 1 would not alter views or sightlines from scenic vistas and impacts would be less than significant.

Alternative 3

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Operational Impacts

Alternative 3 would utilize monorail technology. Alternative 3 would be aerial for most of the alignment and would generally travel along the I-405 corridor with a 3.3-mile tunnel connection to UCLA Gateway Plaza, starting from just south of Wilshire Boulevard and continuing north along Veteran Avenue and Westwood Boulevard before continuing northwest from the UCLA campus toward I-405 and Getty Center.

Scenic vistas include views of the Santa Monica Mountains to the south, and the San Gabriel Mountains to the north. As discussed in Section 3.1.3.1, views of surrounding mountains are visible in all of the LUs. In some LUs, the surrounding mountains are minimally visible, such as in LU-1, LU-5, and LU-6; in some LUs, such as in LU-2, LU-3, and LU-4, the surrounding mountains are a visually dominant feature. Motorists and transit commuters would be expected to have more fleeting views of scenic vistas because they are moving along the Alternative 3 alignment, while pedestrians, patrons of commercial and institutional facilities, and tourists would be expected to have longer views.

Within LU-1, the aerial guideway would begin south of Exposition Boulevard adjacent to the Metro E Line Expo/Sepulveda Station and would continue parallel to the eastern side of I-405 to the Santa Monica Boulevard Station. North of the Santa Monica Boulevard Station, the aerial guideway would cross I-405 above Santa Monica Boulevard and would continue parallel along the western side of I-405. The primary visual elements of Alternative 3 would include the columns to support the aerial MRT guideway, column bents to support the aerial Santa Monica Boulevard Station. While these features, particularly the aerial guideway, aerial MRT infrastructure, and aerial station, are already highly visible, they would not substantially obstruct views of the Santa Monica Mountains to the north because the built-out urban landscape already prevents clear views of the mountains.

Within LU-2, the Alternative 3 alignment would travel mainly underground throughout the LU. The primary visual elements of Alternative 3 would be the tunnel portal south of the Wilshire Federal Building, a historic resource listed on the National Register of Historic Places, the station entrance for the Wilshire Boulevard/Metro D Line Station, and the UCLA Gateway Plaza Station. The visibility of the tunnel portal is limited to the Wilshire Federal Building campus directly in front of and facing the portal. The tunnel portal is anticipated to be a tube-shaped passageway structure without a dissipative design and would not be visually obtrusive. Additional visual elements in LU-2 would include the station entrances of the Wilshire Boulevard/Metro D Line Station within the southwestern portion of LU-2, and the UCLA Gateway Plaza Station within the northern portion of LU-2. Views of the proposed stations would mainly be limited to the areas directly in front of and facing the station entrances. The stations would be low-rise structures and would not be visually obtrusive. In addition, while these features would be visible, they would not substantially obstruct views of the Santa Monica Mountains to the north because the built-out urban landscape already prevents clear views of the mountains.

Within LU-3, the Alternative 3 alignment would also travel primarily underground throughout the LU before transitioning back to aerial parallel to the Getty Center and I-405 freeway. The alignment would cross over Sepulveda Boulevard and I-405 to the proposed Getty Center Station on the west side of I-405, just north of the Getty tram station. The alignment would then continue along the west side of

I-405 freeway, crossing over Sepulveda Boulevard, to remain between Sepulveda Boulevard and I-405. The primary visual elements of Alternative 3 would be the tunnel portal east of I-405 and Sepulveda Boulevard, retaining walls to support the daylighting to an aerial configuration, columns to support the aerial MRT guideway either parallel to or along the center median of I-405, and column bents to support the aerial Getty Center Station. While these features, particularly the aerial guideway and aerial station, would be highly visible, they would not substantially obstruct views of the Santa Monica Mountains to the east and west because views would be obstructed by existing structures, such as I-405.

Within LU-4, the aerial guideway would continue along I-405 to the Ventura Boulevard/Sepulveda Boulevard Station. Immediately north of the Ventura Boulevard/Sepulveda Boulevard Station, the alignment would cross over I-405 to the US-101 connector and continue north between the connector and I-405. The primary visual elements of Alternative 3 would include columns to support the aerial MRT guideway either parallel to or along the center median of I-405, and column bents to support the aerial Ventura Boulevard/Sepulveda Boulevard Station. While these features, particularly the aerial guideway, aerial MRT infrastructure, and aerial station, would be highly visible, they would not substantially obstruct views of the San Gabriel Mountains to the north of the Santa Monica Mountains to the south because the built-out urban landscape already prevents clear views of the mountains.

Within LU-5, the aerial guideway would continue north along the east side of I-405, crossing over US-101 and the Los Angeles River, to the Metro G Line Station. The primary visual elements of Alternative 3 would include columns to support the aerial MRT guideway either parallel to or along the center median of Sepulveda Boulevard and column bents to support the aerial Metro G Line Station. While these features, particularly the aerial guideway and aerial station, would be highly visible, they would not substantially obstruct views of the Santa Monica Mountains to the south or the San Gabriel Mountains to the north because the surrounding industrial and commercial development already prevents clear views of the mountains, and views would be obstructed by existing structures.

Within LU-6, the aerial guideway would continue north along the east side of I-405 to the proposed Sherman Way Station. North of the Sherman Way Station, the alignment would continue along the eastern edge of I-405 then curve to the southeast to the Van Nuys Metrolink Station. The primary visual elements of Alternative 3 would include columns to support the aerial MRT guideway either parallel to or along the center median of I-405 and Raymer Street, and column bents to support the aerial Ventura Boulevard/Sepulveda Boulevard. While these features, particularly the aerial guideway and aerial station, would be highly visible, they would not substantially obstruct views of the San Gabriel Mountains to the north because the surrounding industrial and commercial development already prevents clear views of the mountains. Views of the proposed Sherman Way Station would be limited to motorists and pedestrians traveling along Sepulveda Boulevard, Sherman Way, and Gault Street, and would not be visually obtrusive.

Overall, the primary visual elements included as part of Alternative 3 would be the aerial guideway, the aerial stations, one at-grade station entrance, MSF site, freeway modifications, retaining wall relocations, and changes in parking, lanes, and sidewalks. The new at-grade station entrances along the outside edge of the roadway would present new vertical features in the landscape and may limit views directly adjacent to or within the stations; however, views in the corridor as a whole would not be substantially affected by the proposed at-grade stations because the visual changes would be localized around station areas. As discussed above, the proposed aerial guideway, columns, and aerial stations would present new vertical features in the landscape that would be highly visible; however, views of the San Gabriel Mountains, and Santa Monica Mountains would not be substantially obscured and continue to be limited by the surrounding urban development.

Motorists driving northbound and southbound on I-405 would experience interruption in views while driving to due to the presence of the aerial guideway; however, these interruptions would be brief and intermittent because the guideway would cross over the freeway at different points, moving from the east side to the west side, rather than staying in one fixed location from the motorists' perspective. Pedestrians walking on nearby sidewalks would have views interrupted from certain locations, such as directly adjacent to one of the aerial stations but would be able to easily walk away from that location. Recreationalists utilizing trails in the Santa Monica Mountains near I-405 would have the least interruption in views because from higher ground, the aerial guideway would be blocked by I-405, therefore, reducing its visibility from Alternative 3.

As such, views as a whole of scenic vistas would not be substantially affected. Therefore, Alternative 3 would not substantially alter views or sightlines from scenic vistas, and operation of Alternative 3 would result in a less than significant impact to scenic vistas.

Construction Impacts

Construction activities generally cause a contrast to and disruption in the general order and aesthetic character of an area. Although temporary in nature, construction activities may cause a visually unappealing quality in a community. Construction of Alternative 3 would introduce visually disruptive elements in each LU, including light and heavy excavation, tunneling, roadway/bridge demolition and reconstruction, structural falsework, tree removal, security fencing, stockpiled building materials, safety and directional signage, station platforms and plazas, and ancillary facilities. Large, heavy equipment may include cranes, bulldozers, scrapers, and trucks.

Alternative 3 staging areas would provide the necessary space for the following activities:

- Contractors' equipment
- Receiving deliveries
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment)

These construction activities could be visible to pedestrians and motorists on adjacent streets, as well as to viewers within nearby buildings. However, construction activities, while a visual nuisance, would not substantially obstruct views of the Santa Monica Mountains, San Gabriel Mountains, because activities would be temporary and intermittent and limited to the immediate area. Therefore, construction of Alternative 3 would not alter views or sightlines from scenic vistas, and impacts would be less than significant.

Alternative 4

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Operational Impacts

Alternative 4 is a heavy rail project that would develop an underground tunnel, stations, and additional ancillary structures. In addition, a portion of Alternative 4 would have an aerial component that would travel along the east side of I-405 beginning at the tunnel portal adjacent to Del Gado Drive to Ventura Boulevard. North of Ventura Boulevard, the guideway would generally be located above Sepulveda Boulevard until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Scenic vistas include views of the Santa Monica Mountains to the south, and the San Gabriel Mountains to the north. As discussed in Section 3.1.3.1, views of surrounding mountains are visible in all of the LUs. In some LUs, the surrounding mountains are minimally visible, such as in LU-1, LU-5, and LU-6; in some LUs, such as in LU-2, LU-3, and LU-4, the surrounding mountains are a visually dominant feature. Motorists and transit commuters would be expected to have more fleeting views of scenic vistas because they are moving along the Alternative 4 alignment, while pedestrians, patrons of commercial and institutional facilities, and tourists would be expected to have longer views.

Within LU-1, the Alternative 4 alignment would begin underground at the Metro E Line Expo/Sepulveda Station, adjacent to the intersection of Sepulveda Boulevard and National Boulevard. The primary visual elements of Alternative 4 in LU-1 would include the station entrance of the proposed at the Metro E Line Expo/Sepulveda Station within the southwestern portion of LU-1, and the Santa Monica Boulevard Station within the northern portion of LU-1. Views of the proposed stations would mainly be limited to the areas along Santa Monica Boulevard directly in front of and facing the station entrances. The stations would be low-rise structures and would not be visually obtrusive. In addition, the proposed stations in LU-1 would not substantially obstruct views of the Santa Monica Mountains to the north because the built-out urban landscape already prevents clear views of the mountains.

Within LU-2, the Alternative 4 alignment would travel underground throughout the LU. The primary visual elements would include the station entrances of the Wilshire Boulevard/Metro D Line Station within the southwestern portion of LU-2, and the station entrance of the UCLA Gateway Plaza Station within the northern portion of LU-2. Views of the proposed stations would be limited to the areas along Wilshire Boulevard, Gayley Avenue, Lindbrook Drive, Westwood Boulevard, and Westwood Plaza directly in front of and facing the station entrances. The stations would be low-rise structures and would not be visually obtrusive. In addition, the proposed stations in LU-2 would not substantially obstruct views of the Santa Monica Mountains to the north because the built-out urban landscape already prevents clear views of the mountains.

Within LU-3, the Alternative 4 alignment would also travel underground throughout the LU, and no proposed Alternative 4 features would be visible.

Within LU-4, the Alternative 4 alignment would travel underground to the tunnel portal adjacent to Del Gado Drive. At the tunnel portal, the Alternative 4 alignment would transition to an aerial guideway that would generally run above Sepulveda Boulevard to the Ventura Boulevard/Sepulveda Boulevard Station. The primary visual elements of Alternative 4 would include the tunnel portal adjacent to Del Gado Drive, retaining wall to support the daylighting to an aerial configuration, columns to support the aerial guideway either parallel to or along the center median of the Sepulveda Boulevard, and column bents to support the aerial Ventura Boulevard/Sepulveda Boulevard Station. While these features, particularly the aerial guideway and aerial station, would be highly visible, they would not substantially obstruct views of the Santa Monica Mountains to the south because the surrounding industrial and commercial development already prevents clear views of the mountains, and views would be obstructed by existing structures.

Within LU-5, the aerial guideway would continue north along Sepulveda Boulevard to the Metro G Line Sepulveda Station. The primary visual elements of Alternative 4 would include columns and column bents to support the aerial guideway either parallel to or along the center median of Sepulveda Boulevard and column bents to support the aerial Metro G Line Station. While these features, particularly the aerial guideway and aerial station, would be highly visible, they would not substantially obstruct views of the Santa Monica Mountains to the south or the San Gabriel Mountains to the north because the surrounding industrial and commercial development already prevents clear views of the mountains, and views would be obstructed by existing structures.

Within LU-6, the aerial guideway would continue north along Sepulveda Boulevard to the proposed Sherman Way Station. North of the Sherman Way Station, the alignment would continue along Sepulveda Boulevard then curve to the southeast to the Van Nuys Metrolink Station. The primary visual elements of Alternative 4 would include the Sherman Way Station and Van Nuys Station, columns to support the aerial guideway either parallel to or along the center median of Sepulveda Boulevard, and column bents to support the aerial Sherman Way Station and Van Nuys Station. While these features, particularly the aerial guideway and aerial station, would be highly visible, they would not substantially obstruct views of the San Gabriel Mountains to the north because the surrounding industrial and commercial development already prevents clear views of the mountains. Views of the proposed Sherman Way Station would be limited to motorists and pedestrians traveling along Sepulveda Boulevard, Sherman Way, and Gault Street, and would not be visually obtrusive.

Overall, the primary visual elements included as part of Alternative 4 would be the proposed aerial guideway, four at-grade station entrances, four aerial stations, MSF site, and changes in parking, lanes, and sidewalks. The new at-grade station entrances along the outside edge of the roadway would present new vertical features in the landscape and may limit views directly adjacent to or within the stations; however, views in the corridor as a whole would not be substantially affected by the proposed at-grade stations because the visual changes would be localized around station areas. Sidewalks would be narrowed in some areas, but this would not be expected to substantially affect views along the corridor. The additional Alternative 4 proposed components would primarily be located underground and would not block views of scenic vistas.

As discussed above, the proposed aerial guideway, columns, and aerial stations would present new vertical features in the landscape that would be highly visible; however, views of the San Gabriel Mountains, Santa Monica Mountains, would not be substantially obscured and continue to be limited by the surrounding urban development. Although, intermittent, motorists driving northbound and southbound on Sepulveda Boulevard would experience interruption in views while driving to due to the presence of the aerial guideway; this is due to the aerial guideway located above the roadway. Pedestrians walking on nearby sidewalks would have views interrupted from certain locations, such as Sepulveda Boulevard and directly adjacent to one of the aerial stations; however, the interruption of these views would not prevent pedestrians from accessing and departing the stations, resulting in a less than significant impact to pedestrians.

As discussed above, the proposed aerial guideway, columns, and aerial stations would present new vertical features in the landscape that would be highly visible; however, views of the San Gabriel Mountains, Santa Monica Mountains, would not be substantially obscured and continue to be limited by the surrounding urban development. As such, views as a whole of scenic vistas would not be substantially affected. Therefore, Alternative 4 would not substantially alter views or sightlines from scenic vistas, and operation of Alternative 4 would result in a less than significant impact to scenic vistas.

Construction Impacts

Construction activities generally cause a contrast to and disruption in the general order and aesthetic character of an area. Although temporary in nature, construction activities may cause a visually unappealing quality in a community. Construction of Alternative 4 would introduce visually disruptive elements in each LU, including light and heavy excavation, tunneling, roadway/bridge demolition and reconstruction, structural falsework, tree removal, security fencing, stockpiled building materials, safety and directional signage, station platforms and plazas, and ancillary facilities. Large, heavy equipment may include cranes, bulldozers, scrapers, and trucks.

These construction activities could be visible to pedestrians and motorists on adjacent streets, as well as to viewers within nearby buildings. However, construction activities, while a visual nuisance, would not substantially obstruct views of the Santa Monica Mountains, San Gabriel Mountains, because activities would be temporary and intermittent and limited to the immediate area. Therefore, Alternative 4 would not alter views or sightlines from scenic vistas, and impacts would be less than significant.

Alternative 5

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Operational Impacts

Alternative 5 is a heavy rail project that would develop an underground tunnel, stations, and additional ancillary structures. In addition, a portion of Alternative 5 would have an aerial component that would travel along the Metrolink Ventura County Line railroad tracks beginning at the intersection of Kester Avenue and Raymer Street.

Scenic vistas include views of the Santa Monica Mountains to the south, and the San Gabriel Mountains to the north. Views of surrounding mountains are visible in all of the LUs. In some LUs, the surrounding mountains are minimally visible, such as in LU-1, LU-5, and LU-6; in some LUs, the surrounding mountains are a visually dominant feature, such as in LU-2, LU-3, and LU-4. Motorists and transit commuters would be expected to have more fleeting views of scenic vistas because they are moving along the Alternative 5 alignment, while pedestrians, patrons of commercial and institutional facilities, and tourists would be expected to have longer views.

Within LU-1, the Alternative 5 alignment would begin underground at the Metro E Line Expo/Sepulveda Station, adjacent to the intersection of Sepulveda Boulevard and National Boulevard. The primary visual elements of Alternative 5 in LU-1 would include the station entrance of the proposed Metro E Line Expo/Sepulveda Station within the southwestern portion of LU-1, and the Santa Monica Station within the northern portion of LU-1. Views of the proposed stations would mainly be limited to the areas along Sepulveda Boulevard and Santa Monica Boulevard directly in front of and facing the station entrances. The stations would be low-rise structures and would not be visually obtrusive. In addition, the proposed stations in LU-1 would not substantially obstruct views of the Santa Monica Mountains to the north because the built-out urban landscape already prevents clear views of the mountains.

Within LU-2, the Alternative 5 alignment would continue underground to the Wilshire Boulevard/Metro D Line Station and UCLA Gateway Plaza Station. The primary visual elements of Alternative 5 would include the station entrances of the Wilshire Boulevard/Metro D Line Station within the southwestern portion of LU-2, and the station entrance of the UCLA Gateway Plaza Station within the northeastern

portion of LU-2. Views of the proposed stations would be limited to the areas along Wilshire Boulevard, Gayley Avenue, Lindbrook Drive, Westwood Boulevard, and Westwood Plaza directly in front of and facing the station entrances. The stations would be low-rise structures and would not be visually obtrusive. In addition, the proposed stations in LU-2 would not substantially obstruct views of the Santa Monica Mountains to the north because the built-out urban landscape already prevents clear views of the mountains.

Within LU-3, the Alternative 5 alignment would also travel underground throughout the LU, and no Alternative 5 features would be visible.

Within LU-4, the Alternative 5 alignment would continue underground to the Ventura Boulevard/Sepulveda Boulevard Station. The primary visual element of Alternative 5 would include the Ventura Boulevard Station. Views of the proposed station would be limited to motorists and pedestrians traveling along Sepulveda Boulevard, Dickens Street, and Saugus Avenue directly in front of and facing the station entrance. The station would be a low-rise structure and would not be visually obtrusive. In addition, the proposed station would not substantially obstruct views of the San Gabriel Mountains to the south, as the built-out urban landscape already prevents clear views of the mountains, and views would be obstructed by existing structures.

Within LU-5, the Alternative 5 alignment would continue underground to the Metro G Line Sepulveda Station. The primary visual elements of Alternative 5 would include the Metro G Line Sepulveda Station. Views of the proposed station would be limited to the areas along Sepulveda Boulevard and Oxnard Street directly in front of and facing the station entrance. The station would be low-rise structure and would not be visually obtrusive.

Within LU-6, north of the Metro G Line Sepulveda Station, the Alternative 5 alignment would continue underground to the Sherman Way Station. From the Sherman Way Station, the Alternative 5 alignment would continue north before curving slightly to the northeast to the tunnel portal south of Raymer Street. The alignment would then transition from an underground configuration to an aerial guideway structure after exiting the tunnel portal. The aerial guideway would continue southeast to the Van Nuys Metrolink Station, which would also include column bents to support the aerial station. The primary visual elements of Alternative 5 would include the Sherman Way Station and Van Nuys Metrolink Station, retaining walls to support the daylighting to an aerial configuration, columns to support the aerial guideway either parallel to or along the center median of Raymer Street. The stations would be low-rise structures, providing an entrance to the underground stations, and would not be visually obtrusive. Overall, the primary visual elements included as part of Alternative 5 would be the seven at-grade entrances, the aerial guideway section from Raymer Street and Noble Avenue to the aerial Van Nuys Station, and changes in parking, lanes, and sidewalks. From the aerial station, the alignment would continue at-grade to the MSF site. The new at-grade station entrances along the outside edge of the roadway would present new vertical features in the landscape and may limit views directly adjacent to or within the stations; however, views in the corridor as a whole would not be substantially affected by the proposed at-grade stations because the visual changes would be localized around station areas. Sidewalks would be narrowed in some areas, but this would not be expected to substantially affect views along the corridor. The additional Alternative 5 components would primarily be located underground and would not block views of scenic vistas.

Motorists driving along Raymer Street beyond the tunnel portal, or northbound and southbound on Van Nuys Boulevard, would experience interruption in views while driving to due to the presence of the aerial guideway; however, the viewing duration is intermittent, because the aerial guideway would be

located above the roadway and motorists are focused on the road. In addition, the majority of the aerial guideway would be located along the Metrolink ROW, and visibility would be limited for motorists. Pedestrians walking on nearby sidewalks would have views interrupted from certain locations, such as Van Nuys Boulevard, and directly adjacent to the aerial station; however, the interruption of these views would not prevent pedestrians from accessing and departing the stations, resulting in a less than significant impact to pedestrians.

As discussed above, the proposed aerial guideway, columns, and aerial stations would present new vertical features in the landscape that would be highly visible; however, views of the San Gabriel Mountains in LU-6 would not be substantially obscured and continue to be limited by the surrounding urban development. As such, views as a whole of scenic vistas would not be substantially affected. Therefore, the freeway expansion proposed under Alternative 5 would not substantially alter views or sightlines from scenic vistas, and operation of Alternative 5 would result in a less than significant impact to scenic vistas.

Construction Impacts

Construction activities generally cause a contrast to and disruption in the general order and aesthetic character of an area. Although temporary in nature, construction activities may cause a visually unappealing quality in a community. Construction of Alternative 5 would introduce visually disruptive elements in each LU, including light and heavy excavation, tunneling, roadway/bridge demolition and reconstruction, structural falsework, tree removal, security fencing, stockpiled building materials, safety and directional signage, station platforms and plazas, and ancillary facilities. Large, heavy equipment may include cranes, bulldozers, scrapers, and trucks.

These construction activities could be visible to pedestrians and motorists on adjacent streets, as well as to viewers within nearby buildings. However, construction activities, while a visual nuisance, would not substantially obstruct views of the Santa Monica Mountains, San Gabriel Mountains, because activities would be temporary and intermittent and limited to the immediate area. Therefore, construction of Alternative 5 would not alter views or sightlines from scenic vistas, and impacts would be less than significant.

Alternative 6

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Operational Impacts

Alternative 6 is a heavy rail project that would develop an underground tunnel, stations, a vent shaft, and additional ancillary structures. Scenic vistas include views of the Santa Monica Mountains to the south, and the San Gabriel Mountains to the north. Views of surrounding mountains are visible in all of the LUs. In some LUs, the surrounding mountains are minimally visible, such as in LU-1, LU-5, and LU-6; in some LUs, the surrounding mountains are a visually dominant feature, such as in LU-2, LU-3, and LU-4. Motorists and transit commuters would be expected to have more fleeting views of scenic vistas because they are moving along the Alternative 6 project alignment, while pedestrians, patrons of commercial and institutional facilities, and tourists would be expected to have longer views.

Within LU-1, the guideway would begin underground adjacent to the Metro E Line Expo/Bundy Station. The primary visual elements of Alternative 6 in LU-1 would include the primary and secondary entrances

of the proposed Metro E Line Expo/Bundy Station within the southwestern portion of LU-1, and the two station entrances at the proposed Santa Monica Boulevard Station within the northern portion of LU-1. Views of the proposed stations would mainly be limited to the areas along Bundy Drive and Santa Monica Boulevard directly in front of and facing the station entrances. The stations would be low-rise structures and would not be visually obtrusive. In addition, the proposed stations in LU-1 would not substantially obstruct views of the Santa Monica Mountains to the north because the built-out urban landscape already prevents clear views of the mountains.

Within LU-2, the Alternative 6 alignment would continue underground to the Wilshire Boulevard/Metro D Line Station and UCLA Gateway Plaza Station. The primary visual elements of Alternative 6 would include the primary entrance, as well as the bike storage area of the proposed Wilshire Boulevard/Metro D Line Station within the southwestern portion of LU-2, and the primary and secondary station entrances at the proposed UCLA Gateway Plaza Station within the northeastern portion of LU-2. Views of the proposed stations would be limited to the areas along Wilshire Boulevard, Gayley Avenue, Westwood Boulevard, and Westwood Plaza directly in front of and facing the station entrances. These entrances would be low-rise structures and would not be visually obtrusive. In addition, the proposed stations in LU-2 would not substantially obstruct views of the Santa Monica Mountains to the north because the built-out urban landscape already prevents clear views of the mountains.

