



# WESTSIDE SUBWAY EXTENSION

## Visual and Aesthetics Impacts Technical Report



August 2010





## **Table of Contents**

- 1.0 INTRODUCTION ..... 1-1**
- 2.0 PROJECT DESCRIPTION..... 2-1**
  - 2.1 No Build Alternative ..... 2-1
  - 2.2 TSM Alternative ..... 2-1
  - 2.3 Build Alternatives ..... 2-1
    - 2.3.1 Alternative 1—Westwood/UCLA Extension ..... 2-2
    - 2.3.2 Alternative 2—Westwood/Veterans Administration (VA) Hospital  
Extension ..... 2-2
    - 2.3.3 Alternative 3—Santa Monica Extension ..... 2-2
    - 2.3.4 Alternative 4—Westwood/VA Hospital Extension plus West Hollywood  
Extension ..... 2-4
    - 2.3.5 Alternative 5—Santa Monica Extension plus West Hollywood Extension ..... 2-4
    - 2.3.6 Stations and Segment Options ..... 2-6
    - 2.3.7 Option 1—Wilshire/Crenshaw Station Option ..... 2-9
    - 2.3.8 Option 2—Wilshire/Fairfax Station East Option..... 2-9
    - 2.3.9 Option 3—Wilshire/La Cienega Station Option..... 2-10
    - 2.3.10 Option 4—Century City Station and Segment Options ..... 2-10
    - 2.3.11 Option 5—Westwood/UCLA Station Options ..... 2-11
    - 2.3.12 Option 6—Westwood/VA Hospital Station Option ..... 2-12
  - 2.4 Base Stations ..... 2-12
  - 2.5 Other Components of the Build Alternatives ..... 2-13
    - 2.5.1 Traction Power Substations ..... 2-13
    - 2.5.2 Emergency Generators ..... 2-13
    - 2.5.3 Mid-Tunnel Vent Shaft..... 2-13
    - 2.5.4 Trackwork Options ..... 2-14
    - 2.5.5 Rail Operations Center ..... 2-16
    - 2.5.6 Maintenance Yards ..... 2-16
  - 2.6 Minimum Operable Segments ..... 2-17
    - 2.6.1 MOS 1—Fairfax Extension..... 2-17
    - 2.6.2 MOS 2—Century City Extension ..... 2-17
- 3.0 APPLICABLE GOVERNMENT REGULATIONS ..... 3-1**
  - 3.1 Federal ..... 3-1
  - 3.2 State ..... 3-1
  - 3.3 Local..... 3-2
    - 3.3.1 Scenic Corridors..... 3-3
- 4.0 AFFECTED ENVIRONMENT ..... 4-3**
  - 4.1 Viewer Characteristics and Sensitivity ..... 4-3
  - 4.2 Visual Setting ..... 4-3
    - 4.2.1 Wilshire/Crenshaw Station Area ..... 4-4
    - 4.2.2 Wilshire/La Brea Station Area ..... 4-5
    - 4.2.3 Wilshire/Fairfax Station Area ..... 4-6
    - 4.2.4 Wilshire/La Cienega Station Area ..... 4-8
    - 4.2.5 Wilshire/Rodeo Station Area ..... 4-9
    - 4.2.6 Century City Station Area..... 4-10
    - 4.2.7 Westwood/UCLA Station Area ..... 4-11



4.2.8 Westwood/VA Hospital Station Area ..... 4-13

4.2.9 Wilshire/Bundy Station Area ..... 4-13

4.2.10 Wilshire/26th Street Station Area ..... 4-15

4.2.11 Wilshire/16th Street Station ..... 4-16

4.2.12 Wilshire/4th Street Station Area ..... 4-17

4.2.13 Hollywood/Highland Station Area ..... 4-18

4.2.14 Santa Monica/La Brea Station Area ..... 4-19

4.2.15 Santa Monica/Fairfax Station Area ..... 4-20

4.2.16 Santa Monica/San Vicente Station Area ..... 4-21

4.2.17 Beverly Center Area Station ..... 4-22

4.2.18 Maintenance and Operations Facility Sites ..... 4-23

**5.0 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES ..... 5-1**

5.1 Methodology ..... 5-1

5.2 Operational Impacts ..... 5-2

5.2.1 No Build Alternative ..... 5-8

5.2.2 Transportation System Management (TSM) Alternative ..... 5-8

5.2.3 Alternative 1—Westwood/UCLA Extension ..... 5-8

5.2.4 Alternative 2—Westwood/VA Hospital Extension ..... 5-23

5.2.5 Alternative 3—Santa Monica Extension ..... 5-25

5.2.6 Alternative 4—Westwood/VA Hospital Extension plus West Hollywood  
Extension ..... 5-30

5.2.7 Alternative 5—Santa Monica Extension plus West Hollywood Extension ..... 5-36

5.2.8 MOS 1—Fairfax Extension ..... 5-36

5.2.9 MOS 2—Century City Extension ..... 5-36

5.2.10 Maintenance and Operation Facility Sites ..... 5-37

5.3 Construction Impacts Common to All Build Alternatives ..... 5-37

5.3.1 Construction Impacts Common to All Maintenance Facility Sites ..... 5-40

**6.0 MITIGATION MEASURES ..... 6-1**

6.1 Mitigation for Operational Impacts ..... 6-1

6.2 Mitigation for Construction Impacts ..... 6-1

6.3 CEQA Determination ..... 6-2

6.4 Impacts Remaining After Mitigation ..... 6-2

**REFERENCES ..... R-1**

## List of Tables

|   |      |
|---|------|
| Table 2-1. Alternatives and Stations Considered ..... | 2-7  |
| Table 2-2. Mid-Tunnel Vent Shaft Locations .....      | 2-14 |
| Table 2-3. Special Trackwork Locations .....          | 2-15 |
| Table 3-1. Local Policy Documents.....                | 3-2  |
| Table 5-1. Visual Impacts .....                       | 5-3  |
| Table 5-2. Station Construction Staging Areas .....   | 5-38 |