There are no proposed stations within LU-3. The primary visual elements of Alternative 6 within LU-3 include the Mid-Mountain Vent Shaft, associated access road, and related infrastructure to the east of the Stone Canyon Reservoir. The Mid-Mountain Vent Shaft structure would be approximately 60 feet tall and would consist of a modern design. The Mid-Mountain Vent Shaft would be constructed within the Santa Monica Mountains and would be visible from limited vantage points in the surrounding residential areas. Although the proposed Mid-Mountain Vent Shaft is a large structure that would be introduced into the visual environment, the Mid-Mountain Vent Shaft would not change the natural topography or obstruct views of the Santa Monica Mountains as a whole. Further, the Mid-Mountain Vent Shaft would not substantially obstruct views from vantage points along Mulholland Drive because views from the Mid-Mountain Vent Shaft would be largely obstructed by existing trees and other dense vegetation within the Santa Monica Mountains.

Within LU-4, the Alternative 6 alignment would continue underground to the Ventura Boulevard/Van Nuys Boulevard Station. The primary visual elements of Alternative 6 would include the primary station entrance of the Ventura Boulevard/Van Nuys Boulevard Station within the northern portion of LU-4. Views of the proposed station would be limited to the areas along Van Nuys Boulevard and Ventura Boulevard directly in front of and facing the station entrance. The station would be a low-rise structure and would not be visually obtrusive. In addition, the proposed station would not substantially obstruct views of the San Gabriel Mountains to the north, as the built-out urban landscape already prevents clear views of the mountains, and views of the proposed station would be obstructed by existing structures on Ventura Boulevard.

Within LU-5, the Alternative 6 alignment would continue underground to the Metro G Line/Van Nuys Station. The primary visual elements of Alternative 6 would include the primary station entrance of the Metro G Line/Van Nuys Station. Views of the proposed station would be limited to the areas along Van Nuys Boulevard and Oxnard Street directly in front of and facing the station entrance. The station would be a low-rise structure and would not be visually obtrusive.

Within LU-6, the Alternative 6 alignment would continue underground from the Metro G Line/Van Nuys Station to the Van Nuys Metrolink Station. The primary visual elements of Alternative 6 would include the primary station entrance for the proposed Van Nuys Metrolink Station within the northern portion of LU-6. The Van Nuys Metrolink Station would include a transit plaza with primary and secondary station entrances, driveways, drop-off areas, and parking areas adjacent to the existing Van Nuys Metrolink/Amtrak Station platform as well, as a skylight or other prominent feature to denote the multi-modal function of the Van Nuys Metrolink Station. Views of the proposed station would be visible from areas of Van Nuys Boulevard and Saticoy Street directly in front of and adjacent to the transit station entrance. The proposed primary and secondary stations would be a low-rise structure and would not be visually obtrusive. In addition, the proposed station would not substantially obstruct views of the San Gabriel Mountains to the north, as the built-out urban landscape already prevents clear views of the mountains.

Recreationalists utilizing trails in the Santa Monica Mountains or visiting scenic overlooks along Mulholland Drive would experience views of the Mid-Mountain Vent Shaft structure; however, the interruption would be intermittent, as views of the Mid-Mountain Vent Shaft structure would be limited due to the varied topography of the Santa Monica Mountains.

Overall, the primary visual elements included as part of Alternative 6 would be the seven at-grade stations, Mid-Mountain Vent Shaft, and changes in parking, lanes, and sidewalks. The new at-grade station entrances along the outside edge of the roadway would present new vertical features in the landscape and may limit views directly adjacent to or within the stations; however, views in the corridor as a whole would not be substantially affected by the proposed at-grade stations and Mid-Mountain Vent Shaft because the visual changes would be localized around station areas. Sidewalks would be narrowed in some areas, but this would not be expected to substantially affect views along the corridor. The additional Alternative 6 components would primarily be located underground and would not block views of scenic vistas. Therefore, Alternative 6 would not substantially alter views or sightlines from scenic vistas, and operation of Alternative 6 would result in a less than significant impact to scenic vistas.

Construction Impacts

Construction activities generally cause a contrast to and disruption in the general order and aesthetic character of an area. Although temporary in nature, construction activities may cause a visually unappealing quality in a community. Construction of Alternative 6 would introduce visually disruptive elements in each LU, including light and heavy excavation, tunneling, roadway/bridge demolition and reconstruction, structural falsework, tree removal, security fencing, stockpiled building materials, safety and directional signage, station platforms and plazas, and ancillary facilities. Large, heavy equipment may include cranes, bulldozers, scrapers, and trucks.

These construction activities could be visible to pedestrians and motorists on adjacent streets, as well as to viewers within nearby buildings. However, construction activities, while a visual nuisance, would not substantially obstruct views of the Santa Monica Mountains, San Gabriel Mountains, because activities would be temporary and intermittent and limited to the immediate area. Therefore, construction of Alternative 6 would not alter views or sightlines from scenic vistas, and impacts would be less than significant.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Maintenance of monorail vehicles and equipment would occur at the MSF Base Design site, which would be located at LU-6. Multiple buildings would be constructed, including a multi-level maintenance-of-way building, track storage area, wash bays, ancillary storage buildings, and TPSS structure. These structures would be the primary visual elements of the MSF Base Design. The MSF site would be located within a heavily industrialized area, and operation of this MSF would generally fit within the context of the existing industrial character. While the MSF site would be highly visible, it would not substantially obstruct views of the San Gabriel Mountains to the north because the built-out urban landscape already prevents clear views of the mountains. As such, views as a whole of scenic vistas would not be substantially affected.

Construction activities could be visible to pedestrians and motorists on adjacent streets, as well as to viewers within nearby buildings. However, construction activities, while a visual nuisance, would not substantially obstruct views of the Santa Monica Mountains or San Gabriel Mountains, because activities would be temporary and intermittent and limited to the immediate area. Therefore, the vertical elements proposed under the MSF Base Design would not substantially alter views or sightlines from scenic vistas and operation of MSF Base Design would result in a less than significant impact to scenic vistas.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Refer to the previous discussion of the MSF Base Design for impact evaluation. The proposed MSF Design Option 1, which would be located at LU-6, would be smaller in scale than the MSF Base Design and would construct new parking areas. MSF Design Option 1 would be constructed on an industrial property and would present new vertical features in the landscape that would be highly visible; however, views of the San Gabriel Mountains and Santa Monica Mountains would not be substantially obscured and continue to be limited by the surrounding urban development. As such, views as a whole of scenic vistas would not be substantially affected.

Construction activities could be visible to pedestrians and motorists on adjacent streets, as well as to viewers within nearby buildings and the residential area to the south. However, construction activities, while a visual nuisance, would not substantially obstruct views of the Santa Monica Mountains or San Gabriel Mountains, because activities would be temporary and intermittent and limited to the immediate area. Therefore, the vertical elements proposed under MSF Design Option 1 would not substantially alter views or sightlines from scenic vistas and operation of MSF Design Option 1 would result in a less than significant impact to scenic vistas.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

The Electric Bus MSF site would construct approximately 45,000 square feet of buildings, including a maintenance shop and bay, a maintenance office, an operations center, a parts storeroom, and service areas. The Electric Bus MSF, which would be located in LU-1, would represent a visual change; however, views of the San Gabriel Mountains and Santa Monica Mountains would not be substantially obscured and would continue to be limited by the surrounding urban development. As such, views as a whole of scenic vistas would not be substantially affected.

Construction activities could be visible to pedestrians and motorists on adjacent streets, as well as to viewers within nearby buildings. However, construction activities, while a visual nuisance, would not substantially obstruct views of the Santa Monica Mountains or San Gabriel Mountains, because activities would be temporary and intermittent and limited to the immediate area. Therefore, the vertical elements proposed under Electric Bus MSF would not substantially alter views or sightlines from scenic vistas and operation of Electric Bus MSF would result in a less than significant impact to scenic vistas.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Maintenance of heavy rail transit (HRT) vehicles and equipment would occur at the HRT MSF, which would be located at LU-6. Multiple buildings would be constructed, including a multi-level maintenance-of-way building, track storage area, wash bays, ancillary storage buildings, and TPSS structure. These structures would be the primary visual elements of the MSF. The MSF site would be located within a heavily industrialized area, and operation of this MSF would generally fit within the context of the existing industrial character. While the MSF site would represent a visual change, it would not substantially obstruct views of the San Gabriel Mountains to the north because the built-out urban landscape already prevents clear views of the mountains. As such, views as a whole of scenic vistas would not be substantially affected.

Construction activities could be visible to pedestrians and motorists on adjacent streets, as well as to viewers within nearby buildings. However, construction activities, while a visual nuisance, would not substantially obstruct views of the Santa Monica Mountains or San Gabriel Mountains, because activities would be temporary and intermittent and limited to the immediate area. Therefore, the vertical elements proposed under the MSF would not substantially alter views or sightlines from scenic vistas and operation of the MSF would result in a less than significant impact to scenic vistas.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Maintenance of HRT vehicles and equipment would occur at the HRT MSF. Multiple buildings would be constructed, including a multi-level maintenance-of-way building, track storage area, wash bays, ancillary storage buildings, and TPSS structures. These structures would be the primary visual elements of the MSF. The MSF site would be located within a heavily industrialized area, and operation of this MSF would generally fit within the context of the existing industrial character. While the MSF site would represent a visual change, it would not substantially obstruct views of the San Gabriel Mountains to the north because the built-out urban landscape already prevents clear views of the mountains. As such, views as a whole of scenic vistas would not be substantially affected.

Construction activities could be visible to pedestrians and motorists on adjacent streets, as well as to viewers within nearby buildings. However, construction activities, while a visual nuisance, would not substantially obstruct views of the Santa Monica Mountains or San Gabriel Mountains, because activities would be temporary and intermittent and limited to the immediate area. Therefore, the vertical elements proposed under the MSF would not substantially alter views or sightlines from scenic vistas and operation of the MSF would result in a less than significant impact to scenic vistas.

3.1.4.2 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?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Within the Project Study Area, the only reasonably foreseeable transit improvement under the No Project Alternative would include changes to the Metro Line 761. Changes to the bus route would have no potential to affect visual resources as the existing bus route would continue to operate along existing streets and highways. The No Project Alternative would have no operational impacts on scenic resources within a state scenic highway. Additionally, because no new major transit infrastructure would be constructed and implemented, and the No Project Alternative would avoid all potential visual impacts associated with the build alternatives.

Construction Impacts

No new major transit infrastructure would be constructed and implemented, and the No Project Alternative would avoid all potential visual impacts associated with the build alternatives. Changes to the Metro Line 761 would require minimal or no construction activities, as the existing Metro bus line would simply be rerouted to between the Metro E Line Expo/Sepulveda Station and the Van Nuys Metrolink/Amtrak Station. These potential termini already include transit infrastructure supporting bus feeder lines and would not require construction of new facilities to support the rerouted bus service. Minor bus stop modifications along the Metro Line 761 may be required; however, construction activities associated with these improvements would consist of minimal or no ground disturbance within existing sidewalks and street ROW. None of this construction disturbance would damage known scenic

resources. Therefore, the No Project Alternative would have no construction impacts on scenic resources within a state scenic highway.

Alternative 1

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Operational Impacts

No California-designated scenic highways or scenic parkways (or proposed state scenic highways or parkways) are located within the Project Study Area. Additionally, no State of California-designated scenic highways provide views of the Project Study Area. The closest eligible state scenic highway is SR-1, which is approximately 3 miles west of the Alternative 1 alignment. The closest officially designated state scenic highway is SR-27, which is approximately 8 miles west of the Alternative 1 alignment.

As shown in Table 3.1-3, six City of Los Angeles-designated scenic highways are located within the Project Study Area. Beverly Glen Boulevard, Mulholland Drive, Santa Monica Boulevard, Sepulveda Boulevard, Sherman Way, and Sunset Boulevard are all City of Los Angeles-designated scenic highways that provide views of scenic features or resources.

The aerial guideway for Alternative 1 would travel through designated scenic portions of Sepulveda Boulevard, Santa Monica Boulevard, Sherman Way, and Mulholland Drive. The aerial guideway for Alternative 1 does not travel through the designated scenic portion of Beverly Glen Boulevard or Sunset Boulevard. Sepulveda Boulevard provides views of the old cross mountain road with a tunnel that travels under Mulholland Drive, as well as views of mountains and the valley. Sherman Way provides views of scenic resources, such as a wide street and landscaped median, as well as the Sherman Way Street Trees historical resource located along Sherman Way between Woodley Avenue and Sherman Circle as discussed in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025), and Chapter 3.4, Cultural Resources. No specific scenic features or resources are listed for Santa Monica Boulevard. The proposed aerial guideway has been designed to travel along or parallel to I-405, and it is expected that visual change associated with the aerial guideway at these locations would not be readily noticeable given the existing structures associated with I-405 and background conditions.

In addition, the aerial guideway for Alternative 1 would travel beneath the designated scenic Mulholland Drive Bridge, which provides opportunities for multiple scenic views as it winds up the Santa Monica Mountains, including through the Project Study Area. Specifically, the City of Los Angeles' *Mobility Plan 2035* (DCP, 2016) states that Mulholland Drive provides panoramic views and a "ribbon of park." Development near Mulholland Drive is also subject to design review guidelines pursuant to the MSPSP, as discussed in Section 3.1.3.1.

The MSPSP has designated 14 MVPs along Mulholland Drive that are maintained by the Bureau of Street Maintenance of the LADPW. The inner corridor of the MSPSP area is designated as part of the Santa Monica Mountains National Recreation Area, and the MRCA also maintains seven scenic overlooks along Mulholland Drive (MRCA, 2023). The nearest MVP (also the nearest overlook) is the Johnson Overlook, which is located approximately 0.9 mile east of the Alternative 1 alignment. The nearest MRCA-maintained scenic overlook is The Groves Overlook, which is located approximately 1 mile west of the Alternative 1 alignment. The alignment for Alternative 1 would not be visible from the Johnson Overlook

or the Groves Overlook due to distance, vegetation, existing structures (i.e., I-405), and background conditions. Because of the distances, no impacts would be expected to occur.

The proposed aerial guideway has been designed to travel along or parallel to I-405, and it is expected that visual change associated with the aerial guideway would not be readily noticeable given the existing structures associated with I-405 and background conditions. In addition, the aerial guideway would not be located on Mulholland Highway, which provides protection to potential views of scenic resources. Alternative 1 would also meet all of the requirements and obligations of the City of Los Angeles in ensuring preservation of a number of important values related to the Mulholland Highway.

As such, Alternative 1 would not impact views of scenic resources along Sepulveda Boulevard, Santa Monica Boulevard, Mulholland Drive, Beverly Glen Boulevard, and Sunset Boulevard. The location of the proposed aerial Sherman Way Station would potentially impact the Sherman Way Street Trees; however, this is not within a state scenic highway. Operation of Alternative 1 would not substantially damage any scenic resources within SR-1 or SR-27, the nearest state scenic highways, neither of which is within the Project Study Area. Therefore, operation of Alternative 1 would not damage any scenic resources within the viewshed of a state scenic highway, and impacts would be less than significant.

Construction Impacts

No California-designated scenic highways, scenic parkways, or proposed state scenic highways or parkways are located within the Project Study Area. While the Alternative 1 alignment would be located within both the inner and outer corridors of the MSPSP, no scenic resources within the viewshed of a state scenic highway would be affected. Furthermore, Metro projects are not required to adhere to local zoning ordinances; however, any elements located on properties outside the public ROW (e.g., station plazas and TPSSs) would comply with applicable zoning and design requirements. These would include design review, where applicable, and coordination with local jurisdictions and public entities during preliminary and final design. Additionally, while Alternative 1 would add new visible structures, it is expected that visual change associated with the aerial guideway would not damage scenic resources given the existing structures associated with I-405 and background conditions.

Nonetheless, construction activities generally cause a contrast to and disruption in the general order and aesthetic character of an area. For Alternative 1, construction would introduce visually disruptive elements in each LU, including light and heavy excavation, tunneling, roadway and bridge demolition and reconstruction, building demolition, structural falsework, security fencing, stockpiled building materials, safety and directional signage, station platforms and plazas, and ancillary facilities. The use of large-scale construction equipment such as cranes, bulldozers, scrapers, and trucks would further contribute to the visual disruption. Additionally, tree removal during construction would create noticeable changes, exposing previously screened views of infrastructure and construction sites. However, these changes would be temporary and would not be located within a state scenic highway.

No California-designated scenic highways or scenic parkways (or proposed state scenic highways or parkways) are located within the Project Study Area. Construction of Alternative 1 would not substantially damage any scenic resources within SR-1 or SR-27, the nearest state scenic highways, neither of which is within the Project Study Area. Therefore, construction of Alternative 1 would not damage any scenic resources within the viewshed of a state scenic highway, and impacts would be less than significant.

Alternative 3

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Operational Impacts

No California-designated scenic highways or scenic parkways (or proposed state scenic highways or parkways) are located within the Project Study Area. Additionally, no State of California-designated scenic highways provide views of the Project Study Area. The closest eligible state scenic highway is SR-1, approximately 3 miles west of the Alternative 3 alignment. The closest officially designated state scenic highway is SR-27, approximately 8 miles west of the Alternative 3 alignment.

As shown in Table 3.1-3, six City of Los Angeles-designated scenic highways are located within the Project Study Area. Beverly Glen Boulevard, Mulholland Drive, Santa Monica Boulevard, Sepulveda Boulevard, Sherman Way, and Sunset Boulevard are all City of Los Angeles-designated scenic highways that provide views of scenic features or resources.

The aerial guideway for Alternative 3 would travel through designated scenic portions of Sepulveda Boulevard, Santa Monica Boulevard, Sherman Way, Sunset Boulevard, and Mulholland Drive. The aerial guideway for Alternative 3 does not travel through the designated scenic portion of Beverly Glen Boulevard. Sepulveda Boulevard provides views of the old cross mountain road with a tunnel that travels under Mulholland Drive, as well as views of mountains and the valley. Sherman Way provides views of scenic resources, such as a wide street and landscaped median, as well as the Sherman Way Street Trees historical resource located along Sherman Way between Woodley Avenue and Sherman Circle as discussed in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025), and Chapter 3.4, Cultural Resources. No specific scenic features or resources are listed for Santa Monica Boulevard. However, the proposed aerial guideway has been designed to travel along or parallel to I-405, and it is expected that visual change associated with the aerial guideway at these locations would not be readily noticeable given the existing structures associated with I-405 and background conditions.

In addition, the aerial guideway for Alternative 3 travels beneath the designated scenic Mulholland Drive bridge, which provides opportunities for multiple scenic views as it winds up and through the Santa Monica Mountains, including through the Project Study Area. Specifically, the City of Los Angeles' *Mobility Plan 2035* (DCP, 2016) states that Mulholland Drive provides panoramic views and a "ribbon of park." Development near Mulholland Drive is also subject to design review guidelines pursuant to the MSPSP, as discussed in Section 3.1.3.1. The MSPSP has designated 14 MVPs along Mulholland Drive that are maintained by the Bureau of Street Maintenance of the LADPW. The inner corridor of the MSPSP area is designated as part of the Santa Monica Mountains National Recreation Area, and the MRCA also maintains seven scenic overlooks along Mulholland Drive (MRCA, 2023). The nearest MVP (also the nearest overlook) is the Johnson Overlook, which is located approximately 0.9 mile east of the Alternative 3 alignment. The nearest MRCA-maintained scenic overlook is The Groves Overlook, which is located approximately 1 mile west of the Alternative 3 alignment. As discussed previously the proposed aerial guideway has been designed to travel along or parallel to I-405, and it is expected that visual change associated with the aerial guideway would not be readily noticeable given the existing structures associated with I-405 and background conditions. In addition, the aerial guideway would not be located on Mulholland Drive, which provides protection to potential views of scenic resources. Alternative 3

would also meet all of the requirements and obligations of the City of Los Angeles in ensuring preservation of a number of important values related to the Mulholland Drive.

In addition, the aerial guideway would travel through the City of Los Angeles-designated scenic highway along Sunset Boulevard, which provides views of the mountains, estates, and the UCLA campus. However, this portion of the Alternative 3 alignment would be located underground and any potential views of the station entrance of the UCLA Gateway Plaza Station would be minimal from Sunset Boulevard. As such, Alternative 3 would not impact views of scenic resources along Sepulveda Boulevard, Santa Monica Boulevard, Mulholland Drive, Beverly Glen Boulevard, and Sunset Boulevard. The location of the proposed aerial Sherman Way Station would potentially impact the Sherman Way Street Trees; however, this is not within a state scenic highway. Therefore, operation of Alternative 3 would not substantially damage any scenic resources within SR-1 or SR-27, the nearest state scenic highways, neither of which is within the Project Study Area. Therefore, operation of Alternative 3 would not damage any scenic resources within the viewshed of a state scenic highway, and impacts would be less than significant.

Construction Impacts

No California-designated scenic highways, scenic parkways, or proposed state scenic highways or parkways are located within the Project Study Area. While the Alternative 3 alignment would be located within both the inner and outer corridors of the MSPSP, no scenic resources within the viewshed of a state scenic highway would be affected. Furthermore, Metro projects are not required to adhere to local zoning ordinances; however, any elements located on properties outside the public ROW (e.g., station plazas and TPSSs) would comply with applicable zoning and design requirements. These would include design review, where applicable, and coordination with local jurisdictions and public entities during preliminary and final design. Additionally, while Alternative 3 would add new visible structures, it is expected that visual change associated with the aerial guideway would not damage scenic resources given the existing structures associated with I-405 and background conditions.

Nonetheless, construction activities generally cause a contrast to and disruption in the general order and aesthetic character of an area. For Alternative 1, construction would introduce visually disruptive elements in each LU, including light and heavy excavation, tunneling, roadway and bridge demolition and reconstruction, building demolition, structural falsework, security fencing, stockpiled building materials, safety and directional signage, station platforms and plazas, and ancillary facilities. The use of large-scale construction equipment such as cranes, bulldozers, scrapers, and trucks would further contribute to the visual disruption. Additionally, tree removal during construction would create noticeable changes, exposing previously screened views of infrastructure and construction sites. However, these changes would be temporary and would not be located within a state scenic highway.

No California-designated scenic highways or scenic parkways (or proposed state scenic highways or parkways) are located within the Project Study Area. Construction of Alternative 3 would not substantially damage any scenic resources within SR-1 or SR-27, the nearest state scenic highways, neither of which is within the Project Study Area. Therefore, construction of Alternative 3 would not damage any scenic resources within the viewshed of a state scenic highway, and impacts would be less than significant.

Alternative 4

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Operational Impacts

No California-designated scenic highways or scenic parkways (or proposed state scenic highways or parkways) are located within the Project Study Area. Additionally, no State of California-designated scenic highways provide views of the Project Study Area. The closest eligible state scenic highway is SR-1, approximately 3 miles west of the Alternative 4 project alignment. The closest officially designated state scenic highway is SR-27, approximately 8 miles west of the Alternative 4 alignment. The Alternative 4 alignment would be located underground within both the inner and outer corridor of the MSPSP, and no impacts would occur within the MSPSP, thus, no mitigation measures are required. Therefore, construction of Alternative 4 would not damage any scenic resources within the viewshed of a state scenic highway, and impacts would be less than significant.

As shown in Table 3.1-3, six City of Los Angeles-designated scenic highways are located within Alternative 4. Beverly Glen Boulevard, Mulholland Drive, Santa Monica Boulevard, Sepulveda Boulevard, Sherman Way, and Sunset Boulevard are all City of Los Angeles-designated scenic highways that provide views of scenic features or resources.

Alternative 4 would travel beneath designated scenic portions of Sepulveda Boulevard, Santa Monica Boulevard, Sunset Boulevard, and Mulholland Drive. Alternative 4 does not travel through the designated scenic portion of Beverly Glen Boulevard. Sepulveda Boulevard provides views of the old cross mountain road with a tunnel that travels under Mulholland Drive, as well as views of mountains and the valley. Sunset Boulevard provides views of the mountains, estates, and the UCLA campus. No specific scenic features or resources are listed for Santa Monica Boulevard.

Mulholland Drive also provides opportunities for multiple scenic views as it winds up and through the Santa Monica Mountains, including through the Project Study Area. Specifically, the City of Los Angeles' *Mobility Plan 2035* (DCP, 2016) lists that Mulholland Drive provides panoramic views and a "ribbon of park." Development near Mulholland Drive is also subject to design review guidelines pursuant to the MSPSP, as discussed in Section 3.1.3.1. The MSPSP has designated 14 MVPs along Mulholland Drive that are maintained by the Bureau of Street Maintenance of the LADPW. The inner corridor of the MSPSP area is designated as part of the Santa Monica Mountains National Recreation Area, and the MRCA also maintains seven scenic overlooks along Mulholland Drive (MRCA, 2023). The nearest MVP (also the nearest overlook) is the Johnson Overlook, which is located approximately 0.7 mile east of the Alternative 4 alignment. The nearest MRCA-maintained scenic overlook is the Stone Canyon Overlook, which is located approximately 1 mile east of the Alternative 4 alignment.

In addition, the Alternative 4 alignment would also be located underground along Sepulveda Boulevard, Santa Monica Boulevard, Sunset Boulevard, and Mulholland Drive, as well as the inner and outer corridors of the MSPSP. The Alternative 4 alignment would also not be visible from Johnson Overlook or Stone Canyon Overlook and would not impact views of scenic resources from these locations. As such, Alternative 4 would not impact views of scenic resources along Sepulveda Boulevard, Santa Monica Boulevard, Sunset Boulevard, and Mulholland Drive.

The aerial guideway would travel through the City of Los Angeles-designated scenic highway along Sherman Way, which provides views of scenic resources, such as a wide street and landscaped median, as well as the Sherman Way Street Trees historical resource located along Sherman Way between Woodley Avenue and Sherman Circle as discussed in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025), and Chapter 3.4, Cultural

Resources. The proposed aerial guideway and aerial Sherman Way Station have been designed to travel along or parallel to Sepulveda Boulevard and would be highly visible. However, there are no scenic resources along this section of Sepulveda Boulevard that would be obstructed by the guideway.

As such, Alternative 4 would not impact views of scenic resources along Sepulveda Boulevard, Santa Monica Boulevard, Mulholland Drive, Beverly Glen Boulevard, and Sunset Boulevard. The location of the proposed aerial Sherman Way Station would potentially impact the Sherman Way Street Trees; however, this is not within a state scenic highway. Therefore, operation of Alternative 4 would not substantially damage any scenic resources within SR-1 or SR-27, the nearest state scenic highways, neither of which is within the Project Study Area. Additionally, none of the six scenic highways designated by the City of Los Angeles would be affected by Alternative 4.

Construction Impacts

No California-designated scenic highways, scenic parkways, or proposed state scenic highways or parkways are located within the Project Study Area. Construction activities generally cause a contrast to and disruption in the general order and aesthetic character of an area. For Alternative 4, these activities would introduce visually disruptive elements in each LU, including light and heavy excavation, tunneling, roadway and bridge demolition and reconstruction, building demolition, structural falsework, security fencing, stockpiled building materials, safety and directional signage, station platforms and plazas, and ancillary facilities. The use of large, heavy equipment, such as cranes, bulldozers, scrapers, and trucks, would further contribute to the visual disruption. Furthermore, tree removal during construction would also create noticeable changes in certain areas, exposing previously screened views of infrastructure and construction activities. However, these changes would be temporary and would not be located within a state scenic highway.

No California-designated scenic highways or scenic parkways (or proposed state scenic highways or parkways) are located within the Project Study Area. Construction of Alternative 4 would not substantially damage any scenic resources within SR-1 or SR-27, the nearest state scenic highways, neither of which is within the Project Study Area. Therefore, construction of Alternative 4 would not damage any scenic resources within the viewshed of a state scenic highway, and impacts would be less than significant.

Alternative 5

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Operational Impacts

No California-designated scenic highways or scenic parkways (or proposed state scenic highways or parkways) are located within the Project Study Area. Additionally, no State of California-designated scenic highways provide views of the Project Study Area. The closest eligible state scenic highway is SR-1, approximately 1 mile west of the Alternative 5 alignment. The closest eligible state scenic highway is SR-1, which is approximately 2 miles west of the Alternative 5 alignment. The closest officially designated state scenic highway is SR-27, which is approximately 8 miles west of the Alternative 5 alignment.

Six City of Los Angeles-designated scenic highways are located within the Project Study Area. A majority of the City of Los Angeles-designated scenic highways provide views of scenic features or resources

within the areas of these roadways. As shown in Table 3.1-3, Beverly Glen Boulevard, Mulholland Drive, Santa Monica Boulevard, Sepulveda Boulevard, Sherman Way, and Sunset Boulevard are all located within the Project Study Area. Beverly Glen Boulevard provides winding roads and valley views; Sepulveda Boulevard provides tunnel views and views of the mountains and the valley; Sherman Way provides a scenic landscaped median and the Sherman Way Street Trees historical resources, as discussed in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025), and Chapter 3.4, Cultural Resources; and Sunset Boulevard provides views of mountains, scenic estates, and scenic views of the UCLA campus. A scenic portion of Santa Monica Boulevard is also within the Project Study Area; however, no notable scenic features or resources are listed within the City of Los Angeles' *Mobility Plan 2035* (DCP, 2016).

Mulholland Drive also provides opportunities for multiple scenic views as it winds up and through the Santa Monica Mountains, including through the Project Study Area. Development near Mulholland Drive is subject to design review guidelines pursuant to the MSPSP, as discussed in Section 3.1.3.1. The MSPSP has designated 14 MVPs along Mulholland Drive that are maintained by the Bureau of Street Maintenance of the LADPW. The inner corridor of the MSPSP area is designated as part of the Santa Monica Mountains National Recreation Area, and the MRCA also maintains seven scenic overlooks along Mulholland Drive (MRCA, 2023). The nearest MVP (also the nearest overlook) is the Johnson Overlook, which is located approximately 0.5 mile east of the Alternative 5 alignment. The nearest MRCA-maintained scenic overlook is the Stone Canyon Overlook, which is located approximately 0.6 mile east of the Alternative 5 alignment.

The Alternative 5 alignment would travel below the inner and outer corridors of the MSPSP. However, the entirety of the Alternative 5 alignment that travels through the inner and outer corridors of the MSPSP would also be located underground. The location of the aboveground station portal associated with the proposed underground Sherman Way Station would potentially impact the Sherman Way Street Trees; however, this is not within a state scenic highway. Therefore, operation of Alternative 5 would not damage any scenic resources within SR-1 or SR-27, the nearest state scenic highways, neither of which is within the Project Study Area. Additionally, none of the six scenic highways designated by the City of Los Angeles would be affected by Alternative 5. Therefore, operation of Alternative 5 would not damage any scenic resources within the viewshed of a state scenic highway, and impacts would be less than significant.

Construction Impacts

Construction activities generally cause a contrast to and disruption in the general order and aesthetic character of an area. Although temporary in nature, construction activities may cause a visually unappealing quality in a community. Construction of Alternative 5 would introduce visually disruptive elements in each LU, including light and heavy excavation, tunneling, roadway/bridge demolition and reconstruction, building demolition, structural falsework, security fencing, stockpiled building materials, safety and directional signage, station platforms and plazas, and ancillary facilities. Tree removal during construction would create noticeable changes in certain areas, exposing previously screened views of infrastructure and construction activities. However, these changes would be temporary and would not be located within a state scenic highway.

No California-designated scenic highways or scenic parkways (or proposed state scenic highways or parkways) are located within the Project Study Area. Construction of Alternative 5 would not substantially damage any scenic resources within SR-1 or SR-27, the nearest state scenic highways, neither of which is within the Project Study Area. Therefore, construction of Alternative 5 would not

damage any scenic resources within the viewshed of a state scenic highway, and impacts would be less than significant.

Alternative 6

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Operational Impacts

No California-designated scenic highways or scenic parkways (or proposed state scenic highways or parkways) are located within the Project Study Area. Additionally, no State of California-designated scenic highways provide views of the Project Study Area. The closest eligible state scenic highway is SR-1, which is approximately 3 miles west of the Alternative 6 alignment. The closest officially designated state scenic highway is SR-27, which is approximately 8 miles west of the Alternative 6 alignment.

Six City of Los Angeles-designated scenic highways are located within the Project Study Area. A majority of the City of Los Angeles-designated scenic highways provide views of scenic features or resources within the viewshed of these roadways. As shown in Table 3.1-3, Beverly Glen Boulevard, Mulholland Drive, Santa Monica Boulevard, Sepulveda Boulevard, Sherman Way, and Sunset Boulevard are all located within the Project Study Area. Beverly Glen Boulevard provides winding roads and valley views, Sepulveda Boulevard provides views of the mountains and the valley, Sherman Way provides a scenic landscaped median, and Sunset Boulevard provides views of mountains, scenic estates, and scenic views of the UCLA campus. Although these scenic resources are present within the Study Area, Alternative 6 would not affect them because the alignment in this area would be entirely underground. A scenic portion of Santa Monica Boulevard is also within the Project Study Area; however, no notable scenic features or resources are listed within the City of Los Angeles' *Mobility Plan 2035* (DCP, 2016).

Mulholland Drive also provides opportunities for multiple scenic views as it winds up and through the Santa Monica Mountains, including through the Project Study Area. Development near Mulholland Drive is subject to design review guidelines pursuant to the MSPSP, as discussed in Section 3.1.3.1. The MSPSP has designated 14 MVPs along Mulholland Drive that are maintained by the Bureau of Street Maintenance of the LADPW. The inner corridor of the MSPSP area is designated as part of the Santa Monica Mountains National Recreation Area, and the MRCA also maintains seven scenic overlooks along Mulholland Drive (MRCA, 2023). The nearest MVP (also the nearest overlook) is the Johnson Overlook, which is located approximately 0.7 mile east of the Alternative 6 alignment. The nearest MRCA-maintained scenic overlook is the Stone Canyon Overlook, which is located approximately 1 mile east of the Alternative 6 alignment.

The Alternative 6 alignment travels through the inner and outer corridors of the MSPSP. However, the entirety of the Alternative 6 alignment that would travel through the inner corridor would also be located underground. The closest aboveground Alternative 6 component to the MSPSP would be the Mid-Mountain Vent Shaft; however, the Mid-Mountain Vent Shaft would be located just outside of the outer corridor of the MSPSP. Therefore, operation of Alternative 6 would not damage any scenic resources within SR-1 or SR-27, the nearest state scenic highways, neither of which is within the Project Study Area. Additionally, none of the six scenic highways designated by the City of Los Angeles would be affected by Alternative 6. Therefore, operation of Alternative 6 would not damage any scenic resources within the viewshed of a state scenic highway, and impacts would be less than significant.

Construction Impacts

Construction activities generally cause a contrast to and disruption in the general order and aesthetic character of an area. Although temporary in nature, construction activities may cause a visually unappealing quality in a community. Construction of Alternative 6 would introduce visually disruptive elements in each LU, including light and heavy excavation, tunneling, roadway/bridge demolition and reconstruction, building demolition, structural falsework, security fencing, stockpiled building materials, safety and directional signage, station platforms and plazas, and ancillary facilities. Tree removal during construction would create noticeable changes in certain areas, exposing previously screened views of infrastructure and construction activities. However, these changes would be temporary and would not be located within a state scenic highway.

No California-designated scenic highways or scenic parkways (or proposed state scenic highways or parkways) are located within the Project Study Area. Construction of Alternative 6 would not substantially damage any scenic resources within SR-1 or SR-27, the nearest state scenic highways, neither of which is within the Project Study Area. Therefore, construction of Alternative 6 would not damage any scenic resources within the viewshed of a state scenic highway, and impacts would be less than significant.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

No California-designated scenic highways or scenic parkways (or proposed state scenic highways or parkways) are located within the MSF Base Design area. Additionally, no State of California-designated scenic highways or City of Los Angeles-designated scenic highways are located within proximity to the MSF Base Design. Therefore, operation of MSF Base Design would not substantially damage any scenic resources within a state scenic highway. Additionally, none of the six scenic highways designated by the City of Los Angeles would be impacted by the MSF Base Design, as the structures would not be readily noticeable given the surrounding existing structures. Construction activities generally cause a contrast to and disruption in the general order and aesthetic character of an area. Although temporary in nature, construction activities may cause a visually unappealing quality in a community. In addition, it is expected that visual change associated with the MSF Base Design would not be readily noticeable, given that the existing structures along I-405 that are in similar scale and size as the MSF Base Design would result in the MSF Base Design being barely noticeable. Therefore, the MSF Base Design would not damage any scenic resources within the viewshed of a state scenic highway, and impacts would be less than significant.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Refer to the preceding discussion of the Monorail MSF for impact evaluation. No California-designated scenic highways or scenic parkways (or proposed state scenic highways or parkways) are located within

the MSF Design Option 1 area. Additionally, no State of California-designated scenic highways or City of Los Angeles-designated scenic highways are located within proximity to MSF Design Option 1. Therefore, operation of MSF Design Option 1 would not substantially damage any scenic resources within a state scenic highway, and none of the six scenic highways designated by the City of Los Angeles would be impacted by MSF Design Option 1.

Construction activities generally cause a contrast to and disruption in the general order and aesthetic character of an area. In addition, it is expected that visual changes associated with MSF Design Option 1 would not be readily noticeable, given that the existing structures associated with I-405 that are in similar scale and size as the MSF Base Design Option 1 would result in the MSF Base Design being barely noticeable. Therefore, MSF Design Option 1 would not damage any scenic resources within the viewshed of a state scenic highway, and impacts would be less than significant.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

No California-designated scenic highways or scenic parkways (or proposed state scenic highways or parkways) are located within the Electric Bus MSF area. Additionally, no State of California-designated scenic highways or City of Los Angeles-designated scenic highways are located within proximity to the Electric Bus MSF. Therefore, operation of Electric Bus MSF would not substantially damage any scenic resources within a state scenic highway, and none of the six scenic highways designated by the City of Los Angeles would be impacted by Electric Bus MSF.

Construction activities generally cause a contrast to and disruption in the general order and aesthetic character of an area. Although temporary in nature, construction activities may cause a visually unappealing quality in a community. In addition, it is expected that visual changes associated with the Electric Bus MSF would not be readily noticeable, given that the existing structures associated with I-405 that are in similar scale and size as the MSF Base Design Option 1 would result in the MSF Base Design Option 1 being barely noticeable. Therefore, the Electric Bus MSF would not damage any scenic resources within the viewshed of a state scenic highway, and impacts would be less than significant.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

No California-designated scenic highways or scenic parkways (or proposed state scenic highways or parkways) are located within the MSF area. Additionally, no State of California-designated scenic highways or City of Los Angeles-designated scenic highways are located within proximity to the MSF. Therefore, operation of the MSF would not substantially damage any scenic resources within a state scenic highway, and none of the six scenic highways designated by the City of Los Angeles would be impacted by the MSF.

Construction activities generally cause a contrast to and disruption in the general order and aesthetic character of an area. Although temporary in nature, construction activities may cause a visually unappealing quality in a community. However, as discussed in Section 3.1.2, Metro projects are not

required to adhere to local zoning ordinances; Any elements that would be located on properties outside of the public ROW (e.g., station plazas and TPSSs) would comply with applicable zoning and design requirements, including undergoing design review where applicable and coordinating with local jurisdictions and/or other public entities during preliminary and final design. In addition, while Alternative 4 or Alternative 5 would add new visible structures, it is expected that visual change associated with the MSF would not be readily noticeable given the existing structures associated with the LOSSAN rail corridor and background conditions. Therefore, the MSF would not damage any scenic resources within the viewshed of a state scenic highway, and impacts would be less than significant.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

No California-designated scenic highways or scenic parkways (or proposed state scenic highways or parkways) are located within the MSF area. Additionally, no State of California-designated scenic highways or City of Los Angeles-designated scenic highways are located within proximity to the MSF. Therefore, operation of the MSF would not substantially damage any scenic resources within a state scenic highway, and none of the six scenic highways designated by the City of Los Angeles would be impacted by the MSF.

Construction activities generally cause a contrast to and disruption in the general order and aesthetic character of an area. Although temporary in nature, construction activities may cause a visually unappealing quality in a community. However, as discussed in Section 3.1.2, Metro projects are not required to adhere to local zoning ordinances. Any elements that would be located on properties outside of the public ROW (e.g., station plazas and TPSSs) would comply with applicable zoning and design requirements, including undergoing design review where applicable and coordinating with local jurisdictions and/or other public entities during preliminary and final design. In addition, while Alternative 6 would add new visible structures, it is expected that visual change associated with the MSF would not be readily noticeable given the existing structures associated with the I-405 and background conditions. Therefore, the MSF would not damage any scenic resources within the viewshed of a state scenic highway, and impacts would be less than significant.

3.1.4.3 Impact AES-3: Would the Project in non-urbanized 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?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Within the Project Study Area, the only reasonably foreseeable transit improvement under the No Project Alternative would include changes to the Metro Line 761. Changes to the bus route would have no potential to affect visual resources, as the existing bus route would continue to operate along existing streets and highways. Additionally, no new Project-related infrastructure would be constructed and implemented under the No Project Alternative. Therefore, the No Project Alternative would have no operational impacts regarding conflict with applicable zoning and other regulations governing scenic quality.

Construction Impacts

No new major transit infrastructure would be constructed and implemented, and the No Project Alternative would avoid all potential visual impacts associated with the build alternatives. The No Project Alternative would not involve construction of the proposed project alternatives or related transit infrastructure. Within the Project Study Area, proposed adjustments to the Metro Line 761 would occur, regardless of whether the proposed Project is approved. Any minor construction activities associated with adjustments to the Metro Line 761, such as rerouting or bus stop modifications, would occur within existing transportation corridors, sidewalks, and street rights-of-way. These activities would result in minimal or no ground disturbance and would not alter the existing visual character or quality of public views in the area. Changes in visual character and quality would be less severe than if the proposed Project were to be implemented.

Additionally, no new structures or construction equipment under the No Project Alternative would conflict with zoning regulations or other standards governing scenic quality. Therefore, the No Project Alternative would have no construction impacts related to the degradation of visual character or conflicts with scenic regulations.

Alternative 1

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact with Mitigation

Alternative 1 would be in an urbanized area, as defined by CEQA Guidelines Section 15387; therefore, in accordance with Appendix G of the CEQA Guidelines, a significant impact would occur if Alternative 1 conflicts with applicable zoning and other regulations governing scenic quality. The zoning ordinances of each jurisdiction do not directly regulate the design of transportation infrastructure elements. However, the zoning ordinances, general plans, community plans, and specific plans contain overarching policies that govern the aesthetics of the area. These policies ensure that new development aligns with the community's visual and architectural standards. Additionally, the jurisdictions do not have policies or regulations that specifically govern visual quality during construction activities. Alternative 1 would be designed to be consistent with all Metro policies related to visual resources, including the Metro Systemwide Station Design Standards Policy.

Operational Impacts

Operational components of Alternative 1, including but not limited to station design, aerial guideway, auxiliary facilities, parking facilities, sound walls, and new landscaping would Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, Adjacent Development Review, and Tree Policy. Certain elements would be located on properties outside of the

public ROW (e.g., station plazas and TPSSs) and would comply with applicable zoning and design requirements, including undergoing design review where applicable and coordinating with local jurisdictions and/or other public entities during preliminary and final design. While Metro projects are not required to adhere to local zoning ordinances, these Alternative 1 elements would comply with local zoning ordinances as they pertain to scenic quality based on the coordination process and agreements with affected jurisdiction or other public entities. Therefore, operation of Alternative 1 would not conflict with local zoning ordinances pertaining to scenic quality and impacts would be less than significant.

Architectural renderings and photo-realistic visual simulations were created and used to illustrate where visual changes would be most noticeable after implementation of Alternative 1. These renderings are conceptual and do not represent the final design of Alternative 1 at this time.

Landscape Unit 1

For a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality. Within LU-1, the aerial guideway for Alternative 1 would primarily operate parallel on the east of I-405 to the Metro E Line Expo/Sepulveda Station and the Santa Monica Boulevard Station. At the Santa Monica Boulevard Station, the aerial guideway would shift to the west and would continue across I-405. As such, operation of Alternative 1 within LU-1 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-1 is considered to be moderate due to the moderate level of vividness, moderate level of intactness, and moderate level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 1 within LU-1 because they would be primarily passing through en route to other destinations.

In contrast to mobile viewer groups, stationary viewer groups would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 1 either from the public sidewalk adjacent to their apartments or potentially from their private units. The proposed aerial guideway and station would represent a large new element in the visual environment for residents.

Alternative 1 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings.

Alternative 1 would result in permanent alterations to commercial parcels where the aerial guideway, as well as station entrances, TPSSs, sound walls, and plazas are proposed. In LU-1, the aerial guideway would cross from the western side of I-405 to the eastern side of I-405 beyond the Santa Monica Boulevard Station. Due to the aerial guideway's height and massing, the aerial guideway would result in a visual contrast in this portion of LU-1. However, the aerial guideway, TPSSs, sound walls, and stations would be relatively the same height as the existing transportation infrastructure (i.e., I-405 freeway, elevated freeway ramps) and commercial structures, which these viewer groups already experience in existing conditions. Because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation infrastructure and commercial structures that already exist in the urban landscape and would not be visually disruptive or incompatible with existing public views. Therefore, the proposed facilities in LU-1 would not substantially degrade the existing visual character or quality of public views of the site and

surrounding. Similarly, because the TPSS and station would have similar mass and scale to the surrounding environment, the visual impacts would be less than significant.

Alternative 1 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 1 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

Overall, Alternative 1 would not conflict with applicable zoning or other regulations governing scenic quality, including policies from the *Sepulveda Corridor Specific Plan* (DCP, 1992b). Therefore, the operation of Alternative 1 within LU-1 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Landscape Unit 2

Within LU-2, the aerial guideway for Alternative 1 would primarily operate parallel to I-405 toward the Wilshire Boulevard/Metro D Line Station. The aerial guideway would then continue from Wilshire Boulevard/Metro D Line Station north along or parallel to I-405. As such, operation of Alternative 1 within LU-2 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-2 is considered to be moderately high due to the moderate level of vividness, moderate level of intactness, and high level of unity.

Viewer groups including pedestrians, motorists, and transit commuters would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 1 within LU-2 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 1 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed aerial guideway and station would represent a new and large element in the visual environment for residents.

Alternative 1 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. For a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 1 would result in permanent alterations to commercial parcels where the aerial guideway, E-Bus MSF site, as well as station entrances, TPSSs, sound walls, and plazas are proposed. As shown on KOP 1 (Figure 3.1-22), the aerial guideway would be relatively the same height as the embankment of the existing I-405 freeway.

The Federal Building, listed on the National Register of Historic Places, is located adjacent to the Wilshire Boulevard/Metro D Line Station, would not be acquired, and it would not be physically demolished, destroyed, relocated, or altered. As shown on KOP 12 (Figure 3.1-23), the aerial structure on the western side of I-405 would not substantially limit views of the Federal Building. The new aerial structure would introduce a new visual element but would not change the visual character of the building or materially impair its ability to convey its historic significance. The alteration of the setting with the new visual element of the aerial structure would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. As shown on Figure 3.1-23, the E-

Bus MSF, TPSSs, and station would be relatively the same height as the existing transportation infrastructure (i.e., I-405 freeway, elevated freeway ramps) and commercial structures, which residents already experience in existing conditions. Due to the highly urbanized characteristics of the area, these railway structures are generally more visually tolerable. As such, no impacts to the Federal Building are anticipated because these facilities would be similar in scale and appearance to existing transportation infrastructure and commercial structures within the urban landscape. They would not be visually disruptive or incompatible with existing public views of the Federal Building, and they would not impair its historic significance. Therefore, impacts would be less than significant.

Figure 3.1-22. KOP 1 – Before and After Simulation View, View Looking Northeast from Residential Neighborhood along Church Lane Toward Aerial Alignment Above I-405

Source: HTA, 2024

Figure 3.1-23. KOP 12 – Before and After Simulation View, View Looking East Toward the Federal Building from the Entrance of the VA Hospital

Source: HTA, 2024

Alternative 1 would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 1 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 1 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

Overall, Alternative 1 would not conflict with applicable zoning or other regulations governing scenic quality, including the Federal Building. Therefore, operation of Alternative 1 would alter, but not substantially degrade, the visual character and quality of its surroundings in LU-2, and the impact would be less than significant.

Landscape Unit 3

Within LU-3, Alternative 1 would primarily operate along or parallel to I-405 toward the aerial Getty Center Station. The aerial guideway would then continue north along I-405 where it would travel below Mulholland Drive. As such, operation of Alternative 1 within LU-3 would represent a change in views and visual quality and character as compared to existing conditions. Viewer groups, including residents, would have a moderate to high sensitivity to the visual change. As mentioned in Section 3.1.3.1, the visual quality of LU-3 is considered to be moderately high due to the high level of vividness, moderate level of intactness, and moderate level of unity.

Viewer groups, including motorists and transit commuters, would have low to moderate sensitivity to the visual changes associated with Alternative 1. These individuals would primarily be passing through LU-3 on route to other destinations and are therefore less likely to have a personal investment in the area's visual appearance.

In contrast, viewer groups such as tourists and residents would have moderate to high sensitivity to the visual changes. Tourists would experience direct views of Alternative 1 from public areas, while residents would have direct views from private residences. The aerial guideway and station would introduce a prominent new element in the visual environment, and certain views of the Santa Monica Mountains could be partially obstructed by elevated monorail structures, such as columns and straddle bents.

Alternative 1 would also result in permanent alterations to commercial parcels where the aerial guideway, station entrances, TPSSs, sound walls, and plazas are proposed. Although the aerial guideway, TPSSs, and station infrastructure would be similar in height to existing transportation infrastructure (e.g., I-405), these elements would remain highly visible. For example, as shown on KOP 7 (Figure 3.1-25), the guideway infrastructure would be a prominent feature within the viewshed. However, as shown on KOP 4 (Figure 3.1-24), southbound views along Sepulveda Boulevard would not be obstructed, and the Getty Center, a primary focal point in the area, would remain visible.

The aerial guideway for Alternative 1 would travel below Mulholland Drive, which would provide opportunities for multiple scenic views because it winds up and through the Santa Monica Mountains, including through the Project Study Area. The aerial guideway within LU-3 would primarily travel along the public ROW; however, the aerial guideway would travel through the inner and outer corridors of the MSPSP, which contains density requirements, building standards, and grading restrictions to protect scenic quality. The viewshed protection provisions of the MSPSP are directed at preserving, complementing, and/or enhancing the public views from Mulholland Drive.

As shown on KOP 8 (Figure 3.1-26), views of the aerial guideway would be available only from limited vantage points along Mulholland Drive. From this vantage point, a small portion of the aerial guideway would be visible, sitting below the ridgeline. However, the view from most locations would remain uninterrupted by the aerial guideway. In addition, the proposed aerial guideway has been designed to travel along or parallel to I-405, and it is expected that visual change associated with the aerial guideway would not be readily noticeable given the existing structures associated with I-405, existing vegetation, and background conditions. Alternative 1 would also meet all of the requirements and obligations of the City of Los Angeles in ensuring preservation of a number of important values related to the Mulholland Highway. As such, these facilities would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible with existing public views from Mulholland Drive. Alternative 1 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities," and the MSPCSP, which is meant to assure that the design and placement of a building and other improvements preserve, complement, and/or enhance views from Mulholland Drive. Alternative 1 would be accessible to the regional transit systems. Alternative 1 would not conflict with applicable zoning or regulations governing scenic quality. Furthermore, the aerial guideway would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards and would provide convenient access to transit for pedestrians and persons with disabilities.

Overall, Alternative 1 would not conflict with applicable zoning or other regulations governing scenic quality. Additionally, with respect to Sepulveda Boulevard and Mulholland Drive, Alternative 1 would not conflict with applicable zoning or regulations governing scenic quality. Following the Systemwide Station Design Standards and Adjacent Development Review would help ensure the design is visually compatible with the surrounding environment, reducing the overall visual impact to viewer groups, including motorists and transit commuters, would have low to moderate sensitivity to the visual changes associated with Alternative 1. These individuals would primarily be passing through LU-3 on route to other destinations and are therefore less likely to have a personal investment in the area's visual appearance. Therefore, operation of Alternative 1 would alter, but not substantially degrade, the visual character and quality of its surroundings in LU-3, and the impact would be less than significant.

Figure 3.1-24. KOP 4 – Before and After Simulation View, View Looking South from Sepulveda Boulevard Toward the Getty Center Museum Along I-405

Source: HTA, 2024

Figure 3.1-25. KOP 7 – Before and After Simulation View, View Looking North Toward the I-405 Freeway and San Fernando Valley

Source: HTA, 2024

Figure 3.1-26. KOP 8 – Before and After Simulation View, View Looking South Toward I-405 and the Skirball Center on the Right

Source: HTA, 2024

Landscape Unit 4

Within LU-4, the aerial guideway for Alternative 1 would primarily operate along or parallel to I-405 to the Ventura Boulevard/Sepulveda Boulevard. As such, operation of Alternative 1 within LU-4 would represent a change in views and visual quality and character as compared to existing conditions. Alternative 1 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. As mentioned in Section 3.1.3.1, the visual quality of LU-4 is considered to be moderate due to the moderate level of vividness, moderate level of intactness, and moderate level of unity.

Viewer groups including pedestrians, motorists, and transit commuters would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 1 within LU-4 because they would be primarily passing through en route to other destinations.

Viewer groups including residents would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 1 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed aerial guideway and station would represent a new and large element in the visual environment for residents.

Alternative 1 would also result in permanent alterations to commercial parcels where the aerial guideway, TPSSs, station entries, sound walls, and plazas are proposed. The aerial guideway would travel through some residential areas within the Santa Monica Mountains. However, the aerial guideway would be relatively the same height as the existing transportation infrastructure (i.e., I-405 freeway, elevated freeway ramps) and commercial structures, which the residential, pedestrian and motorists already experience in existing conditions. Because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. In addition, the aerial guideway has been designed to follow or parallel the I-405 freeway. This alignment reduces potential visual disruptions, as the guideway's appearance would blend with existing freeway structures and background conditions. Furthermore, Alternative 1 would comply with Metro's Art Program Policy, Rail Design Criteria, and other relevant standards, ensuring that the design is visually cohesive with the surrounding environment. As a result, impacts would remain less than significant.

In addition, Alternative 1 would follow Metro's Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 1 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 1 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

Overall, Alternative 1 would not conflict with applicable zoning or other regulations governing scenic quality. Views of the Santa Monica Mountains would not be significantly impaired to all viewer groups because the aerial guideway would be relatively the same height as the existing transportation infrastructure (i.e., I-405 freeway, elevated freeway ramps) and commercial structures. Therefore, operation of Alternative 1 within LU-4 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Landscape Unit 5

Within LU-5, the aerial guideway for Alternative 1 would primarily operate along or parallel to I-405 to the Metro G Line Sepulveda Station. As such, operation of Alternative 1 within LU-5 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-5 is considered to be low due to the low level of vividness, low level of intactness, and low level of unity.

Viewer groups, including pedestrians and motorists, would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 1 within LU-5 because they would be primarily passing through en route to other destinations.

By contrast, viewer groups including residents in LU-5 would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 1 either from the public sidewalk adjacent to their apartments or potentially from their private unit. For these viewers, the proposed aerial guideway and station would represent a new and large element in the visual environment for residents.

Alternative 1 would also result in permanent alterations to commercial parcels where the aerial guideway, TPSSs, station entries, sound walls, and plazas are proposed. In LU-5, the aerial guideway would travel along the I-405 median and would later transition to the eastern side of the freeway adjacent to the Metro G Line Sepulveda Station. Due to the aerial guideway's height and massing, the aerial guideway would result in a visual contrast in this portion of LU-5 where it travels adjacent to the freeway. However, the aerial guideway, TPSSs, and stations would be relatively the same height as the existing transportation infrastructure (i.e., I-405 freeway, elevated freeway ramps) and commercial structures, which the residential, pedestrian and motorist viewer groups already experience in existing conditions. Because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation infrastructure and commercial structures that already exist in the urban landscape and would not be visually disruptive or incompatible with existing public views.

In addition, Alternative 1 would follow Metro's Art Program Policy Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 1 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 1 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

Overall, Alternative 1 would not conflict with applicable zoning or other regulations governing scenic quality. Views would not be significantly impaired to all viewer groups because the aerial guideway would be relatively the same height as the existing transportation infrastructure (i.e., I-405 freeway, elevated freeway ramps) and commercial structures. Therefore, operation of Alternative 1 within LU-5 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Landscape Unit 6

Within LU-6, the aerial guideway for Alternative 1 would primarily operate along or parallel to I-405 to the Sherman Way Station and would continue to the Van Nuys Metrolink Station. As such, operation of Alternative 1 within LU-6 would represent a change in views and visual quality and character as

compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-6 is considered to be low due to the low level of vividness, low level of intactness, and low level of unity.

Viewer groups including pedestrians and motorists would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 1 within LU-6 because they would be primarily passing through enroute to other destinations. Additionally, within LU-6, the aerial guideway would be located outside of the I405 travel lanes and existing sounds walls, so motorists' views would be limited.

By contrast, viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 1 either from the public sidewalk adjacent to their apartments or potentially from their private unit. For these viewers, the proposed aerial guideway and station would represent a new and large element in the visual environment for residents.

Alternative 1 would also result in permanent alterations to commercial parcels where the aerial guideway, MSF, TPSS, station entries, and plazas are proposed. Within LU-6, a line of mature trees presently between I-405 and Firmament Avenue in LU-6, which acts as screening for residences along Firmament Avenue, would be removed to accommodate the placement of the proposed aerial guideway infrastructure; thus, reducing the visual connectivity and changing the visual character of this segment of Firmament Avenue, which is primarily a residential area.

The aerial guideway would represent a new element in the visual environment and would be noticeable to residents because I-405 and aerial guideway would be visible after the tree removal. The large scale of the proposed aerial guideway as compared to the adjacent small-scale residential uses on Firmament Avenue would result in a prominent intrusion to the visual setting from this view. However, as shown on KOP 11 (Figure 3.1-27), new visible features would not be visually incompatible with the existing urban and transportation-oriented visual aesthetic of Firmament Avenue. The removal of mature trees and the introduction of large-scale infrastructure would result in significant impacts to the visual character of Firmament Avenue. However, this area along Firmament Avenue is an urbanized area, and there are no applicable zoning or other regulations governing scenic quality in this area. Operation of Alternative 1, would not conflict with applicable zoning or other regulations governing scenic quality. As such, this impact would be less than significant

Figure 3.1-27. KOP 11 – Before and After Simulation View, View Looking West Toward the Aerial Alignment along I-405 and Firmament Avenue

Source: HTA, 2024

The aerial guideway, MSF, TPSS, sound walls, and stations would be relatively the same height as the existing transportation infrastructure (i.e., I-405 freeway, elevated freeway ramps) and commercial structures, which these viewer groups already experience in existing conditions. Because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation infrastructure and commercial structures that already exist in the urban landscape and would not be visually disruptive or incompatible with existing public views.

In addition, Alternative 1 would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 1 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 1 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

Overall, operation of Alternative 1 would represent a significant overall change in views and visual quality and character as compared to existing conditions. However, Alternative 1 would be in an urban area that currently has a mix of architectural styles and building materials and colors. Although viewer groups, including residences, pedestrians, and motorists, may have varying sensitivities to the visual change associated with Alternative 1 for each of the LUs, they would not conflict with applicable zoning or other regulations governing scenic quality. As a result, the operation of Alternative 1 would have less than significant impacts related to visual character and quality.

Construction Impacts

The Alternative 1 alignment would consist of a portion of the public ROW, including roadway and sidewalks, as well as City of Los Angeles-owned, State of California-owned, and private properties. During the construction phase, the visual character of the alignment would change temporarily from existing conditions; however, construction would not be continuous but rather intermittent during the 78-month construction period. Construction of the aerial guideway, stations, and freeway modifications would require equipment such as construction barriers and sound walls, cranes, and other appurtenances that would be visible during much of the approximately 78-month construction period.

Construction activities would include similar equipment used for other construction projects in the city, such as mid-rise buildings and other aerial transportation infrastructure. Construction of Alternative 1 would comply with applicable regulations governing scenic quality, including South Coast Air Quality Management District (SCAQMD) Rule 403, and would occur in an urbanized area. Rule 403 does not permit track-out dust to extend 25 feet or more beyond the active construction area and requires all track-out dirt to be removed at the end of each workday or evening shift. Although rule 403 does not specifically address visual impacts, it may create visual impacts in the form of street dust.

Although temporary and short term in nature, construction activities would be a visual nuisance. However, certain areas may be fenced off with construction barriers and sound walls, resulting in a temporary change and contrast in visual character from the existing conditions. MM AES-1 would include temporary privacy screens to minimize impacts from construction barriers and sound walls.

In addition, the designated construction areas along the alignment would experience additional truck traffic compared to existing conditions, with trucks moving materials on- and off-site, and work crews and construction equipment moving around the alignment and between Alternative 1 components.

As previously discussed, within LU-6, a line of mature trees presently between I-405 and Firmament Avenue would be removed to accommodate the placement of the proposed aerial guideway infrastructure, which would result in a significant impact without mitigation.

Neither the Federal Building within LU-2 nor the Getty Center within LU-3 would be physically demolished, destroyed, relocated, or altered. Construction of the aerial structure would generally follow existing transportation corridors and would not limit views of these resources. The activities and equipment needed to construct the new aerial structure would introduce a new visual element but would not change the visual character of either of these buildings. The alteration of the setting with the new visual element associated with the construction of the aerial structure would not materially impair their historical significance.

Some residents may have private views of Alternative 1 construction from their windows. These residents would be highly sensitive to visual changes and would have a higher degree of personal investment in Alternative 1.

Motorists would primarily experience views of construction activities while driving along the roadways along and adjacent to the Alternative 1 alignment. The change in the visual character during the construction phase would be noticeable by passing drivers. However, drivers are considered to have a low sensitivity to any visual changes because they would likely be passing through the Project Study Area to reach their destinations and would not necessarily have a personal investment in the visual character or quality of the Project Study Area.

Pedestrians are considered to have a moderate sensitivity to visual changes, as they may be engaged in observing their surroundings. Pedestrians would primarily experience views of construction activities while walking along public sidewalks, within transit stations, and near businesses adjacent to the proposed station areas and aerial guideway. The change in the visual character of the alignment during the construction phase would be noticeable by these viewers.

Tourists are considered to have high sensitivity to visual changes and would potentially experience views of construction while visiting the Getty Center or one of the scenic overlooks along Mulholland Drive. Additionally, construction of the aerial guideway would represent new visual elements for tourists who seek to enjoy the views of the Getty Center. However, impacts during construction would be temporary and would only provide minor obstruction of the Getty Center. Therefore, impacts to tourist views from Mulholland Drive would not conflict with applicable zoning and regulations regarding scenic resources.

Alternative 1 would comply with BMPs described in Chapter 2, Project Description, which would be verified during the City of Los Angeles' permitting process. Nonetheless, Alternative 1 would result in significant impacts related to motorists' views during construction, as the introduction of construction activities, equipment, and barriers would temporarily alter the visual character of the Project Study Area. Additionally, the removal of trees along certain portions of the alignment would exacerbate these impacts, particularly for sensitive viewers such as residents.

To address these impacts, Alternative 1 would be required to implement MM AES-1, which requires the use of temporary privacy screens to minimize visual disruption caused by construction barriers and sound walls. These screens would obscure construction elements from sensitive viewer groups, reducing the visual contrast and temporary changes to the landscape during construction. In addition, Alternative 1 would comply with the BMPs noted in Chapter 2, Project Description, as well as the City of Los Angeles' development standards related to scenic quality during construction, which would be verified

during the permitting process. With the implementation of MM AES-1, the significant impacts related to motorists' views would be reduced to less-than-significant levels.

Alternative 3

Impact Statement

Operational Impact: Less than Significant Impact with Mitigation

Construction Impact: Less than Significant Impact with Mitigation

Alternative 3 is in an urbanized area, as defined by CEQA Guidelines Section 15387; therefore, in accordance with Appendix G of the CEQA Guidelines, a significant impact would occur if Alternative 3 conflicts with applicable zoning and other regulations governing scenic quality. The zoning ordinances of each jurisdiction do not directly regulate the design of transportation infrastructure elements. Additionally, the jurisdictions generally do not have policies or regulations that govern visual quality during construction activities for transportation-related projects. Alternative 3 would be designed to be consistent with all Metro policies related to visual resources, including the Metro Systemwide Station Design Standards Policy.

Operational Impacts

Alternative 3 would include a new aerial guideway along the I-405 corridor and a 3.7-mile underground tunnel to the east of I-405 connecting the Wilshire Boulevard/Metro D Line Station to the Getty Center Station.

Operational components of Alternative 3 — including but not limited to station design, aerial guideway, auxiliary facilities, parking facilities, and new landscaping — would follow the equivalent of Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, Adjacent Development Review, and Tree Policy. Certain elements would be located on properties outside of the public ROW (e.g., station plazas and TPSSs) and would comply with applicable zoning and design requirements, including undergoing design review where applicable and coordinating with local jurisdictions and/or other public entities during preliminary and final design.

Architectural renderings and photo-realistic visual simulations were created and used to illustrate where visual changes would be most noticeable after implementation of Alternative 3. These renderings are conceptual and do not represent the final design of Alternative 3 at this time.

Landscape Unit 1

Within LU-1, the aerial guideway for Alternative 3 would primarily operate parallel on the east of I-405 to the Metro E Line Expo/Sepulveda Station and the Santa Monica Boulevard Station. At the Santa Monica Boulevard Station, the aerial guideway would shift to the west and would continue across I-405. As such, operation of Alternative 3 within LU-1 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-1 is considered to be moderate due to the moderate level of vividness, moderate level of intactness, and moderate level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 3 within LU-1 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 3 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed aerial guideway and station would represent a new and large element in the visual environment for residents.

Alternative 3 would be an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. For a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 3 would result in permanent alterations to commercial parcels where the aerial guideway, TPSSs, as well as station entrances and plazas are proposed. Due to the aerial guideway's height and massing, the aerial guideway would result in a visual contrast in this portion of LU-1. However, the aerial guideway, TPSSs, and stations would be relatively the same height as the existing transportation infrastructure (i.e., I-405 freeway, elevated freeway ramps) and commercial structures, which these viewer groups already experience in existing conditions. Because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation infrastructure and commercial structures that already exist in the urban landscape and would not be visually disruptive or incompatible with existing public views. Alternative 3 would result in permanent alterations to commercial parcels where the aerial guideway, TPSSs, as well as station entrances and plazas are proposed.

Alternative 3 would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 3 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 3 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

Overall, Alternative 3 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 3 within LU-1 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Landscape Unit 2

Within LU-2, Alternative 3 would operate within an underground tunnel that would begin to the east of I-405 at Sepulveda Boulevard and would travel underground to the Wilshire Boulevard/Metro D Line Station and the UCLA Gateway Plaza Station. Alternative 3 would transition from an aerial guideway to an underground configuration adjacent to the Wilshire Federal Building. Alternative 3 would also result in a visual contrast in this portion of LU-2 due to the aerial guideway. As such, operation of Alternative 3 within LU-2 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-2 is considered to be moderately high due to the moderate level of vividness, moderate level of intactness, and high level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 3 within LU-2 because they would be primarily passing through en route to

other destinations. Viewer groups, including residents, would have a moderate to high sensitivity to the visual change.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 3 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed Wilshire Boulevard/Metro D Line Station and the UCLA Gateway Plaza Station would represent new elements in the visual environment for residents.

Alternative 3 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. For a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 3 would result in permanent alterations to commercial parcels where the station entrances, TPSSs and plazas are proposed. Due to the aerial guideway's height and massing, the aerial guideway would result in a visual contrast in this portion of LU-2. However, the aerial guideway, TPSSs, and stations would be relatively the same height as the existing transportation infrastructure (i.e., I-405 freeway, elevated freeway ramps) and commercial structures, which these viewer groups already experience in existing conditions. Because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation infrastructure and commercial structures that already exist in the urban landscape and would not be visually disruptive or incompatible with existing public views.

KOP 16 represents a proposed aboveground feature that would be visible on the UCLA campus. As shown on KOP 16 (Figure 3.1-28), the proposed UCLA Gateway Plaza Station would not be highly visible and would be complementary and appropriate to the scale and character of the existing buildings on the UCLA campus. The UCLA Physical Design Framework describes the approach for development of buildings, infrastructure, and landscape on the campus within the context of the physical planning objectives contained in the LRDP. LU-2 would be similar to existing infrastructure and commercial structures that already exist in the urban landscape and would not be visually disruptive or incompatible with the UCLA Design Framework. As such, the aboveground components would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible.

Figure 3.1-28. KOP 16 – Before and After Simulation View, View Looking Southeast Toward the Primary Station Entrance of the UCLA Gateway Plaza Station

Source: HTA, 2024

Alternative 3 would follow the equivalent of Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 3 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 3 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

Overall, Alternative 3 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the impact would be less than significant.

Landscape Unit 3

Within LU-3, Alternative 3 would operate beneath the Santa Monica Mountains until the alignment daylights at the tunnel portal located east of I-405 at Sepulveda Boulevard, adjacent to the Leo Baeck Temple parking lot. At the tunnel portal, the Alternative 3 alignment would transition to an aerial guideway that would continue across I-405 to the aerial Getty Center Station. From the northern portion of the Leo Baeck Temple parking lot, a small portion of the tunnel and aerial guideway would be visible. However, the visibility of the tunnel portal would be limited to directly in front of and facing the portal due to the topography of the hillside adjacent to the parking lot.

The tunnel portal is anticipated to be a rectangular-shaped passageway structure without a dissipative design that would blend into the natural topography of the hillside. The tunnel portal would not be visually obtrusive. The portal construction may leave the concrete structure surfaces, shotcrete surfaces, and freshly cut rock surfaces at the portal site permanently exposed. However, these exposed surfaces may be treated to appear naturally formed and weathered to help blend into the surrounding environment. In addition, the site configuration of the stations, portals, and MSF would be optimized for solar orientation and prevailing wind conditions.

Alternative 3 would then continue north parallel to or along the I-405 where it would cross above Mulholland Drive. As such, operation of Alternative 3 within LU-3 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-3 is considered to be moderately high due to the high level of vividness, moderate level of intactness, and moderate level of unity.

Viewer groups, including motorists and transit commuters, would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 3 within LU-3 because they would be primarily passing through en route to other destinations. Viewer groups, including residents, would have a moderate to high sensitivity to the visual change.

Viewer groups including tourists and residents would have a moderate to high sensitivity to the visual change, as tourists would have direct views of Alternative 3 from public areas and residents would have direct views of Alternative 3from their private residences. The proposed aerial guideway, tunnel portal, and station would represent a new and large element in the visual environment. In addition, certain views of the Santa Monica Mountains have the potential to be partially interrupted due to Alternative 3.

Alternative 3 would result in permanent alterations to commercial parcels where the aerial guideway, TPSSs, station entries, and plazas are proposed. Alternative 3 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. For a project in an urban area, a significant impact to visual character or quality would

occur if Alternative 3 would conflict with applicable zoning and other regulations governing scenic quality.

Due to the aerial guideway's height and massing, the aerial guideway would result in a visual contrast in this portion of LU-3, as shown on KOP 7 (Figure 3.1-30) and KOP 10 (Figure 3.1-33). However, the aerial guideway, TPSSs, and stations would be relatively the same height as the existing transportation infrastructure (i.e., I-405 freeway, elevated freeway ramps) and commercial structures, which these viewer groups already experience in existing conditions. Because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation infrastructure and commercial structures that already exist in the urban landscape and would not be visually disruptive or incompatible with existing public views. Alternative 3 would result in permanent alterations to commercial parcels where the aerial guideway, TPSSs, station entries, and plazas are proposed.

Alternative 3 would transition from an underground configuration to an aerial guideway structure after exiting the tunnel portal located at the northern end of the Leo Baeck Temple Parking lot. The aerial guideway would cross over Sepulveda Boulevard and I-405 to the proposed Getty Center Station. Freeway modifications and retaining wall relocations would also occur within this portion of LU-3, which would represent a visual change. The aerial guideway, tunnel portal, freeway modifications, and retaining wall relocations would represent new visual elements. As shown on KOP 4 (Figure 3.1-29), traveling south on Sepulveda Boulevard, the aerial guideway and related infrastructure would block views of the Getty Center, which is a primary focal point of this area. However, the aerial guideway would not be visually incompatible with the existing transportation-oriented visual aesthetic of I-405 freeway. As discussed previously, motorists would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 3 because they would be primarily passing through en route to other destinations.

The aerial guideway would then continue along I-405, and would travel beneath Mulholland Drive, including the inner and outer corridors of the MSPSP, which contains density requirements, building standards, and grading restrictions to protect scenic quality. The viewshed protection provisions of the MSPSP are directed at preserving, complementing, and/or enhancing the public views from Mulholland Drive.

As shown on KOP 8 (Figure 3.1-31) and KOP 9 (Figure 3.1-32), views of the aerial guideway are available only from limited vantage points. From this vantage point, a small portion of the aerial guideway is visible. However, the view from most locations would remain where the view would be uninterrupted by the aerial guideway. In addition, the proposed aerial guideway has been designed to travel along or parallel to I-405, and it is expected that visual change associated with the aerial guideway would not be readily noticeable given the existing structures associated with I-405 and background conditions. Alternative 3 would also meet all of the requirements and obligations of the City of Los Angeles in ensuring preservation of a number of important values related to the Mulholland Highway and ensures compliance with the MSPSP, which includes regulations regarding the design, landscaping, and placement of private projects. As such, these facilities would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible with existing public views from Mulholland Drive.

Figure 3.1-29. KOP 4 – Before and After Simulation View, View Looking South from Sepulveda Boulevard Toward the Aerial Alignment Along I-405

Source: HTA, 2024

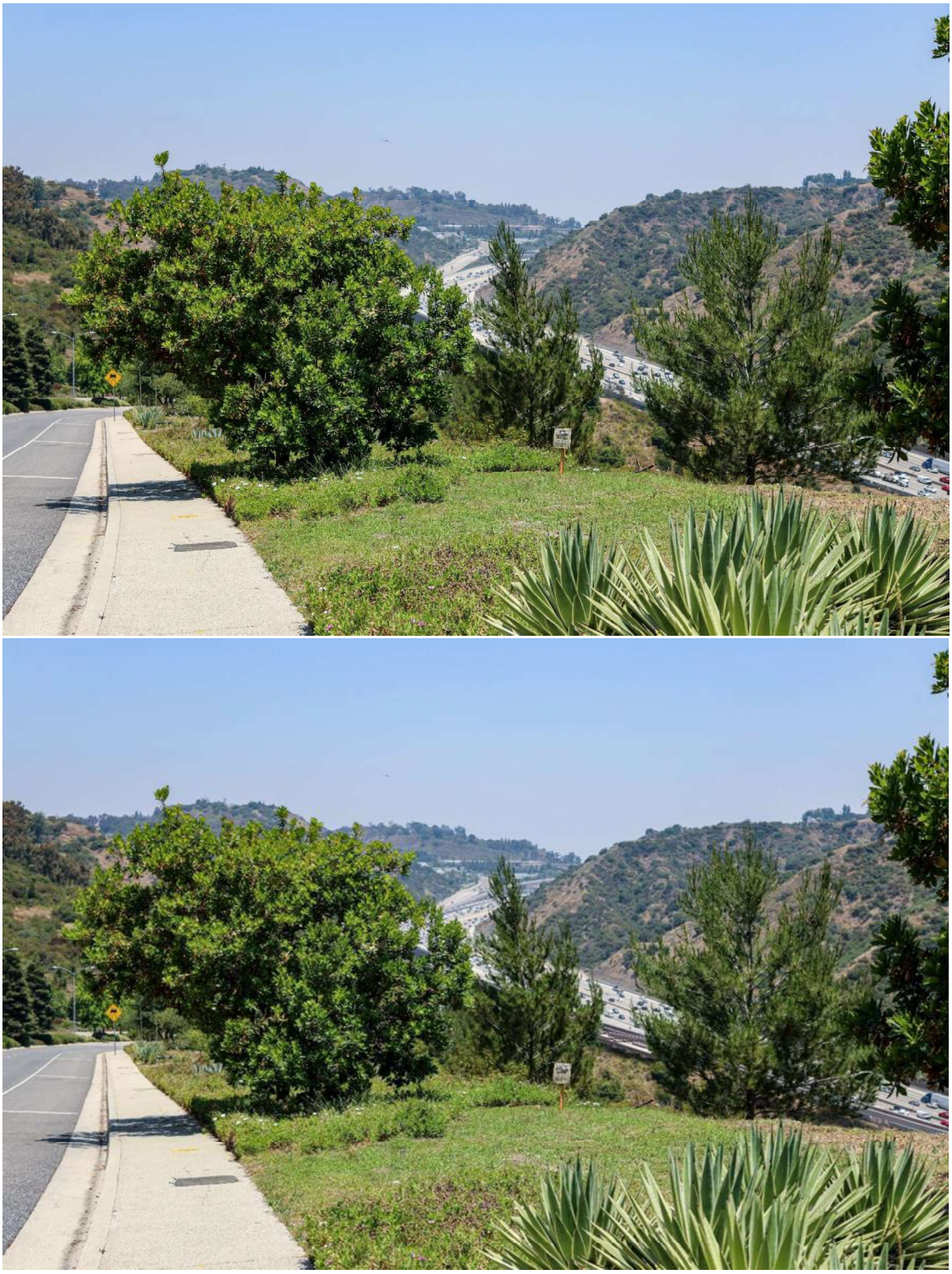
Figure 3.1-30. KOP 7 – Before and After Simulation View, View Looking North Toward I-405 and San Fernando Valley

Source: HTA, 2024

Figure 3.1-31. KOP 8 – Before and After Simulation View, View Looking South Toward I-405 and the Skirball Center

Source: HTA, 2024

Figure 3.1-32. KOP 9 – Before and After Simulation View, View Looking Northeast at the Aerial Alignment along I-405



Source: HTA, 2024

Figure 3.1-33. KOP 10 – Before and After Simulation View, View Looking West/Southwest Toward I-405 and the Getty Center Museum

Source: HTA, 2024

The aerial guideway and Getty Center Station would follow Metro's Rail Design Criteria, Art Program Policy, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 3 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 3 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities. Alternative 3 would also provide attractive transit services in compliance with the *Mobility Plan 2035* (DCP, 2016).

Overall, Alternative 3 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the impact would be less than significant.

Landscape Unit 4

Within LU-4, the aerial guideway for Alternative 3 would primarily operate along or parallel to I-405 to the Ventura Boulevard/Sepulveda Boulevard Station. As such, operation of Alternative 3 within LU-4 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-4 is considered to be moderate due to the moderate level of vividness, moderate level of intactness, and moderate level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 3 within LU-4 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 3 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed aerial guideway and station would represent a new and large element in the visual environment for residents.

Alternative 3 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. For a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 3 would result in permanent alterations to commercial parcels where the aerial guideway, columns, station entries, and plazas are proposed. Alternative 3 would result in permanent alterations to commercial parcels where the aerial guideway, columns, station entries, and plazas are proposed. The aerial guideway, TPSSs, and station would be relatively the same height as the existing transportation. Due to the aerial guideway's height and massing, the aerial guideway would result in a visual contrast in this portion of LU-4. However, the aerial guideway, TPSSs, and stations would be relatively the same height as the existing transportation infrastructure (i.e., I-405 freeway, elevated freeway ramps) and commercial structures, which these viewer groups already experience in existing conditions. Because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation infrastructure and commercial structures that already exist in the urban landscape and would not be visually disruptive or incompatible with existing public views.

Alternative 3 would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 3 would be

generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 3 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

As such, the aerial facilities would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible. Overall, Alternative 3 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 3 within LU-4 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Landscape Unit 5

Within LU-5, the aerial guideway for Alternative 3 would primarily operate along or parallel to I-405 to the Metro G Line Station and would continue along or parallel to I-405. As such, operation of Alternative 3 within LU-5 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-5 is considered to be low due to the low level of vividness, low level of intactness, and low level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 3 within LU-5 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 3 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed aerial guideway and station would represent a new and large element in the visual environment for residents.

Alternative 3 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. In addition, as discussed previously, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 3 would result in permanent alterations to commercial parcels where the aerial guideway, TPSSs, station entries, and plazas are proposed. Due to the aerial guideway's height and massing, the aerial guideway would result in a visual contrast in this portion of LU-5. However, the aerial guideway, TPSSs, and stations would be relatively the same height as the existing transportation infrastructure (i.e., I-405 freeway, elevated freeway ramps) and commercial structures, which these viewer groups already experience in existing conditions. Because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation infrastructure and commercial structures that already exist in the urban landscape and would not be visually disruptive or incompatible with existing public views. Alternative 3 would also result in permanent alterations to commercial parcels where the aerial guideway, TPSSs, station entries, and plazas are proposed.

Alternative 3 would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 3 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that

promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 3 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

Overall, Alternative 3 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the impact would be less than significant.

Landscape Unit 6

Within LU-6, the aerial guideway for Alternative 3 would primarily operate along or parallel to I-405 to the Sherman Way Station and would continue to the Van Nuys Metrolink Station. As such, operation of Alternative 3 within LU-6 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-6 is considered to be low due to the low level of vividness, low level of intactness, and low level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 3 within LU-6 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 3 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed aerial guideway and station would represent a new and large element in the visual environment for residents.

Alternative 3 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. As discussed previously, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 3 would result in permanent alterations to commercial parcels where the aerial guideway, TPSSs, station entries, and plazas are proposed. The aerial guideway would represent a new element in the visual environment and would be noticeable to residents because I-405 and aerial guideway would be visible after tree removal on Firmament Avenue.

The large scale of the proposed aerial guideway, as compared to the adjacent small-scale residential uses on Firmament Avenue, would result in a prominent intrusion to the visual setting from this view. However, as shown on KOP 11 (Figure 3.1-34) located along Firmament Avenue near Valerio Street, no new visible feature would be visually incompatible with the existing urban and transportation-oriented visual aesthetic of Firmament Avenue.

Figure 3.1-34. KOP 11 – Before and After Simulation View, View Looking West Toward the Aerial Alignment along I-405 and Firmament Avenue

Source: HTA, 2024

Due to the aerial guideway's height and massing, the aerial guideway would result in a visual contrast in this portion of LU-6. However, the aerial guideway, TPSSs, and stations would be relatively the same height as the existing transportation infrastructure (i.e., I-405 freeway, elevated freeway ramps) and commercial structures, which these viewer groups already experience in existing conditions. Because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation infrastructure and commercial structures that already exist in the urban landscape and would not be visually disruptive or incompatible with existing public views.

Alternative 3 would follow the equivalent of Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 3 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 3 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

Overall, Alternative 3 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 3 within LU-6 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Alternative 3 would result in permanent alterations to commercial parcels where the aerial guideway, TPSSs, station entries, and plazas are proposed. Along Firmament Avenue, the removal of mature trees would expose views of the I-405 freeway and the aerial guideway, creating a noticeable visual change for nearby residents. However, this area along Firmament Avenue is an urbanized area, and there are no applicable zoning or other regulations governing scenic quality in this area. Operation of Alternative 3, would not conflict with applicable zoning or other regulations governing scenic quality. As such, this impact would be less than significant.

Construction Impacts

The Alternative 3 alignment would consist of a portion of the public ROW, including roadway and sidewalks, as well as City of Los Angeles-owned, State of California-owned, and private properties. During the construction phase, the visual character of the alignment would change temporarily from existing conditions. Construction of the aerial guideway, stations, and freeway modifications would require equipment such as construction barriers and sound walls, cranes, and other appurtenances that would be visible during much of the approximately 102-month construction period.

Table 3.1-11 lists the potential construction staging areas for Alternative 3. Staging areas would provide the necessary space for the following activities:

- Contractors' equipment
- Receiving deliveries
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment).

Table 3.1-11. Alternative 3: Construction Staging Locations

No.	Location Description
1	Public Storage between Pico Boulevard and Exposition Boulevard, east of I-405
2	South of Dowlen Drive and east of Greater LA Fisher House
3	Federal Building Parking Lot
4	Kinross Recreation Center and UCLA Lot 36
5	North end of the Leo Baeck Temple Parking Lot (tunnel boring machine retrieval)
6	At 1400 N Sepulveda Boulevard
7	At 1760 N Sepulveda Boulevard
8	East of I-405 and north of Mulholland Drive Bridge
9	Inside of I-405 Northbound to US-101 Northbound Loop Connector, south of US-101
10	Electro Rent Building, south of Metro G Line Busway, east of I-405
11	Inside the I-405 Northbound Loop Off-Ramp at Victory Boulevard
12	Along Cabrito Road, east of Van Nuys Boulevard

Source: LASRE, 2024; HTA, 2024

Construction activities would include similar equipment to other construction projects in the city, such as mid-rise buildings and other aerial transportation infrastructure. Certain areas may be fenced off with construction barriers and sound walls, resulting in a contrast and change in visual character from the existing conditions. In addition, the designated construction areas along the Alternative 3 alignment would experience additional truck traffic compared to existing conditions, with trucks moving materials on- and off-site, and work crews and construction equipment moving around the alignment and between the Alternative 3 components. Additionally, the local jurisdiction does not have policies or regulations that specifically govern visual quality during construction activities.

As discussed under the Operational Impacts section, within LU-6, a line of mature trees presently between I-405 and Firmament Avenue would be removed to accommodate the placement of the proposed aerial guideway infrastructure.

Some residents may have private views of the Alternative 3 construction from their windows. While residents would be highly sensitive to visual changes and would have a higher degree of personal investment in Alternative 3, as discussed under the Operational Impacts section, visual impacts are assessed based on changes to public views.

Motorists would primarily experience views of construction activities while driving along the roadways along and adjacent to Alternative 3. Passing drivers would notice the change in the visual character during the construction phase. However, drivers are considered to have a low sensitivity to any visual changes because they would likely be passing through the Project Study Area to reach their destinations and would not necessarily have a personal investment in the visual character or quality of the Project Study Area.

In addition, pedestrians would primarily experience views of construction activities while walking along public sidewalks, within transit stations, and near businesses that are adjacent to the proposed station areas and aerial guideway. The change in the visual character of the alignment during the construction phase would be noticeable by these viewers. In addition, pedestrians are considered to have a moderate sensitivity to visual changes because they may be engaged in observing their surroundings.

Tourists would also potentially experience views of construction while visiting the Getty Center or visiting one of the scenic overlooks along Mulholland Drive. Tourists are considered to have high

sensitivity to visual changes. In addition, construction of the aerial guideway would represent new visual elements for tourists who seek to enjoy the views of the Getty Center.

Recreationalists would similarly experience views of construction while visiting Westwood Park. Recreationalists are considered to have high sensitivity to visual changes. However, views of visual resources would not be interrupted during construction, because no visual resources are visible from Westwood Park. In addition, the aerial guideway and Wilshire Boulevard Station would have similar characteristics to existing transportation infrastructure, such as I-405, that is prevalent in views in this area. As such, the aerial guideway and Wilshire Boulevard Station would not significantly impact views in this area.

Overall, construction would represent a temporary change in the visual quality and character, and a significant impact. The Alternative 3 components would potentially stand out as memorable or remarkable features in the landscape due to their scale, which would have a temporary impact on visual character and quality of the Project Study Area and its surroundings compared to existing conditions. Construction activities would include similar equipment to other construction projects in the city, such as mid-rise buildings in urbanized areas. Impacts from construction activities would be temporary, and Alternative 3 related construction activities, equipment, stockpiles, and fencing would be removed once construction is completed. MM AES-1 would also be implemented during tree removal and construction activities to minimize impacts along Firmament Avenue by using temporary screens. MM AES-1 would be implemented to reduce significant impacts to levels below significance by including temporary privacy screens to minimize impacts from construction barriers and sound walls. In addition, Alternative 3 would comply with the BMPs noted in Chapter 2, Project Description, as well as the City of Los Angeles' development standards related to scenic quality during construction, which would be verified during the permitting process. Therefore, construction of Alternative 3 would not conflict with applicable regulations governing scenic quality and would result in less than significant impacts.

Alternative 4

Impact Statement

Operational Impact: Significant and Unavoidable Impact

Construction Impact: Less than Significant Impact with Mitigation

Alternative 4 would be in an urbanized area, as defined by CEQA Guidelines Section 15387; therefore, in accordance with Appendix G of the CEQA Guidelines, a significant impact would occur if Alternative 4 conflicts with applicable zoning and other regulations governing scenic quality. The zoning ordinances of each jurisdiction in the Project Study Area do not directly regulate the design of transportation infrastructure elements. Additionally, the jurisdictions in the Project Study Area generally do not have policies or regulations that govern visual quality during construction activities for transportation-related projects. Alternative 4 would be designed to maintain and/or enhance the visual character or public views of the site and its surrounding communities consistent with all Metro policies related to visual resources, including the Metro Systemwide Station Design Standards Policy.

Operational Impacts

Alternative 4 would have both an underground component from the southern terminus at Exposition Boulevard in the West Los Angeles community, and aerial component from Del Gado Drive to the Van Nuys Metrolink Station along the Metrolink ROW in Van Nuys.

Operational components of Alternative 4 — including but not limited to station design, guideway, auxiliary facilities, parking facilities, and new landscaping — would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, Adjacent Development Review, and Tree Policy. Certain elements would be located on properties outside of the public ROW (e.g., station plazas and TPSSs) and would comply with applicable zoning and design requirements, including undergoing design review where applicable and coordinating with local jurisdictions and/or other public entities during preliminary and final design. Metro projects are not required to adhere to local zoning ordinances; however, these Alternative 4 elements would comply with local zoning ordinances as they pertain to scenic quality.

Architectural renderings and photo-realistic visual simulations were created and used to illustrate where visual changes would be most noticeable after implementation of Alternative 4. These renderings are conceptual and do not represent the final design of Alternative 4 at this time.

Landscape Unit 1

Within LU-1, Alternative 4 would operate underground; however, the Metro E Line Expo/Sepulveda Station and Santa Monica Boulevard Station entrances, plaza, parking lot, and TPSS would be located at-grade. As such, operation of Alternative 4 within LU-1 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-1 is considered to be moderate due to the moderate level of vividness, moderate level of intactness, and moderate level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 4 within LU-1 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 4 either from the public sidewalk adjacent to their apartments, or potentially from their private unit. The proposed stations would represent new elements in the visual environment for residents.

Alternative 4 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. In addition, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 4 would result in permanent alterations to commercial parcels where the station entries and plazas are proposed. These at-grade facilities, including the plaza, station entrance, and parking lot, would be visible by the public; however, because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation infrastructure and commercial structures that already exist in the urban landscape and would not have a substantial adverse effect on prominent views of valued visual resources.

The facilities would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 4 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with

disabilities." Alternative 4 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

As such, Alternative 4 would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible. Overall, Alternative 4 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 4 within LU-1 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Landscape Unit 2

Within LU-2, Alternative 4 would operate underground; however, the Wilshire Boulevard/Metro D Line Station, TPSSs and UCLA Gateway Plaza Station entrances would be located at-grade. As such, operation of Alternative 4 within LU-2 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-2 is considered to be moderately high due to the moderate level of vividness, moderate level of intactness, and high level of unity.

Viewer groups — including pedestrians, motorists, UCLA patrons, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 4 within LU-2 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 4 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed stations would represent new elements in the visual environment for residents.

Alternative 4 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. In addition, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 4 would result in permanent alterations to commercial parcels where the TPSS sites, station entries, and plazas are proposed. As shown on KOP 16 (Figure 3.1-35), the proposed UCLA Gateway Plaza Station would not be highly visible and would be complementary and appropriate to the scale and character of the existing buildings on the UCLA campus. Because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, the at-grade facilities would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible.

Alternative 4 would follow the equivalent of Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 4 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 4 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

Overall, Alternative 4 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 4 within LU-2 would not substantially degrade the

existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Figure 3.1-35. KOP 16 – Before and After Simulation View, View Looking Southeast Toward the Primary Station Entrance of the UCLA Gateway Plaza Station

Source: HTA, 2024

Landscape Unit 3

Within LU-3, Alternative 4 would operate underground and would not have the potential to affect visual resources within this landscape unit, including scenic resources along Mulholland Drive and within the MSPSP. No project components would be located aboveground in LU-3. As such, Alternative 4 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 4 within LU-3 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and no impact would occur.

Landscape Unit 4

Within LU-4, Alternative 4 would operate underground before transitioning to an aerial alignment at Del Gado Drive. A portal structure would be located on Del Gado Drive, where the underground tunnel would daylight to an aerial guideway, and the aerial guideway would continue north on Sepulveda Boulevard to the Ventura Boulevard/Sepulveda Boulevard Station and associated parking lots. Within LU-4, the aerial guideway would also include both center columns and expansive straddle bents that would support the aerial guideway. As such, operation of Alternative 4 within LU-4 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-4 is considered to be moderate due to the moderate level of vividness, moderate level of intactness, and moderate level of unity.

The aerial guideway and Ventura Boulevard/Sepulveda Boulevard Station within LU-4 would Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. However, the height and mass of the aerial facilities would be substantially larger than the infrastructure that already exists in the urban landscape (e.g., US-101).

Viewer groups, including pedestrians, motorists, and transit commuters, would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 4 within LU-4 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have moderate to high sensitivity to the visual change, because they would have direct views of Alternative 4 either from the public sidewalk adjacent to their apartments, or potentially from their private units. The proposed aerial guideway, center columns, straddle bents, and station would represent a new and large element in the visual environment for residents.

Alternative 4 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. For a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 4 would result in permanent alterations to commercial and residential parcels where the tunnel portal, TPSS sites, aerial guideway, straddle bents/columns, station entries, and plazas are proposed. In addition, certain residences and existing landscaping would be removed along Del Gado Drive to construct the proposed tunnel portal, which would represent a visual change.

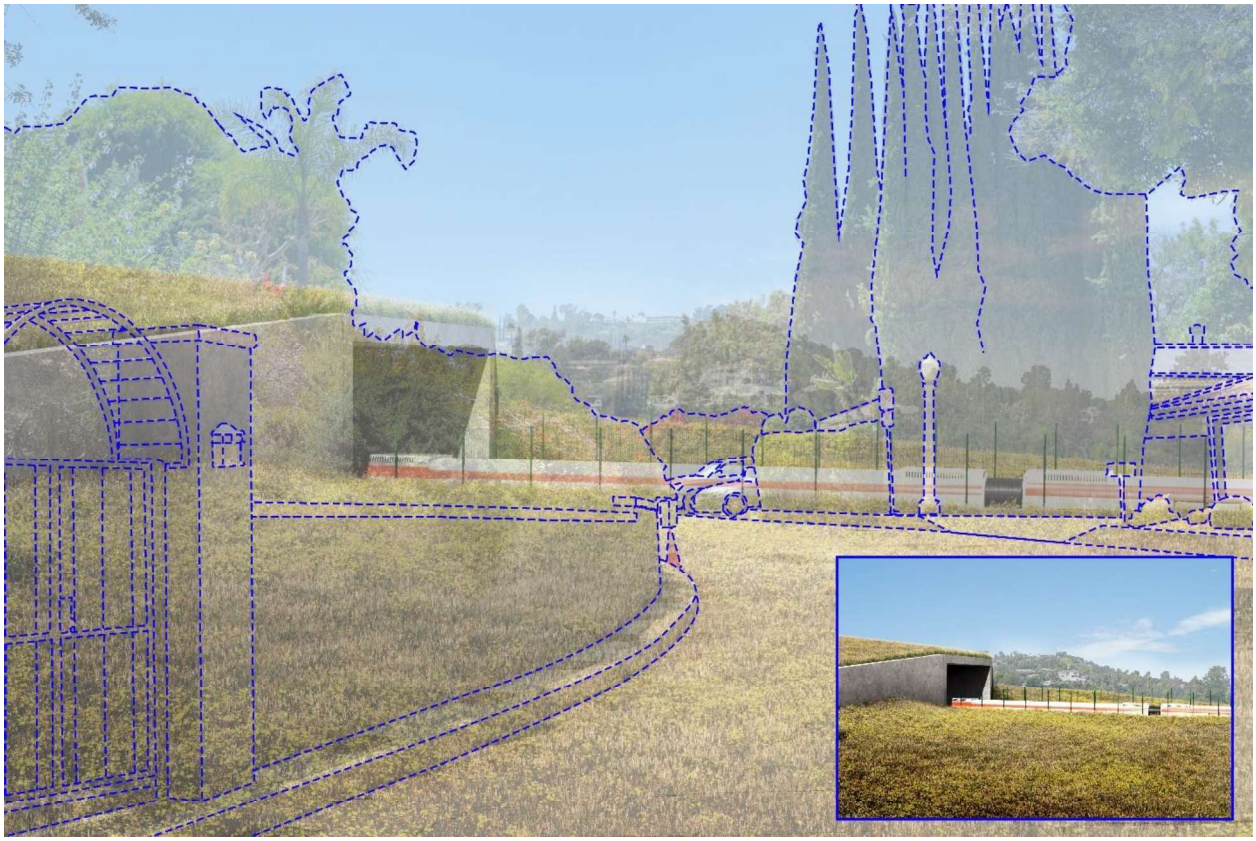
The proposed aerial guideway within LU-4 has been designed to travel parallel to the elevated I-405 freeway for a short distance. Due to the aerial guideway's height and massing, the aerial guideway would result in a visual contrast in this portion of LU-4. However, as shown on KOP 13 (Figure 3.1-36), views of the tunnel portal and aerial guideway would be available from only limited vantage points

along Del Gado Drive. Specifically, KOP 13 (Figure 3.1-36) provides a sight line view from the Del Gado Drive, looking south. From this vantage point, a small portion of the tunnel portion and aerial guideway would be visible. However, the visibility of the tunnel portal would be limited to the area along Del Gado Drive directly in front of and facing the portal. The tunnel portal is anticipated to be a tube-shaped passageway structure without a dissipative design and would not be visually obtrusive. As illustrated on the overlay view for KOP 13 (Figure 3.1-37), the proposed tunnel portal would also be located on private properties. These private properties are currently zoned R1-1 (One-Family Zone), and there are no applicable zoning regulations governing scenic quality for these properties.

Figure 3.1-36. KOP 13 – Before and After Simulation View, View Looking West Toward the Tunnel Portal Structure South of the Del Gado Cul-De-Sac

Source: HTA, 2024

Figure 3.1-37. KOP 13 – Before and After Overlay View, View Looking West Toward the Tunnel Portal Structure South of the Del Gado Drive Cul-De-Sac



Source: HTA, 2024

The portal construction may leave the concrete structure surfaces, shotcrete surfaces, and freshly cut rock surfaces at the portal site permanently exposed. However, these exposed surfaces may be treated to appear naturally formed and weathered to help blend into the surrounding environment.

Viewer groups — including residents in this area — would notice the visual changes associated with Alternative 4. As shown on KOP 18 (Figure 3.1-38) located on Sepulveda Boulevard at Camarillo Street, the primary visual change would be the addition of the aerial guideway above Sepulveda Boulevard, including center columns. Overhead power lines and poles would be undergrounded as part of Alternative 4. As illustrated, the aerial guideway would be oriented above the US-101 overpass. The addition of these features would affect the visual character of the Alternative 4 corridor by introducing new visible vertical features that would block views from motorists, pedestrians, and residents along Sepulveda Boulevard.

Despite the overall adherence of Alternative 4 to Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review, the height and mass of the aerial facilities would be larger than the infrastructure that already exists in the urban landscape (e.g., US-101).

Figure 3.1-38. KOP 18 – Before and After Simulation View, View Looking North From Sepulveda Boulevard at Camarillo Street Toward the Aerial Alignment as It Crosses US-101

Source: HTA, 2024

Alternative 4 would be partially consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 4 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

Overall, Alternative 4 would partially conflict with applicable zoning or other regulations governing scenic quality, including the *Sepulveda Corridor Specific Plan* (DCP, 1992b). Therefore, the operation of Alternative 4 within LU-4 would substantially degrade the existing visual character or quality of public views of the alignment and its surroundings and would result in a significant impact. There are no feasible mitigation measures to reduce this impact, as alterations to the design or configuration are not feasible, and as such, it is significant and unavoidable.

Landscape Unit 5

Alternative 4 would result in permanent alterations to commercial parcels where the aerial guideway, straddle bents/columns, station entries, and plazas are proposed. The aerial guideway and Metro G Line Station would be taller than existing transportation infrastructure (i.e., I-405 freeway and US-101) and commercial structures. Within LU-5, the aerial guideway for Alternative 4 would primarily operate parallel to I-405 directly above Sepulveda Boulevard to the Metro G Line Sepulveda Station. The aerial guideway would operate farther to the east of the I-405 as compared to within LU-4. Within LU-5, the aerial guideway would also include expansive straddle bents that would support the aerial guideway. As such, operation of Alternative 4 within LU-5 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-5 is considered to be low due to the low level of vividness, low level of intactness, and low level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 4 within LU-5 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 4 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed aerial guideway and station would represent a new and large element in the visual environment for residents.

Alternative 4 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. In addition, as discussed previously, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Viewer groups, including residents in this area, would notice the visual changes associated with Alternative 4. As shown on KOP 5 (Figure 3.1-39) and KOP 14 (Figure 3.1-40), the primary visual change would be the addition of the aerial guideway above Sepulveda Boulevard, expansive staddle bents, and associated columns, which would impact public sidewalks and the directly adjacent properties. As illustrated, the aerial guideway would be oriented above the US-101 overpass. The addition of these features would affect the visual character of the Alternative 4 corridor by introducing new visible vertical features that would block views from motorists, pedestrians, and residents along Sepulveda Boulevard.

Alternative 4 would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, Adjacent Development Review and policies from the *Sepulveda Corridor Specific Plan* (DCP, 1992b). However, Alternative 4 would be partially consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 4 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

As such, the aerial facilities would not be visually similar to infrastructure that already exists in the urban landscape within LU-5. Overall, Alternative 4 would partially conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 4 within LU-5 would substantially degrade the existing visual character or quality of public views of the site and its surroundings and would result in a significant impact. There are no feasible mitigation measures to reduce this impact, as alterations to the design or configuration are not feasible; therefore, it is significant and unavoidable.

Figure 3.1-39. KOP 5 – Before and After Simulation View, View Looking South from Sepulveda Boulevard at Morrison Street Toward the Aerial Alignment as It Crosses the US-101 Freeway

Source: HTA, 2024

Figure 3.1-40. KOP 14 – Before and After Simulation View, View Looking South from Sepulveda Boulevard at Cantlay Street Toward the Sherman Way Station

Source: HTA, 2024

Landscape Unit 6

Within LU-6, the aerial guideway for Alternative 4 would primarily operate directly above Sepulveda Boulevard to the Sherman Way Station and continue to the Van Nuys Metrolink Station. From the Van Nuys Metrolink Station, the aerial guideway would travel east along the LOSSAN rail corridor to the MSF. Similar to LU-5, the aerial guideway would also include expansive straddle bents that would support the aerial guideway. As such, due to the at-grade components, which include the stations, plaza, parking lots for the Sherman Station, the reconfigured Metrolink Station parking, and TPSSs, operation of Alternative 4 within LU-6 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-6 is considered to be low due to the low level of vividness, low level of intactness, and low level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 4 within LU-6 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 4 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed aerial guideway and station would represent a new and large change in the visual environment for residents.

Alternative 4 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. In addition, as discussed previously, for a project in an urban area, a significant impact to visual character or quality would occur if Alternative 4 would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 4 would result in permanent alterations to commercial parcels where the aerial guideway, straddle bents/columns, station entries, and plazas are proposed. The aerial guideway, Sherman Way Station, and Van Nuys Metrolink Station would affect the visual character of the project corridor by introducing new visible vertical features, such as columns and the overhead guideway, which would block views from motorists, pedestrians, and residents along Sepulveda Boulevard. Viewer groups, including residents in this area, would notice the visual changes associated with Alternative 4.

Alternative 4 would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. However, the height and mass of the aerial facilities would be larger than the infrastructure that already exists in the urban landscape (e.g., US-101).

Alternative 4 would be partially consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 4 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

As such, the aerial facilities would not be visually similar to infrastructure that already exists in the urban landscape within LU-6. Overall, Alternative 4 would partially conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 4 within LU-6 would substantially degrade the existing visual character or quality of public views of the site and its surroundings and result in a significant impact. There are no feasible mitigation measures to reduce this

impact, as alterations to the design or configuration are not feasible; therefore, it is significant and unavoidable.

Based on the previous discussion, operation of Alternative 4 would represent an overall change in views and visual quality and character as compared to existing conditions. However, Alternative 4 would be in an urban area that currently has a mix of architectural styles and building materials and colors. Although viewer groups may have varying sensitivities to the visual change associated with Alternative 4 for each of the LUs, Alternative 4 would be consistent with applicable zoning and other regulations governing scenic quality within LU-1 through LU-4. Within LU-5 and LU-6, Alternative 4 may conflict, which would result in a significant impact. There are no feasible mitigation measures to reduce this impact; therefore, it is significant and unavoidable.

Construction Impacts

The Alternative 4 alignment consists of a portion of the public ROW, including roadway and sidewalks, as well as City of Los Angeles-owned, State of California-owned, and private properties. During the construction phase, the visual character of the alignment would change temporarily from existing conditions. Construction of the aerial guideway, underground tunnels, and stations would require equipment such as construction barriers and sound walls, cranes, and other appurtenances that would be visible during much of the approximately 99-month construction period.

Alternative 4 would require construction staging and laydown areas at multiple locations along the alignment as well as off-site staging areas. Construction staging areas would provide the necessary space for the following activities:

- Contractors' equipment
- Receiving deliveries
- Testing of soils for minerals or hazards
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment)

Table 3.1-12. Alternative 4: Construction Staging Locations

No.	Location Description
1	Commercial properties on southeast corner of Sepulveda Boulevard and National Boulevard
2	North side of Wilshire Boulevard, between Veteran Avenue and Gayley Avenue
3	UCLA Gateway Plaza
4	Residential properties on both sides of Del Gado Drive and south side of Sepulveda Boulevard adjacent to I-405
5	West of Sepulveda Boulevard between Valley Vista Boulevard and Sutton Street
6	West of Sepulveda Boulevard between US-101 and Sherman Oaks Castle Park
7	Lot behind Los Angeles Fire Department Station 88 to the lot immediately north of U.S. 101, up to the car park for the golf course
8	Commercial property on southeast corner of Sepulveda Boulevard and Raymer Street
9	South of the LOSSAN rail corridor, east of Van Nuys Metrolink Station, west of Woodman Avenue

Source: LASRE, 2024; HTA, 2024

A larger, off-site staging area would be used for temporary storage of excavated material from both tunneling and station cut-and-cover excavation activities. Additionally, local jurisdictions do not have policies or regulations that specifically govern visual quality during construction activities.

Construction activities would include similar equipment to other construction projects in the city, such as mid-rise buildings and other aerial and underground transportation infrastructure. Certain areas may be fenced off with construction barriers and sound walls, resulting in a temporary change and contrast in visual character from the existing conditions Although temporary and short term in nature, construction activities would be a visual nuisance. Therefore, implementation of MM AES-1 would include temporary privacy screens to minimize impacts from construction barriers and sound walls.

In addition, the designated construction areas along the alignment would experience additional truck traffic compared to existing conditions, with trucks moving materials on- and off-site, and work crews and construction equipment moving around the alignment and between the Alternative 4 components.

Some residents may have private views of Alternative 4 construction from their windows. While residents would be highly sensitive to visual changes and would have a higher degree of personal investment in Alternative 4, as discussed under the Operational Impacts section, visual impacts are assessed based on changes to public views.

Motorists would primarily experience views of construction activities while driving along the roadways along and adjacent to Alternative 4. In addition, drivers would have prolonged views while idling at the various traffic signals surrounding the proposed station areas and aerial guideway. Passing drivers would notice the change in the visual character during the construction phase. However, drivers are considered to have a low sensitivity to any visual changes because they would likely be passing through the Project Study Area to reach their destinations and would not necessarily have a personal investment in the visual character or quality of the Project Study Area.

Pedestrians would primarily experience views of construction activities while walking along public sidewalks, within transit stations, and near businesses that are to the proposed station areas and aerial guideway. The change in the visual character of the alignment during the construction phase would be noticeable by these viewers. In addition, pedestrians are considered to have a moderate sensitivity to visual changes because they may be engaged in observing their surroundings.

Overall, construction of Alternative 4 would result in significant temporary impacts to the visual quality and character of the Project Study Area. The aerial guideway and expansive straddle bents supporting it would stand out as prominent and noticeable features in the landscape due to their large scale. These changes, combined with the presence of construction activities, equipment, stockpiles, and fencing, would alter the visual character and quality of the surroundings compared to existing conditions. Although Alternative 4 would comply with BMPs outlined in Chapter 2, Project Description, and adhere to the City of Los Angeles' development standards related to scenic quality during construction, construction of Alternative 4 would still result in temporary impacts that would be significant due to their prominence and the disruption caused to the existing visual environment.

To address these impacts, Alternative 4 would implement MM AES-1, which would require the installation of temporary privacy screens to minimize visual disruption caused by construction barriers and sound walls. This measure would help reduce the visibility of construction activities and associated equipment, mitigating the visual disturbance for sensitive viewer groups. With the implementation of MM AES-1, the temporary visual impacts of construction activities would be reduced to less-than-

significant levels. Therefore, with mitigation, construction of Alternative 4 would not conflict with applicable regulations governing scenic quality and the impact would be reduced to less than significant.

Alternative 5

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant with Mitigation

Alternative 5 would be in an urbanized area, as defined by CEQA Guidelines Section 15387; therefore, in accordance with Appendix G of the CEQA Guidelines, a significant impact would occur if Alternative 5 conflicts with applicable zoning and other regulations governing scenic quality. The zoning ordinances of each jurisdiction do not directly regulate the design of transportation infrastructure elements. Additionally, the jurisdictions generally do not have policies or regulations that govern visual quality during construction activities for transportation-related projects. Alternative 5 would be designed to be consistent with all Metro policies related to visual resources, including the Metro Systemwide Station Design Standards Policy.

Operational Impacts

Alternative 5 would mostly operate underground or within the Metrolink and LOSSAN ROW. However, Alternative 5 would have an aerial component within the industrial and commercial area parallel to the Metrolink ROW.

Operational components of Alternative 5 — including but not limited to station design, guideway, auxiliary facilities, parking facilities, and new landscaping — would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, Adjacent Development Review, and Tree Policy. Certain elements would be located on properties outside of the public ROW (e.g., station plazas and TPSSs) and would comply with applicable zoning and design requirements, including undergoing design review where applicable and coordinating with local jurisdictions and/or other public entities during preliminary and final design. Metro projects are not required to adhere to local zoning ordinances, these Alternative 5 elements would comply with local zoning ordinances as they pertain to scenic quality.

Architectural renderings and photo-realistic visual simulations were created and used to illustrate where visual changes would be most noticeable after implementation of Alternative 5. These renderings are conceptual and do not represent the final design of Alternative 5 at this time.

Landscape Unit 1

Within LU-1, Alternative 5 would operate underground; however, the Metro E Line Expo/Sepulveda Station and Santa Monica Station entrances, plaza, and parking lot for the Metro E Line/Sepulveda Station would be located at-grade. As such, operation of Alternative 5 within LU-1 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-1 is considered to be moderate due to the moderate level of vividness, moderate level of intactness, and moderate level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 5 within LU-1 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 5 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed station would represent a new large element in the visual environment for residents.

Alternative 5 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. For a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 5 would result in permanent alterations to commercial parcels where the station entries, and plazas and parking lot are proposed. These at-grade facilities would be visible by the public; however, because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation infrastructure and commercial structures that already exist in the urban landscape and would not have a substantial adverse effect on prominent views of valued visual resources.

These facilities would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 5 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 5 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

As such, Alternative 5 would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible. Overall, Alternative 5 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 5 within LU-1 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Landscape Unit 2

Within LU-2, Alternative 5 would operate underground; however, the Wilshire Boulevard/Metro D Line Station and UCLA Gateway Plaza Station entrances, plaza and TPSSs would be located at-grade. As such, operation of Alternative 5 within LU-2 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-2 is considered to be moderately high due to the moderate level of vividness, moderate level of intactness, and high level of unity.

Viewer groups — including pedestrians, motorists, UCLA patrons, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 5 within LU-2 because they would be primarily passing through en route to other destinations.

Viewer groups including residents would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 5 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed station and TPSS facilities would represent a new element in the visual environment for residents.

Alternative 5 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. In addition, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 5 would result in permanent alterations to commercial parcels where the station entries, and plazas are proposed. These at-grade facilities would be visible by the public; however, because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation infrastructure and commercial structures that already exist in the urban landscape and would not have a substantial adverse effect on prominent views of valued visual resources.

As shown on KOP 16 (Figure 3.1-41), the proposed UCLA Gateway Plaza Station would not be highly visible and would be complementary and appropriate to the scale and character of the existing buildings on the UCLA campus. As such, the at-grade facilities would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible. These facilities would follow Metro's Rail Design Criteria, Art Program Policy, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review.

Figure 3.1-41. KOP 16 – Before and After Simulation View, View Looking Southeast Toward the Primary Station Entrance of the UCLA Gateway Plaza Station

Source: HTA, 2024

Alternative 5 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 5 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities. Alternative 5 would also provide attractive transit services in compliance with the *Mobility Plan 2035* (DCP, 2016).

Overall, Alternative 5 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 5 within LU-2 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Landscape Unit 3

Within LU-3, Alternative 5 would operate underground and would not result in adverse visual impacts on any visual resource, including scenic resources along Mulholland Drive and within the MSPSP. No project components would be located above ground in LU-3. As such, Alternative 5 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 5 within LU-3 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and no impact would occur.

Landscape Unit 4

Within LU-4, Alternative 5 would operate underground; however, the Ventura Boulevard/Sepulveda Boulevard Station entrance, parking lot, and TPSSs would be located at-grade. As such, operation of Alternative 5 within LU-4 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-4 is considered to be moderate due to the moderate level of vividness, moderate level of intactness, and moderate level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 5 within LU-4 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 5 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed station and TPSS facilities would represent a new element in the visual environment for residents.

Alternative 5 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. In addition, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 5 would result in permanent alterations to commercial parcels where the station entries, and plazas are proposed. As shown on KOP 15 (Figure 3.1-42), these at-grade facilities would be visible by the public; however, because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation

infrastructure and commercial structures that already exist in the urban landscape and would not have a substantial adverse effect on prominent views of valued visual resources.

These facilities would follow Metro's Rail Design Criteria, Art Program Policy, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 5 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 5 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities. Alternative 5 would also provide attractive transit services in compliance with the *Mobility Plan 2035* (DCP, 2016).

As such, Alternative 5 would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible. Overall, Alternative 5 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 5 within LU-4 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Landscape Unit 5

Within LU-5, Alternative 5 would operate underground; however, the Metro G Line Sepulveda Station entrance and TPSSs would be located at-grade. As such, operation of Alternative 5 within LU-5 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-5 is considered to be low due to the low level of vividness, low level of intactness, and low level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 5 within LU-5 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 5 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed station and TPSS facilities would represent a new element in the visual environment for residents.

Alternative 5 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. In addition, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 5 would result in permanent alterations to commercial parcels where the station entries and plazas are proposed. These facilities would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 5 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 5 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

As such, Alternative 5 would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible. Overall, Alternative 5 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 5 within LU-5 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Figure 3.1-42. KOP 15 – Before and After Simulation View, View Looking South from Sepulveda Boulevard at Ventura Boulevard Toward the Ventura Boulevard Station

Source: HTA, 2024

Landscape Unit 6

Within LU-6, Alternative 5 would operate underground along Sepulveda Boulevard to the Sherman Way Station before transitioning to an aerial alignment along or parallel to the Metrolink ROW to the Van Nuys Metrolink Station and the MSF at the end of the alignment. As such, operation of Alternative 5 within LU-6 would represent a change in views and visual quality and character due to the at-grade components as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-6 is considered to be low due to the low level of vividness, low level of intactness, and low level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 5 within LU-6 because they would be primarily passing through en route to other destinations.

Alternative 5 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. In addition, as discussed previously, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

The proposed aerial guideway for Alternative 5 has been designed to travel along or parallel to Metrolink ROW, and it is expected that visual change associated with the aerial guideway would not be readily noticeable given the existing structures along the Metrolink ROW as well as background conditions. At-grade features would include the rail tracks, the Van Nuys Metrolink Station, and the MSF. In addition, because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation infrastructure and commercial structures that already exist in the urban landscape and would not have a substantial adverse effect on prominent views of valued visual resources.

In addition, aerial and at-grade facilities would follow Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 5 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages “transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities.” Alternative 5 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

As such, Alternative 5 would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible. Overall, Alternative 5 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 5 within LU-6 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Based on the previous discussion, operation of Alternative 5 would represent an overall change in views and visual quality and character as compared to existing conditions. However, Alternative 5 would be in an urban area that currently has a mix of architectural styles and building materials and colors. Although viewer groups may have varying sensitivities to the visual change associated with Alternative 5 for each of the LUs, Alternative 5 would be consistent with applicable zoning and other regulations governing scenic quality. As a result, the operation of Alternative 5 would have less than significant impacts related to visual character and quality.

Construction Impacts

The Alternative 5 alignment would consist of a portion of the public ROW, including roadway and sidewalks, as well as City of Los Angeles-owned, State of California-owned, and private properties. During the construction phase, the visual character of the alignment would change temporarily from existing conditions. Construction of primarily an underground tunnel, as well as aerial guideway and stations would require equipment such as construction barriers and sound walls, cranes, and other appurtenances that would be visible during much of the approximately 99-month construction period.

Alternative 5 would include construction staging and laydown areas at multiple locations along the alignment as well as off-site staging areas. Construction staging areas would provide the necessary space for the following activities:

- Contractors' equipment
- Receiving deliveries
- Testing of soils for minerals or hazards
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment).

Table 3.1-13. Alternative 5: Construction Staging Locations

No.	Location Description
1	Commercial properties on southeast corner of Sepulveda Boulevard and National Boulevard
2	North side of Wilshire Boulevard, between Veteran Avenue and Gayley Avenue
3	UCLA Gateway Plaza
4	Commercial property on southwest corner of Sepulveda Boulevard and Dickens Street
5	West of Sepulveda Boulevard between US-101 and Sherman Oaks Castle Park
6	Lot behind Los Angeles Fire Department Station 88
7	Property on the west side of Sepulveda Boulevard, between Sherman Way and Gault Street
8	Industrial property on both sides of Raymer Street, west of Burnet Avenue
9	South of the LOSSAN rail corridor, east of Van Nuys Metrolink Station, west of Woodman Avenue

Source: LASRE, 2024; HTA, 2024

Construction activities would include similar equipment to other construction projects in the city, such as mid-rise buildings and other aerial transportation infrastructure. Certain areas may be fenced off with construction barriers and sound walls, resulting in a temporary change and contrast in visual character from the existing conditions. Although temporary and short term in nature, construction activities would be a visual nuisance. Additionally, the local jurisdiction does not have policies or regulations that specifically govern visual quality during construction activities.

In addition, the designated construction areas along the alignment would experience additional truck traffic compared to existing conditions, with trucks moving materials on- and off-site, and work crews and construction equipment moving around the alignment and between Alternative 5 components.

Some residents may have private views of the project construction from their windows. While residents would be highly sensitive to visual changes and would have a higher degree of personal investment in Alternative 5. Visual impacts are assessed based on changes to public views.

Motorists would primarily experience views of construction activities while driving along the roadways along and adjacent to Alternative 5. In addition, drivers would have prolonged views while idling at the various traffic signals surrounding the proposed station areas and aerial guideway. Passing drivers would notice the change in the visual character during the construction phase. However, drivers are considered to have a low sensitivity to any visual changes because they would likely be passing through the Project Study Area to reach their destinations and would not necessarily have a personal investment in the visual character or quality of the Project Study Area.

In addition, pedestrians would primarily experience views of construction activities while walking along public sidewalks, within transit stations, and near businesses that are in proximity to Alternative 5, and would have prolonged views while walking or standing near the proposed station areas and aerial guideway. The change in the visual character of the alignment during the construction phase would be noticeable by these viewers. In addition, pedestrians are considered to have a moderate sensitivity to visual changes because they may be engaged in observing their surroundings.

Overall, construction of Alternative 5 would result in significant temporary impacts to the visual quality and character of the Project Study Area. Although Alternative 5 would comply with the BMPs noted in Chapter 2, Project Description, and adhere to the City of Los Angeles' development standards related to scenic quality during construction, construction would still result in substantial temporary visual intrusions. Project components including equipment, stockpiles, and fencing, would create a noticeable visual contrast compared to existing conditions. These elements would temporarily introduce prominent and visually dominate features in the landscape, altering the visual character and quality of the area. While these impacts would be temporary and cease once construction is completed, without mitigation, they would still constitute a significant impact during the construction phase.

To address this impact, Alternative 5 would implement MM AES-1, which would address these impacts by requiring the installation of temporary privacy screens around construction barriers and sound walls to minimize visual disruption for sensitive viewer groups. By obscuring views of construction activities and equipment, this measure would reduce the visual intrusion and enhance compatibility with the surrounding environment during construction. With the implementation of MM AES-1, the significant temporary impacts to visual quality and character during construction would be reduced to less-than-significant levels. The implementation of mitigation MM AES-1 would ensure compliance with applicable regulations governing scenic quality. Therefore, this impact would be less than significant with mitigation.

Alternative 6

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact with Mitigation

Alternative 6 would be in an urbanized area, as defined by CEQA Guidelines Section 15387; therefore, in accordance with Appendix G of the CEQA Guidelines, a significant impact would occur if Alternative 6 conflicts with applicable zoning and other regulations governing scenic quality. The zoning ordinances of each jurisdiction do not directly regulate the design of transportation infrastructure elements. Additionally, the jurisdictions generally do not have policies or regulations that govern visual quality during construction activities for transportation-related projects. Alternative 6 would be designed to be consistent with all Metro policies related to visual resources, including the Metro Systemwide Station Design Standards Policy.

Operational Impacts

Alternative 6 would primarily operate underground. Operational components of Alternative 6, including but not limited to station design, guideway, auxiliary facilities, parking facilities, and new landscaping would follow Metro's Rail Design Criteria, Art Program Policy, Standard/Directive Drawings, Systemwide Station Design Standards, Adjacent Development Review, and Tree Policy. Metro's Rail Design Criteria provides a uniform basis for the design of rail projects. The Metro Systemwide Station Design Standards identify policies, principles and requirements in the design or modification of the transit network. Metro's 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.

Certain elements would be located on properties outside of the public ROW (e.g., station plazas and TPSSs) and would comply with applicable zoning and design requirements, including undergoing design review where applicable and coordinating with local jurisdictions and/or other public entities during preliminary and final design. Metro projects are not required to adhere to local zoning ordinances. These Alternative 6 elements would comply with local zoning ordinances as they pertain to scenic quality.

Architectural renderings and photo-realistic visual simulations were created and used to illustrate where visual changes would be most noticeable after implementation of Alternative 6. These renderings are conceptual and do not represent the final design of Alternative 6 at this time.

Landscape Unit 1

Within LU-1, Alternative 6 would operate underground; however, the Metro E Line Expo/Bundy Station and Santa Monica Station entrances and plazas would be located at-grade, as well as the TPSS facilities and the parking lots for the E Line/Expo Bundy Station. As such, operation of Alternative 6 within LU-1 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-1 is considered to be moderate due to the moderate level of vividness, moderate level of intactness, and moderate level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 6 within LU-1 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 6 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed stations, TPSSs and parking lot would represent new elements in the visual environment for residents.

Alternative 6 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. In addition, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 6 would result in permanent alterations to commercial parcels where the station entries, TPSSs, parking lots, and plazas are proposed. These at-grade facilities would be visible by the public;

however, because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation infrastructure and commercial structures that already exist in the urban landscape and would not have a substantial adverse effect on prominent views of valued visual resources.

The facilities would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 6 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 6 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

As such, Alternative 6 would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible. Overall, Alternative 6 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 6 within LU-1 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Landscape Unit 2

Within LU-2, Alternative 6 would operate underground; however, the Wilshire Boulevard/Metro D Line Station and UCLA Gateway Plaza Station entrances and plazas would be located at-grade, as well as the TPSS facilities. As such, operation of Alternative 6 within LU-2 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-2 is considered to be moderately high due to the moderate level of vividness, moderate level of intactness, and high level of unity.

Viewer groups, including pedestrians, motorists, and transit commuters, would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 6 within LU-2 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 6 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed stations would represent new elements in the visual environment for residents.

Alternative 6 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. In addition, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

As shown on KOP 16 (Figure 3.1-43), the proposed UCLA Gateway Plaza Station would not be highly visible and would be complementary and appropriate to the scale and character of the existing buildings on the UCLA campus. These at-grade facilities would be visible by the public; however, because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation infrastructure and commercial structures that already exist in the urban landscape and would not have a substantial adverse effect on prominent views of valued visual resources.

Figure 3.1-43. KOP 16 – Before and After Simulation View, View Looking Southeast Toward the Primary Station Entrance of the UCLA Gateway Plaza Station

Source: HTA, 2024

These facilities would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 6 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 6 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

As such, Alternative 6 would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible. Overall, Alternative 6 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 6 within LU-2 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Landscape Unit 3

Within LU-3, Alternative 6 would operate underground; however, the Mid-Mountain Vent Shaft structure would be a new visible aboveground structure within this LU. Alternative 6 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. An access road from the Stone Canyon Reservoir access road would be constructed to the location of the shaft, requiring grading of the hillside along its route. As such, operation of Alternative 6 within LU-3 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-3 is considered to be moderately high due to the high level of vividness, moderate level of intactness, and moderate level of unity.

Although the proposed Mid-Mountain Vent Shaft would be a large structure that would be introduced into the visual environment, the Mid-Mountain Vent Shaft would not change the natural topography of the Project Study Area. The graded access road would be distantly visible. In addition, the Mid-Mountain Vent Shaft structure and associated graded access road would not obstruct views of or alter the visual character and quality of the Santa Monica Mountains, because the Mid-Mountain Vent Shaft structure and the associated access road would be largely obstructed by existing trees and other dense vegetation within the Santa Monica Mountains. Therefore, operation of Alternative 6 would not conflict with applicable zoning or other regulations governing scenic quality with respect to motorist views of the Santa Monica Mountains.

Viewer groups — including motorists, tourists, and residents — would have a moderate to high sensitivity to the visual change because tourists would have direct views of Alternative 6 from public areas and residents would have direct views of Alternative 6 from their private residences. In addition, certain views of the Santa Monica Mountains have the potential to be partially interrupted due to Alternative 6. The proposed Mid-Mountain Vent Shaft structure would represent a new and large element in the visual environment for residents, motorists, and tourists.

Views of the Mid-Mountain Vent Shaft structure would not be visually compatible with the surrounding residential area, and residents would be sensitive to the change in visual character. However, visual impacts are assessed based on changes to public views. As shown on KOP 17 (Figure 3.1-44), views of the Mid-Mountain Vent Shaft structure are available from only limited vantage points along Mulholland Drive. Views would remain mostly uninterrupted from Mulholland Drive. As discussed previously, the Mid-Mountain Vent Shaft would follow Metro's Rail Design Criteria, Art Program Policy, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review.

In addition, the Mid-Mountain Vent Shaft would be located outside of the inner and outer corridors of the MSPSP, which contains density requirements, building standards, and grading restrictions to protect scenic quality. As such, the Mid-Mountain Vent Shaft would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible with existing public views from Mulholland Drive, resulting in less than significant impacts.

Figure 3.1-44. KOP 17 – Before and After Simulation View, View Looking South Toward the Vent Shaft and Stone Canyon Reservoir

Source: HTA, 2024

These facilities would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. Alternative 6 would be generally consistent with the local policies regarding visual character and quality, including the

Citywide Design Guidelines (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 6 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

Alternative 6 would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible. Overall, Alternative 6 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 6 within LU-3 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Landscape Unit 4

Within LU-4, Alternative 6 would operate underground; however, the Ventura Boulevard/Van Nuys Boulevard Station entrances, two parking lots, and plazas would be located at-grade. As such, operation of Alternative 6 within LU-4 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-4 is considered to be moderate due to the moderate level of vividness, moderate level of intactness, and moderate level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 6 within LU-4 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 6 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed stations would represent new elements in the visual environment for residents.

Alternative 6 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. In addition, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 6 would result in permanent alterations to commercial parcels where the station entries, two parking lots and plazas are proposed. These at-grade facilities would be visible by the public; however, because of the highly urban characteristics of the area, these railway structures are typically more visually tolerable. As such, these facilities would be similar to existing transportation infrastructure and commercial structures that already exist in the urban landscape and would not have a substantial adverse effect on prominent views of valued visual resources.

These facilities would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. As discussed previously, Alternative 6 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings.

Alternative 6 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for

pedestrians and persons with disabilities." Alternative 6 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

As such, Alternative 6 would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible. Overall, Alternative 6 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 6 within LU-4 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Landscape Unit 5

Within LU-5, Alternative 6 would operate underground; however, the Metro G Line/Van Nuys Station entrances, plazas, TPSS 7, and TPSS 9 would be located at-grade. As such, operation of Alternative 6 within LU-5 would represent a change in views, visual quality, and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-5 is considered to be low due to the low level of vividness, low level of intactness, and low level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 6 within LU-5 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 6 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed stations would represent new elements in the visual environment for residents.

Alternative 6 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. In addition, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 6 would result in permanent alterations to commercial parcels where the station entries and plazas are proposed. This at-grade facility would be visible by the public; however, it is located within a heavily urbanized area and would not have a substantial adverse effect on prominent views of valued visual resources. These facilities would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review.

Alternative 6 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 6 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

As such, Alternative 6 would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible. Overall, Alternative 6 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 6 within LU-5 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Landscape Unit 6

Within LU-6, Alternative 6 would operate underground; however, the Van Nuys Metrolink Station entrances and plazas would be located at-grade, as would two TPSSs. As such, operation of Alternative 6 within LU-5 would represent a change in views and visual quality and character as compared to existing conditions. As mentioned in Section 3.1.3.1, the visual quality of LU-6 is considered to be low due to the low level of vividness, low level of intactness, and low level of unity.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 6 within LU-6 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of Alternative 6 either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed stations would represent new elements in the visual environment for residents.

Alternative 6 would be in an urban area that currently has a mix of architectural styles and building materials and colors, as well as a mix of older and modern style buildings. In addition, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Alternative 6 would result in permanent alterations to commercial parcels where the station entries, two parking lots, and plazas are proposed. These at-grade facilities would be visible by the public; however, they would lie within heavily urbanized areas and would not have a substantial adverse effect on prominent views of valued visual resources. These facilities would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review.

Alternative 6 would be generally consistent with the local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019b), which encourages "transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities." Alternative 6 would be accessible to the regional transit systems and would provide convenient access to transit for pedestrians and persons with disabilities.

As such, Alternative 6 would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible. Overall, Alternative 6 would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the operation of Alternative 6 within LU-6 would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Based on the previous discussion, operation of Alternative 6 would represent an overall change in views and visual quality and character as compared to existing conditions. However, Alternative 6 would be in an urban area that currently has a mix of architectural styles and building materials and colors. Although viewer groups may have varying sensitivities to the visual change associated with Alternative 6 for each of the LUs, Alternative 6 would be consistent with applicable zoning and other regulations governing scenic quality. As a result, the operation of Alternative 6 would have less than significant impacts related to visual character and quality.

Construction Impacts

The Alternative 6 alignment would consist of a portion of the public ROW, including roadway and sidewalks, as well as City of Los Angeles-owned, State of California-owned, and private properties. During the construction phase, the visual character of the alignment would change temporarily from existing conditions. Construction of the stations would require equipment such as construction barriers and sound walls, cranes, and other appurtenances that would be visible during much of the construction period.

Station and MSF sites would be used for construction staging areas. In addition, temporary construction easements outside of the station and MSF footprints would be required along Bundy Drive, Santa Monica Boulevard, Wilshire Boulevard, and Van Nuys Boulevard. The westbound to southbound loop off-ramp of the I-10 interchange at Bundy Drive would also be used as a staging area and would require extended ramp closure. Construction activities would include similar equipment to other construction projects in the city, such as high-rise buildings in urbanized areas and underground transit. Certain areas may be fenced off with construction barriers and sound walls, resulting in a temporary change and contrast in visual character from the existing conditions. In addition, the designated construction areas along the alignment would experience additional truck traffic compared to existing conditions, with trucks moving materials on- and off-site, and work crews and construction equipment moving around the alignment and between the project components.

Some residents may have private views of the Alternative 6 construction from their windows. While residents would be highly sensitive to visual changes and would have a higher degree of personal investment in Alternative 6, as discussed in Section 3.1.2.1, visual impacts are assessed based on changes to public views.

Motorists would primarily experience views of construction activities while driving along the roadways along and adjacent to Alternative 6. In addition, drivers would have prolonged views while idling at the various traffic signals surrounding the proposed station areas. Passing drivers would notice the change in the visual character of the proposed station areas during the construction phase. However, drivers are considered to have a low sensitivity to any visual changes because they would likely be passing through the Project Study Area to reach their destinations and would not necessarily have a personal investment in the visual character or quality of the Project Study Area.

In addition, pedestrians would primarily experience views of construction activities while walking along public sidewalks, within transit stations, and near businesses that are in proximity to the proposed station areas. The change in the visual character of the alignment during the construction phase would be noticeable by these viewers. In addition, pedestrians are considered to have a moderate sensitivity to visual changes because they may be engaged in observing their surroundings.

Tourists would also potentially experience views of construction while traveling along Mulholland Drive or visiting one of the scenic overlooks along Mulholland Drive. Tourists are considered to have high sensitivity to visual changes.

Furthermore, Alternative 6 would be consistent with the goals and objectives within the *Citywide Design Guidelines* and *Mobility Plan 2035*. As such, Alternative 6 would be consistent with applicable policies related to scenic quality during construction.

Overall, construction of Alternative 6 would result in significant temporary impacts to the visual quality and character of the Project Study Area. Although Alternative 6 would comply with the BMPs noted in Chapter 2, Project Description, and adhere to the City of Los Angeles' development standards related to

scenic quality, Alternative 6 would still introduce a substantial visual change during the construction phase. Alternative 6 components, such as construction activities, equipment, stockpiles, and fencing, would be prominent and visually distinct within the landscape. These elements would temporarily alter the visual character and quality of the area compared to existing conditions. While these impacts would cease once construction is completed, they would remain significant during the construction phase.

To address this impact, Alternative 6 would implement MM AES-1, which would address these temporary impacts by requiring the use of privacy screens around construction barriers and sound walls to minimize visual disruptions. These screens would obscure construction elements from sensitive viewer groups, reducing the visual contrast and temporary changes to the landscape during construction.

With the implementation of MM AES-1, the significant temporary impacts to visual quality and character during construction would be reduced to less-than-significant levels. Therefore, with mitigation, alternative 6 would be consistent with applicable regulations governing scenic quality and this impact would be less than significant with mitigation.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Maintenance of monorail vehicles and equipment would occur at the MSF Base Design. The MSF Base Design in LU-6 would be located on the City of Los Angeles Department of Water and Power (LADWP) property east of the Van Nuys Metrolink Station, within the northern portion of LU-6. Multiple buildings would be constructed, including a multi-level maintenance-of-way building, track storage area, wash bays, ancillary storage buildings, and TPSS structure. These structures would be the primary visual elements of the MSF Base Design. The MSF Base Design site would be located within a heavily industrialized area, and operation of this MSF Base Design would generally fit within the context of the existing industrial character.

Viewer groups, including pedestrians, motorists, and transit commuters, would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 6 within LU-6 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of the MSF Base Design either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed MSF Base Design would represent a new and large element in the visual environment for residents.

The MSF Base Design would result in permanent alterations to commercial parcels. As discussed previously, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

The MSF Base Design would be elevated to match the guideway height. The maintenance level for the train cars would match the guideway track elevation and would contain maintenance areas. The ground

level would include multiple rows of columns and support beams for structural support, as well as an administrative building with parking areas.

The MSF Base Design would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. In addition, the MSF Base Design would be relatively the same height as the existing commercial structures. These railway structures are typically more visually tolerable in industrial and commercial areas. As such, these facilities would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible with existing public views.

The MSF Base Design would also be consistent with the goals and objectives within the *Citywide Design Guidelines* (DCP, 2019b) and the *Mobility Plan 2035* (DCP, 2016). With regard to the *Citywide Design Guidelines*, the MSF Base Design would improve the quality of the public realm through project design that would be appropriate to the scale and character of the existing buildings in the surrounding area. Therefore, operation of the MSF Base Design would not result in a significant impact.

During the construction phase, the visual character of the alignment would change temporarily from existing conditions. Construction of the MSF Base Design would require equipment—such as construction barriers and sound walls, cranes, and other appurtenances—that would be visible during much of the approximately 78-month construction period.

Construction of the MSF Base Design would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403, and would occur in an urbanized area. Rule 403 does not permit track-out dust to extend 25 feet or more beyond the active construction area and requires all track-out dirt to be removed at the end of each workday or evening shift. Construction activities would include similar equipment to other construction projects in the city, such as mid-rise buildings and other aerial transportation infrastructure.

Although temporary and short term in nature, construction activities would be a visual nuisance. However, certain areas may be fenced off with construction barriers and sound walls, resulting in a contrast and change in visual character from the existing conditions. The construction barriers and sound walls would include a privacy screen.

In addition, the designated construction areas along the alignment would experience additional truck traffic compared to existing conditions, with trucks moving materials on- and off-site, and work crews and construction equipment moving around the sites and between the project components.

Motorists would primarily experience views of construction activities while driving along the roadways along and adjacent to the MSF Base Design. The change in the visual character during the construction phase would be noticeable by passing drivers. However, drivers are considered to have a low sensitivity to any visual changes because they would likely be passing through the Project Study Area to reach their destinations and would not necessarily have a personal investment in the visual character or quality of the MSF Base Design area.

In addition, pedestrians would primarily experience views of construction activities while walking along public sidewalks, within transit stations, and near businesses adjacent to the proposed station areas and aerial guideway. The change in the visual character during the construction phase would be noticeable by these viewers. Pedestrians are considered to have a moderate sensitivity to visual changes because they may be engaged in observing their surroundings.

The MSF Base Design would include entitlements and approvals to ensure consistent implementation of development standards. The development standards would recognize the MSF Base Design's unique characteristics, including unique opportunities for public benefits. The design standards included in the MSF Base Design's entitlements and approvals would ensure visual compatibility with adjacent development, as well as the MSF Base Design area's overall community character. The MSF Base Design would not conflict with applicable zoning or other regulations governing scenic quality. As such, the MSF Base Design would be consistent with applicable policies related to scenic quality during construction.

Overall, the MSF Base Design would not conflict with applicable zoning or other regulations governing scenic quality. Construction would represent a temporary change in the visual quality and character. Project components would potentially stand out as memorable or remarkable features in the landscape due to their scale, which would have a temporary impact on visual character and quality of the MSF Base Design area and its surroundings compared to existing conditions. Construction activities would include similar equipment to other construction projects in the city, such as mid-rise buildings in urbanized areas. Impacts from construction activities would be temporary. Once construction is completed, project-related construction activities, including equipment, stockpiles, and fencing would be removed. Therefore, construction activities would not result in a significant impact to views and would not conflict with applicable zoning or other regulations governing scenic quality with respect to motorist's views. In addition, the MSF Base Design would comply with the BMPs previously noted in Chapter 2, Project Description, as well as the City of Los Angeles' development standards related to scenic quality during construction, which would be verified during the City of Los Angeles' permitting process. Therefore, the MSF Base Design within LU-6 would not conflict with applicable regulations governing scenic quality, or substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Refer to the previous discussion of the monorail for impact evaluation. Overall, MSF Design Option 1 would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. In addition, MSF Design Option 1 would be relatively the same height as the existing transportation infrastructure (i.e., I-405 freeway) and commercial structures. These railway structures are typically more visually tolerable in industrial and commercial areas. As such, these facilities would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible with existing public views.

MSF Design Option 1 would also be consistent with the goals and objectives within the *Citywide Design Guidelines* (DCP, 2019b) and the *Mobility Plan 2035* (DCP, 2016). With regard to the *Citywide Design Guidelines*, MSF Design Option 1 would improve the quality of the public realm through project design that is appropriate to the scale and character of the existing buildings in the surrounding area.

Overall, MSF Design Option 1 would not conflict with applicable zoning or other regulations governing scenic quality. Construction would represent a temporary change in the visual quality and character. Project components would potentially stand out as memorable or remarkable features in the landscape due to their scale, which would have a temporary impact on visual character and quality of the Project Study Area and its surroundings compared to existing conditions. Construction activities would include

similar equipment to other construction projects in the city, such as high-rise buildings in urbanized areas. Impacts from construction activities would be temporary, and MSF-related construction activities, equipment, stockpiles, and fencing would be removed once construction is completed. In addition, MSF Design Option 1 would comply with the BMPs previously noted in Chapter 2, Project Description, as well as the City of Los Angeles' development standards related to scenic quality during construction, which would be verified during the City of Los Angeles' permitting process. Therefore, MSF Design Option 1 within LU-6 would not conflict with applicable regulations governing scenic quality, or substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact with Mitigation

The Electric Bus MSF site would construct approximately 45,000 square feet of buildings, including a maintenance shop and bay, a maintenance office, an operations center, a parts storeroom, and service areas. The Electric Bus MSF, which would be located in LU-1, is located within a heavily commercial area, and operation of this MSF would generally fit within the context of the existing commercial character.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of the Electric Bus MSF within LU-1 because they would be primarily passing through en route to other destinations.

Viewer groups, including residents, would have a moderate to high sensitivity to the visual change because they would have direct views of the Electric Bus MSF either from the public sidewalk adjacent to their apartments or potentially from their private unit. The proposed Electric Bus MSF would represent a new and large element in the visual environment for residents. However, visual impacts are assessed based on changes to public views.

The Electric Bus MSF would result in permanent alterations to commercial parcels. As discussed previously, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

The Electric Bus MSF would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. In addition, the Electric Bus MSF would be relatively the same height as the existing commercial structures. These railway structures are typically more visually tolerable in industrial and commercial areas. As such, these facilities would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible with existing public views.

The Electric Bus MSF would also be consistent with the goals and objectives within the *Citywide Design Guidelines* (DCP, 2019b) and the *Mobility Plan 2035* (DCP, 2016). With regard to the *Citywide Design Guidelines*, the Electric Bus MSF would improve the quality of the public realm through project design that is appropriate to the scale and character of the existing buildings in the surrounding area.

During the construction phase, the visual character of the alignment would change temporarily from existing conditions. Construction of the Electric Bus MSF would require equipment such as construction

barriers and sound walls, cranes, and other appurtenances that would be visible during the construction period.

Construction of Electric Bus MSF would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403, and would occur in an urbanized area. Rule 403 does not permit track-out dust to extend 25 feet or more beyond the active construction area and requires all track-out dirt to be removed at the end of each workday or evening shift. Construction activities would include similar equipment to other construction projects in the city, such as mid-rise buildings and other aerial transportation infrastructure.

Although temporary and short term in nature, construction activities would be a visual nuisance. The contractor would fence off certain areas with construction barriers and sound walls, resulting in a temporary change and contrast in visual character from the existing conditions. In addition, the designated construction areas along the alignment would experience additional truck traffic compared to existing conditions, with trucks moving materials on- and off-site, and work crews and construction equipment moving around the alignment and between the project components.

Motorists would primarily experience views of construction activities while driving along the roadways along and adjacent to the Electric Bus MSF. The change in the visual character during the construction phase would be noticeable by passing drivers. However, drivers are considered to have a low sensitivity to any visual changes because they would likely be passing through the Project Study Area to reach their destinations and would not necessarily have a personal investment in the visual character or quality of the Electric Bus MSF area.

In addition, pedestrians would primarily experience views of construction activities while walking along public sidewalks, within transit stations, and near businesses adjacent to the Electric Bus MSF. The change in the visual character of the alignment during the construction phase would be noticeable by these viewers. Pedestrians are considered to have a moderate sensitivity to visual changes as they may be engaged in observing their surroundings.

The Electric Bus MSF includes entitlements and approvals to ensure consistent implementation of development standards. The development standards would recognize the Electric Bus MSF's unique characteristics, including unique opportunities for public benefits. The design standards included in the Electric Bus MSF's entitlements and approvals would ensure visual compatibility with adjacent development, as well as the Electric Bus MSF area's overall community character. The Electric Bus MSF would not conflict with applicable zoning or other regulations governing scenic quality. As such, the Electric Bus MSF would be consistent with applicable policies related to scenic quality during construction. Therefore, operational impacts of the Electric Bus MSF would be less than significant.

Overall, construction of the Electric Bus MSF would result in significant temporary impacts to the visual quality and character of the area. The Electric Bus MSF components, including construction activities, equipment, stockpiles, and fencing, would be prominent within the landscape due to their scale, creating a noticeable contrast with existing conditions. These temporary changes would affect the visual character and quality of the Electric Bus MSF area and its surroundings. Viewer groups, including residents, pedestrians, and motorists, would experience these changes, with varying levels of sensitivity.

To address these significant impacts, MM AES-1 would be implemented. This measure requires the use of temporary privacy screens to minimize visual disruptions caused by construction barriers and sound walls. By providing visual screening, MM AES-1 would reduce the visibility of construction activities and

associated equipment, mitigating the visual intrusion for sensitive viewer groups and minimizing the contrast with the surrounding environment.

With the implementation of MM AES-1, the significant temporary impacts to visual quality and character during construction would be reduced to less-than-significant levels. Therefore, with mitigation, construction of the Electric Bus MSF within LU-2 would not conflict with applicable regulations governing scenic quality or substantially degrade the existing visual character or quality of public views of the site and its surroundings. The impact would therefore be less than significant with mitigation.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact with Mitigation

Maintenance of HRT vehicles and equipment would occur at the MSF within the northern portion of LU-6. Multiple buildings would be constructed, including a multi-level maintenance-of-way building, track storage area, wash bays, ancillary storage buildings, and TPSS structure. A grade separated access road and a parking area for employees would also be included. These structures would be the primary visual elements of the MSF. The MSF site would be located within a heavily industrialized area, and operation of this MSF would generally fit within the context of the existing industrial character.

Viewer groups — including pedestrians, motorists, and transit commuters — would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 6 within LU-6 because they would be primarily passing through en route to other destinations.

The MSF would result in permanent alterations to commercial parcels. As discussed previously, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

The MSF in LU-6 would be located at-grade and would include a portion of the LADWP property east of the Van Nuys Metrolink Station and adjacent commercial properties to the east. One-story, single-family residences are located directly south of the proposed MSF site. This residential area would not have direct north-facing public views of the proposed MSF and its internal grade-separated access road because the properties face south toward residential streets, such as Cohasset Street. In addition, a two-story apartment building is located directly south of the proposed MSF site, and residents would have private north-facing views of the MSF. However, as discussed in Section 3.1.2.1, impacts are assessed related to changes to public views. The visual character of the new surface parking lot would be similar to the existing parking lot at the proposed MSF site.

The MSF would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. In addition, the MSF would be relatively the same height as the existing commercial structures. These railway structures are typically more visually tolerable in industrial and commercial areas. As such, these facilities would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible with existing public views.

The MSF would also be consistent with the goals and objectives within the *Citywide Design Guidelines* (DCP, 2019b) and the *Mobility Plan 2035* (DCP, 2016). With regard to the *Citywide Design Guidelines*, the

MSF would improve the quality of the public realm through project design that is appropriate to the scale and character of the existing buildings in the surrounding area.

Construction of MSF would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403, and would occur in an urbanized area. Rule 403 does not permit track-out dust to extend 25 feet or more beyond the active construction area and requires all track-out dirt to be removed at the end of each workday or evening shift. Construction activities would include similar equipment to other construction projects in the city, such as mid-rise buildings and other aerial transportation infrastructure.

Although temporary and short-term in nature, construction activities would be a visual nuisance. However, certain areas may be fenced off with construction barriers and sound walls, resulting in a temporary change and contrast in visual character from the existing conditions.

In addition, the designated construction areas along the alignment would experience additional truck traffic compared to existing conditions, with trucks moving materials on- and off-site, and work crews and construction equipment moving around the alignment and between the project components. Some residents may have private views of the Alternative 6 construction from their windows. While residents would be highly sensitive to visual changes and would have a higher degree of personal investment in Alternative 6. Visual impacts are assessed based on changes to public views.

Motorists would primarily experience views of construction activities while driving along the roadways along and adjacent to the MSF. In addition, drivers would have prolonged views while idling at the various traffic signals surrounding the proposed station areas and aerial guideway. The change in the visual character during the construction phase would be noticeable by passing drivers. However, drivers are considered to have a low sensitivity to any visual changes because they would likely be passing through the Project Study Area to reach their destinations and would not necessarily have a personal investment in the visual character or quality of the MSF area.

Pedestrians would primarily experience views of construction activities while walking along public sidewalks, within transit stations, and near businesses adjacent to the proposed station areas, aerial guideway, and MSF. The change in the visual character during the construction phase would be noticeable by these viewers. In addition, pedestrians are considered to have a moderate sensitivity to visual changes as they may be engaged in observing their surroundings.

The MSF includes entitlements and approvals to ensure consistent implementation of development standards. The development standards would recognize the MSF's unique characteristics, including unique opportunities for public benefits. The design standards included in the MSF's entitlements and approvals would ensure visual compatibility with adjacent development, as well as the MSF area's overall community character. The MSF would not conflict with applicable zoning or other regulations governing scenic quality. As such, the MSF would be consistent with applicable policies related to scenic quality during construction.

Overall, during construction and operation, the MSF would not conflict with applicable zoning or other regulations governing scenic quality. Construction would represent a temporary change in the visual quality and character. Project components would potentially stand out as memorable or remarkable features in the landscape due to their scale, which would have a temporary impact on visual character and quality of the MSF area and its surroundings compared to existing conditions. Construction activities would include similar equipment to other construction projects in the city, such as mid-rise buildings in urbanized areas. Impacts from construction activities would be temporary, and post-construction views

of project-related construction activities, equipment, stockpiles, and fencing would be removed once construction is completed. Residences, pedestrians, and motorists may experience impacts to views during construction. However, these impacts would be temporary during construction. In addition, MM AES-1 would be implemented to reduce potentially significant impacts to levels below significance through the installation of screens. The MSF would comply with the BMPs previously discussed in Chapter 2, Project Description, as well as the City of Los Angeles' development standards related to scenic quality during construction, which would be verified during the City of Los Angeles' permitting process. Therefore, the MSF within LU-6 would not conflict with applicable regulations governing scenic quality, or substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant. MM AES-1 would include temporary privacy screens to minimize impacts.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: Less Than Significant Impact

Construction Impact: Less Than Significant Impact

Maintenance of HRT vehicles and equipment would occur at the MSF. Multiple buildings would be constructed, including a multi-level maintenance-of-way building, track storage area, wash bays, ancillary storage buildings, and TPSS structure. These structures would be the primary visual elements of the MSF. The MSF site within the northern portion of LU-6 would be located within a heavily industrialized area, and operation of this MSF would generally fit within the context of the existing industrial character.

Viewer groups, including pedestrians, motorists, and transit commuters, would have a low to moderate sensitivity to the visual change and may have less of a personal investment in the visual appearance of Alternative 6 within LU-6 because they would be primarily passing through en route to other destinations.

The MSF would result in permanent alterations to commercial parcels. As discussed previously, for a project in an urban area, a significant impact to visual character or quality would occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

The MSF in LU-6 would be located at-grade and would include a portion of the LADWP property east of the Van Nuys Metrolink Station and adjacent commercial property to the east. One-story, single-family residences are located directly south of the proposed MSF site. This residential area would not have direct north-facing public views of the proposed MSF, because the properties front onto or face associated residential streets to the south, such as Cohasset Street. In addition, a two-story apartment building is located directly south of the proposed MSF site, and residents would have private north-facing views of the MSF. However, as discussed in Section 3.1.2.1, impacts are assessed related to changes to public views. The visual character of the new surface parking lot would be similar to the existing parking lot at the proposed MSF site.

The MSF would follow Metro's Art Program Policy, Rail Design Criteria, Standard/Directive Drawings, Systemwide Station Design Standards, and Adjacent Development Review. In addition, the MSF would be relatively the same height as the existing commercial structures. These railway structures are typically more visually tolerable in industrial and commercial areas. As such, these facilities would be similar to infrastructure that already exists in the urban landscape and would not be visually disruptive or incompatible with existing public views.

The MSF would also be consistent with the goals and objectives within the *Citywide Design Guidelines* (DCP, 2019b) and the *Mobility Plan 2035* (DCP, 2016). With regard to the *Citywide Design Guidelines*, the MSF would improve the quality of the public realm through project design that would be appropriate to the scale and character of the existing buildings in the surrounding area. The MSF would also provide attractive transit services in compliance with the *Mobility Plan 2035*.

In addition, the MSF would consist of a portion of the public ROW, including roadway and sidewalks, as well as City of Los Angeles-owned, State of California-owned, and private properties. During the construction phase, the visual character of the alignment would change temporarily from existing conditions. Construction of the MSF would require equipment such as construction barriers and sound walls, cranes, and other appurtenances that would be visible during much of the approximately 7-year construction period, which could begin as early as 2026.

Construction of the MSF would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403, and would occur in an urbanized area. Rule 403 does not permit track-out dust to extend 25 feet or more beyond the active construction area and requires all track-out dirt to be removed at the end of each workday or evening shift. Construction activities would include similar equipment to other construction projects in the city, such as mid-rise buildings and other aerial transportation infrastructure.

Although temporary and short term in nature, construction activities would be a visual nuisance. However, certain areas may be fenced off with construction barriers and sound walls, resulting in a temporary change and contrast in visual character from the existing conditions. The construction barriers and sound walls would include a privacy screen. In addition, the designated construction areas along the alignment would experience additional truck traffic compared to existing conditions, with trucks moving materials on- and off-site, and work crews and construction equipment moving around the sites and between the Alternative 6 components.

Some residents may have private views of the Alternative 6 construction from their windows. While residents would be highly sensitive to visual changes and would have a higher degree of personal investment in Alternative 6. Visual impacts are assessed based on changes to public views.

Motorists would primarily experience views of construction activities while driving along the roadways along and adjacent to the MSF. In addition, drivers would have prolonged views while idling at the various traffic signals surrounding the proposed station areas. The change in the visual character during the construction phase would be noticeable by passing drivers. However, drivers are considered to have a low sensitivity to any visual changes because they would likely be passing through the Project Study Area to reach their destinations and would not necessarily have a personal investment in the visual character or quality of the MSF area.

In addition, pedestrians would primarily experience views of construction activities while walking along public sidewalks, within transit stations, and near businesses adjacent to the proposed station. The change in the visual character during the construction phase would be noticeable by these viewers. In addition, pedestrians are considered to have a moderate sensitivity to visual changes because they may be engaged in observing their surroundings.

The MSF includes entitlements and approvals to ensure consistent implementation of development standards. The development standards would recognize the MSF's unique characteristics, including unique opportunities for public benefits. The design standards included in the MSF's entitlements and approvals would ensure visual compatibility with adjacent development, as well as the MSF area's

overall community character. The MSF would not conflict with applicable zoning or other regulations governing scenic quality. As such, the MSF would be consistent with applicable policies related to scenic quality during construction.

Overall, the MSF would not conflict with applicable zoning or other regulations governing scenic quality. Construction would represent a temporary change in the visual quality and character. Alternative 6 components would potentially stand out as memorable or remarkable features in the landscape due to their scale, which would have a temporary impact on visual character and the quality of the MSF area and its surroundings compared to existing conditions. Construction activities would include similar equipment to other construction projects in the city, such as mid-rise buildings in urbanized areas. Impacts from construction activities would be temporary, and post-construction views of Alternative 6-related construction activities, equipment, stockpiles, and fencing would be removed once construction is completed. In addition, the MSF would comply with the BMPs previously discussed in Chapter 2, Project Description, as well as the City of Los Angeles' development standards related to scenic quality during construction, which would be verified during the City of Los Angeles' permitting process. Therefore, the MSF within LU-6 would not conflict with applicable regulations governing scenic quality, or substantially degrade the existing visual character or quality of public views of the site and its surroundings, and the impact would be less than significant.

3.1.4.4 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?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Within the Project Study Area, the only reasonably foreseeable transit improvement under the No Project Alternative would include changes to the Metro Line 761. Changes to the bus route would include new bus stops that will have nighttime security lighting. The nighttime security lighting would be similar to existing bus stop lighting around the City of Los Angeles and would not exceed existing lighting in an urbanized environment. Additionally, because no new major transit infrastructure would be constructed and implemented, and the No Project Alternative would avoid all potential visual impacts associated with the build alternatives. Therefore, the No Project Alternative would have less than significant operational impacts related to creation of a new source of substantial light or glare, which would adversely affect day or nighttime views.

Construction Impacts

No new major transit infrastructure would be constructed and implemented, and the No Project Alternative would avoid all potential visual impacts associated with the build alternatives. Changes to the Metro Line 761 would require minimal or no construction activities, as the existing Metro bus line would simply be rerouted to between the Metro E Line Expo/Sepulveda Station and the Van Nuys Metrolink/Amtrak Station. These potential termini already include transit infrastructure supporting bus feeder lines and would not require construction of new facilities to support the rerouted bus service. Minor bus stop modifications along the Metro Line 761 may be required; however, construction

activities associated with these improvements would consist of minimal or no ground disturbance within existing sidewalks and street ROW. Some of this work may involve nighttime lighting, which would be consistent with other minor construction work in urbanized areas. Therefore, the No Project Alternative would have less than significant construction impacts related to creation of a new source of substantial light or glare, which would adversely affect day or nighttime views.

Alternative 1

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Operational Impacts

Alternative 1 would be primarily located parallel to or along I-405, as well as within the public ROW. New nighttime light would primarily emanate from station areas (e.g., station plazas, entryways, platforms, and parking facilities), the MSF, and Electric Bus MSF, which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking facilities) currently exist. As discussed previously, Alternative 1 would follow the equivalent of Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy that 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.

Alternative 1-related sources of light and glare from the aerial guideway would primarily emanate from monorail vehicles and station areas, including the aerial guideway, station platforms, parking facilities, and several elements (e.g., glass or metal surfaces) that would create new sources of glare at proposed station areas during the day. Alternative 1-related lighting would primarily occur at the stations, TPSSs, and/or proposed parking facilities. Lighting from monorail vehicles on aerial structures are not expected to extend beyond the aerial guideway or roadway ROW. In accordance with Metro's Rail Design Criteria, or equivalent, all light sources at the proposed surface parking lots and stations would be directed downward to minimize potential spillover onto surrounding properties, including light-sensitive uses. 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.

In addition, according to per Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy, Metro's design principles aim to keep illumination and glare from striking adjacent properties, where feasible. Overall, Alternative 1 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, as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination).

Therefore, operation of Alternative 1 would have less than significant impacts related to light and glare.

Construction Impacts

Construction of Alternative 1 would primarily occur during daytime hours, with nighttime construction possibly occurring along I-405. Nighttime and weekend construction may be required that would require nighttime lighting, which would conflict with local ordinance restrictions; however, Metro would receive variances from complying with local ordinance restrictions during construction. Such activities may include, but are not limited to, tunneling, columns and trackwork, and stockpiling materials.

Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. In addition, construction-related illumination would be temporary and limited to safety and security purposes. Construction of the aerial guideway, freeway modifications, and aerial stations as part of Alternative 1 would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). Therefore, construction of Alternative 1 would have less than significant impacts related to light and glare.

Alternative 3

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Operational Impacts

Alternative 3 would be primarily located underground from the southern terminus at National Boulevard in the Westdale community through the Santa Monica Mountains. As such, new nighttime light would primarily emanate from station areas (e.g., station plazas, TPSSs, entryways, platforms, and parking facilities), which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking facilities) currently exist. Lighting from monorail vehicles on aerial structures is not expected to extend beyond the aerial guideway or roadway ROW. As discussed previously, Alternative 3 would follow the equivalent of Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy, which 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. 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, Alternative 3 would include several elements (e.g., glass or metal surfaces) that would create new sources of glare at proposed station areas during the day. However, per Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy, surfaces would be dulled to reduce glare and reflection to reduce impacts.

Overall, Alternative 3 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 Alternative 3 would have less than significant impacts related to light and glare.

Construction Impacts

Construction of Alternative 3 would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Such activities may include, but are not limited to, tunneling, columns and trackwork, and stockpiling materials. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. In addition, construction-related illumination would be temporary and limited to safety and security purposes. Construction of the aerial guideway, freeway modifications, and aerial stations as part of Alternative 3 would not be a substantial source of light and

glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination).

Therefore, construction of Alternative 3 would have less than significant impacts related to light and glare.

Alternative 4

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Operational Impacts

Alternative 4 would be primarily located underground from the southern terminus at Exposition Boulevard in the West Los Angeles community through the Santa Monica Mountains. As such, new nighttime light would primarily emanate from station areas (e.g., station plazas, TPSSs, entryways, platforms, and parking facilities), which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking facilities) currently exist. As discussed previously, Alternative 4 would follow the equivalent of Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy, which 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. 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.

Alternative 4-related sources of light and glare from the aerial component north of the Santa Monica Mountains to the Metrolink Ventura County Line railroad tracks in Van Nuys would primarily emanate from trains and station areas, including the aerial guideway, station platforms, and parking facilities. Project-related lighting would primarily occur at the stations, TPSSs, and/or proposed parking facilities. Lighting from trains on aerial structures is not expected to extend beyond the aerial guideway or roadway ROW. In accordance with Metro's Rail Design Criteria or equivalent, all light sources at the proposed surface parking lots and stations would be directed downward to minimize potential spillover onto surrounding properties, including light-sensitive uses.

Additionally, Alternative 4 would include several elements (e.g., glass or metal surfaces) that would create new sources of glare at proposed station areas during the day. However, per Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy, surfaces would be dulled to reduce glare and reflection to reduce impacts. Overall, Alternative 4 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 Alternative 4 would have less than significant impacts related to light and glare.

Construction Impacts

Construction of Alternative 4 would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Such activities may include, but are not limited to, tunneling, columns and trackwork, and stockpiling materials. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. In addition, construction-related illumination would be

temporary and limited to safety and security purposes. Construction of Alternative 4 would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). Therefore, construction of Alternative 4 would have less than significant impacts related to light and glare.

Alternative 5

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Operational Impacts

Alternative 5 would operate almost entirely underground; however, its station entryways and plazas would be lit at night to ensure a safe environment. As such, new nighttime light would primarily emanate from station areas (e.g., station plazas, entryways, TPSSs, platforms, and parking facilities), which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking facilities) currently exist. As discussed previously, Alternative 5 would follow the equivalent of Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy that 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. 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.

Alternative 5-related sources of light and glare from the aerial component of Alternative 5 adjacent to the Metrolink railroad tracks would primarily emanate from aerial guideway, trains, and station areas, including the above-grade station platform and parking facilities at the proposed Van Nuys Station. Alternative 5-related lighting would primarily occur at the stations, TPSSs, and/or proposed parking facilities. Lighting from trains on aerial structures is not expected to extend beyond the aerial guideway or roadway ROW. In accordance with Metro's Rail Design Criteria or equivalent, all light sources at the proposed surface parking lots and stations would be directed downward to minimize potential spillover onto surrounding properties, including light-sensitive uses.

Additionally, Alternative 5 would include several elements (e.g., glass or metal surfaces) that would create new sources of glare at proposed station areas during the day. However, per Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy, surfaces would be dulled to reduce glare and reflection to reduce impacts. Overall, Alternative 5 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 Alternative 5 would have less than significant impacts related to light and glare.

Construction Impacts

Construction of Alternative 5 would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Such activities may include, but are not limited to, tunneling, columns and trackwork, and stockpiling materials. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. In addition, construction-related illumination would be temporary and limited to safety and security purposes. Construction of Alternative 5 would not be a

substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). Therefore, construction of Alternative 5 would have less than significant impacts related to light and glare.

Alternative 6

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Operational Impacts

Alternative 6 would operate almost entirely underground; however, its station entryways and plazas would be lit at night to ensure a safe environment. As such, new nighttime light would primarily emanate from station areas (e.g., station plazas, entryways, platforms, and parking facilities), which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking facilities) currently exist. In addition, portions of the Mid-Mountain Vent Shaft would also be illuminated. As discussed previously, Alternative 6 would follow Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy, which 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. 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, Alternative 6 would include several elements (e.g., glass or metal surfaces) that would create new sources of glare at proposed station areas during the day. However, per Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy, surfaces would be dulled to reduce glare and reflection to reduce impacts. Overall, Alternative 6 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 Alternative 6 would have less than significant impacts related to light and glare.

Construction Impacts

Construction of Alternative 6 would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Such activities may include, but are not limited to, tunneling, columns and trackwork, and stockpiling materials. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. In addition, construction-related illumination would be temporary and limited to safety and security purposes. Construction of Alternative 6 would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). Therefore, construction of Alternative 6 would have less than significant impacts related to light and glare.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Maintenance of monorail vehicles and equipment would occur at the MSF Base Design site. Multiple buildings would be constructed, including a multi-level maintenance-of-way building, track storage area, wash bays, ancillary storage buildings, and TPSS structure. New nighttime light would primarily emanate from the MSF Base Design, which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking facilities) currently exist. As discussed previously, the MSF Base Design would follow the equivalent of Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the MSF Base Design would be directed downward or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. 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.

Sources of light and glare from the MSF Base Design would primarily emanate from buildings and parking facilities.

The MSF Base Design would include several elements (e.g., glass or metal surfaces) that would create new sources of glare during the day, but in accordance with the equivalent of Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy would be dulled to ensure they are not substantial. Compliance with these requirements would ensure that permanent operations-related light sources at the MSF Base Design would be directed downward or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. Overall, the MSF Base Design 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.

Construction of the MSF Base Design would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. In addition, construction-related illumination would be temporary and limited to safety and security purposes. Construction of the MSF Base Design would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). Therefore, construction of the MSF Base Design would have less than significant impacts related to light and glare.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Maintenance of monorail vehicles and equipment would occur at the MSF Design Option 1 site. Overall, MSF Design Option 1 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. The MSF Base Design would include several elements (e.g., glass or metal surfaces) that would create new sources of glare during the day but, in accordance with the equivalent of Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy, would be dulled to ensure they are not substantial. Compliance with these requirements would ensure that permanent operations-related light sources at the MSF Base Design

would be directed downward or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. Therefore, MSF Design Option 1 would have less than significant impacts related to light and glare.

Construction of the MSF Base Design would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. In addition, construction-related illumination would be temporary and limited to safety and security purposes. Construction of the MSF Base Design would not be a substantial source of light and glare, as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). Therefore, the construction of the MSF Base Design would have less than significant impacts related to light and glare.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

The Electric Bus MSF site would construct approximately 45,000 square feet of buildings, including a maintenance shop and bay, a maintenance office, an operations center, a parts storeroom, and service areas. New nighttime light would primarily emanate from the Electric Bus MSF, which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking facilities) currently exist. As discussed previously, the Electric Bus MSF would follow the equivalent of Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the Electric Bus MSF would be directed downward or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses.

Sources of light and glare from the Electric Bus MSF would primarily emanate from buildings and parking facilities. In accordance with Metro's Rail Design Criteria or equivalent, all light sources at the proposed surface parking lots and stations would be directed downward to minimize potential spillover onto surrounding properties, including light-sensitive uses.

The Electric Bus MSF would include several elements (e.g., glass or metal surfaces) that would create new sources of glare during the day, but in accordance with the equivalent of Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy would be dulled to ensure they are not substantial. Overall, the Electric Bus MSF 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.

In addition, construction of the Electric Bus MSF would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. In addition, construction-related illumination would be temporary and limited to safety and security purposes. Construction of the Electric Bus MSF would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). Therefore, the Electric Bus MSF would have less than significant impacts related to light and glare.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Maintenance of HRT vehicles and equipment would occur at the MSF. Multiple buildings would be constructed, including a multi-level maintenance-of-way building, track storage area, wash bays, ancillary storage buildings, and TPSS structure. New nighttime light would primarily emanate from the MSF, which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking facilities) currently exist. As discussed previously, the MSF would follow the equivalent of Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the MSF would be directed downward or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses.

Sources of light and glare from the MSF would primarily emanate from buildings and parking facilities. In accordance with Metro's Rail Design Criteria or equivalent, all light sources at the proposed MSF buildings and parking facilities would be directed downward to minimize potential spillover onto surrounding properties, including light-sensitive uses.

The MSF would include several elements (e.g., glass or metal surfaces) that would create new sources of glare during the day, but in accordance with the equivalent of Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy, would be dulled to ensure they are not substantial. Overall, the MSF 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.

In addition, construction of the MSF would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. In addition, construction-related illumination would be temporary and limited to safety and security purposes. Construction of the MSF would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). Therefore, the MSF would have less than significant impacts related to light and glare.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: Less than Significant Impact

Construction Impact: Less than Significant Impact

Maintenance of HRT vehicles and equipment would occur at the MSF. Multiple buildings would be constructed, including a multi-level maintenance-of-way building, track storage area, wash bays, ancillary storage buildings, and TPSS structure. New nighttime light would primarily emanate from the MSF, which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking facilities) currently exist. As discussed previously, the MSF would follow Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-

related light sources at the MSF would be directed downward or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses.

Sources of light and glare from the MSF would primarily emanate from buildings and parking facilities. Per Metro's Rail Design Criteria or equivalent, all light sources at the proposed surface parking lots and stations would be directed downward to minimize potential spillover onto surrounding properties, including light-sensitive uses. The MSF would include several elements (e.g., glass or metal surfaces) that would create new sources of glare during the day, but in accordance with the equivalent of Metro's Rail Design Criteria and the Systemwide Station Design Standards Policy would be dulled to ensure they are not substantial. Overall, the MSF 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.

In addition, construction of the MSF would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. In addition, construction-related illumination would be temporary and limited to safety and security purposes. Construction of the MSF would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). Therefore, the MSF would have less than significant impacts related to light and glare.

3.1.5 Mitigation Measures

Construction activities would be a temporary and short-term visual for all Alternatives. Temporary changes and contrast from the visual character from the existing conditions would be impacted by construction activities such as site operations, tree removals, and construction traffic. Construction-related structures such as barrier, sound walls, and fencing would also impact visual resources. High visibility locations where construction activities or structures are prominently visible to a significant number of people, particularly in areas that are sensitive to visual impacts, including spaces that are regularly used by the public or are in close proximity to visually sensitive receptors, such as residential neighborhoods, public parks, and busy commercial areas.

As a result, the following mitigation measures would be implemented:

MM AES-1: *Privacy screens shall be placed in high visibility areas that have construction-related structures or activities. Privacy screens shall be used in areas requiring tree removal activities adjacent visually sensitive areas, including but not limited to residential areas. (Applicable to Alternatives 1, 3, 4, 5 and 6).*

3.1.5.1 Operational Impacts

During operation Impact AES-1 would result in less than significant impacts for Alternative 1, Alternative 3, Alternative 4, Alternative 5, and Alternative 6 with no mitigation required. Impact AES-2 would result in less than significant impacts for Alternative 1, Alternative 3, Alternative 4, Alternative 5 and Alternative 6 with no mitigation required. Impact AES-3 would result in less than significant impacts with required mitigation for Alternative 1 and Alternative 3 and less than significant with no mitigation required while Alternative 4 would result in significant unavoidable impacts related to visual quality and character and there are no feasible mitigation measures available to reduce impacts. Impact AES-4 would result in less than significant impacts for Alternative, 1, Alternative 3, Alternative 4, Alternative 5, and Alternative 6 with no mitigation required.

3.1.5.2 Construction Impacts

During construction, Impact AES-1 would result in less than significant impacts for Alternative 1, Alternative 3, Alternative 4, Alternative 5, and Alternative 6 with no mitigation required. Impact AES-2 would result in less than significant impacts for Alternative 1, Alternative 3, Alternative 4, Alternative 5, and Alternative 6 with no mitigation required. Impact AES-3 would result in a temporary significant impact that would be reduced to less than significant with mitigation for Alternative 1, Alternative 3, Alternative 4, Alternative 5 and Alternative 6. Impact AES-1 would result in less than significant impacts for Alternative 1, Alternative 3, Alternative 4, Alternative 5, and Alternative 6 with no mitigation required. Construction of all alternatives that would result in less than significant impacts with mitigation incorporated related to aesthetics and visual quality include MM AES-1 would require installing temporary screens during construction.

3.1.5.3 Impacts After Mitigation

Mitigation measures to address potential significant impacts to visual quality and aesthetics have been identified; thus, implementation of mitigation measures would result in less than significant impacts during the operation and construction of Alternative 1, Alternative 3, Alternative 5, and Alternative 6. Impact AES-1 and Impact AES-2 would not result in impacts that would require mitigation measures. Impact AES-3 would require implementation of MM AES-1 during construction. Lastly, impact AES-4 would not require implementing mitigation measures. Significant impacts to visual quality associated with Alternative 4 would remain and would, therefore, be significant and unavoidable.

Table 3.1-14. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Project Alternatives

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Operational							
Impact AES-1: Would the project have a substantial adverse effect on a scenic vista?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
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?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Impact AES-3: Would the project, in non-urbanized 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 vintage point.) If the Project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Impacts Before Mitigation	NI	LTS	LTS	SU	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	SU	LTS	LTS
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?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Construction							
Impact AES-1: Would the project have a substantial adverse effect on a scenic vista?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Impact AES-2: Would the project substantially damage scenic resources, including, but not limited to, trees,	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
rock outcroppings, and historic buildings within a state scenic highway?	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Impact AES-3: Would the project, in non-urbanized 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 vintage point.) If the Project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Impacts Before Mitigation	NI	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM AES-1	MM AES-1	MM AES-1	MM AES-1	MM AES-1
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
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?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS

Source: HTA, 2024

AES = aesthetics
MM = mitigation measure
NA = not applicable
NI = no impact
LTS = less than significant
SU = significant and unavoidable

Table 3.1-15. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Maintenance and Storage Facilities

CEQA Impact Topic		MRT MSF Base Design (Alts 1 and 3)	MRT MSF Design Option 1 (Alts 1 and 3)	Electric Bus MSF (Alt 1)	HRT MSF (Alts 4 and 5)	HRT MSF (Alt 6)
Operational						
Impact AES-1: Would the project have a substantial adverse effect on a scenic vista?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
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?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Impact AES-3: Would the project, in non-urbanized 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 vintage point.) If the Project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
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?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Construction						
Impact AES-1: Would the project have a substantial adverse effect on a scenic vista?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS

CEQA Impact Topic		MRT MSF Base Design (Alts 1 and 3)	MRT MSF Design Option 1 (Alts 1 and 3)	Electric Bus MSF (Alt 1)	HRT MSF (Alts 4 and 5)	HRT MSF (Alt 6)
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?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Impact AES-3: Would the project, in non-urbanized 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 vintage point.) If the Project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
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?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS

Source: HTA, 2024

AES = aesthetics
NA = not applicable
NI = no impact
LTS = less than significant
SU = significant and unavoidable