## List of Figures

|  |      |
|--|------|
| Figure 2-1. Alternative 1—Westwood/UCLA Extension.....   | 2-3  |
| Figure 2-2. Alternative 2—Westwood/Veterans Administration (VA) Hospital Extension.....  | 2-3  |
| Figure 2-3. Alternative 3—Santa Monica Extension.....  | 2-4  |
| Figure 2-4. Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension .....                                       | 2-5  |
| Figure 2-5. Alternative 5—Santa Monica Extension plus West Hollywood Extension .....   | 2-5  |
| Figure 2-6. Station and Alignment Options.....   | 2-8  |
| Figure 2-7. Option 1—No Wilshire/Crenshaw Station Option .....   | 2-9  |
| Figure 2-8. Option 2—Fairfax Station Option .....  | 2-9  |
| Figure 2-9. Option 3—La Cienega Station Option .....   | 2-10 |
| Figure 2-10. Century City Station Options.....   | 2-11 |
| Figure 2-11. Option 5—Westwood/UCLA Station Options.....   | 2-12 |
| Figure 2-12. Option 6—Westwood/VA Hospital Station North .....   | 2-12 |
| Figure 2-13: Location of the Rail Operations Center and Maintenance Yards .....  | 2-16 |
| Figure 2-14. UP Railroad Rail Bridge .....   | 2-17 |
| Figure 2-15. Maintenance Yard Options .....  | 2-17 |
| Figure 4-1. View looking west on Wilshire Boulevard from the Wilshire Boulevard/Crenshaw Boulevard intersection.....               | 4-4  |
| Figure 4-2. View of Los Altos Apartments and vacant lot at the northeast corner of S. Irving Boulevard and Wilshire Boulevard..... | 4-5  |
| Figure 4-3. View of the E. Clem Wilson Building on northeast corner of Wilshire Boulevard and S. La Brea Avenue.....               | 4-5  |
| Figure 4-4. View of the Dominguez Wilshire Building.....   | 4-6  |
| Figure 4-5. View looking north on S. La Brea Avenue to Santa Monica Mountains.....   | 4-6  |
| Figure 4-6. View of Johnie’s Coffee Shop and May Company at Wilshire Boulevard and S. Fairfax Avenue.....                          | 4-7  |
| Figure 4-7. View looking east along Wilshire, in front of the new LACMA Building, toward La Brea Tar Pits.....                     | 4-7  |
| Figure 4-8. View of the Flynt building at Wilshire Boulevard and S. La Cienega Boulevard .....                                     | 4-8  |
| Figure 4-9. View of the Flynt Building Plaza, John Wayne statue, and Fox Wilshire Theater .....                                    | 4-8  |
| Figure 4-10. View looking west on Wilshire Boulevard toward the Beverly Wilshire Hotel .....                                       | 4-9  |

|   |      |
|---|------|
| Figure 4-11. View looking west on Wilshire Boulevard .....  | 4-9  |
| Figure 4-12. View of the Beverly Wilshire Hotel .....   | 4-9  |
| Figure 4-13. View looking south on Avenue of the Stars .....  | 4-10 |
| Figure 4-14. View looking east on Santa Monica Boulevard.....   | 4-11 |
| Figure 4-15. View of Westwood Village.....  | 4-11 |
| Figure 4-16. View of Hammer Museum at the entrance to Westwood Village .....  | 4-12 |
| Figure 4-17. View looking east from Lot 36 toward Wilshire Boulevard.....   | 4-12 |
| Figure 4-18. View looking south toward the VA Hospital and parking lot.....   | 4-13 |
| Figure 4-19. View of underpass on Wilshire Boulevard.....   | 4-13 |
| Figure 4-20. View looking east on Wilshire Boulevard .....  | 4-14 |
| Figure 4-21. View looking north across Wilshire Boulevard at Bundy Drive .....  | 4-14 |
| Figure 4-22. View looking east on Wilshire Boulevard .....  | 4-15 |
| Figure 4-23. View looking west on Wilshire Boulevard at the intersection of Wilshire Boulevard<br>and 26th Street.....                                  | 4-15 |
| Figure 4-24. View of UCLA Medical Center looking west on Wilshire Boulevard near<br>15th Street .....   | 4-16 |
| Figure 4-25. View of tallest building in Santa Monica looking west down Wilshire Boulevard.....   | 4-17 |
| Figure 4-26. View looking northwest on Wilshire Boulevard.....  | 4-17 |
| Figure 4-27. View looking south from Wilshire Boulevard down the Third Street Promenade .....   | 4-18 |
| Figure 4-28. View looking west on Hollywood Boulevard at the Historic El Capitan Theater,<br>with Hollywood and Highland Development to the right ..... | 4-18 |
| Figure 4-29. View looking north on Highland Avenue, with Hollywood Hills and the United<br>Methodist Church in the background .....                     | 4-19 |
| Figure 4-30. West Hollywood Gateway Development at southwest corner of Santa Monica<br>Boulevard and N. La Brea Avenue.....                             | 4-19 |
| Figure 4-31. View of Whole Foods market at the northeast corner of Santa Monica Boulevard<br>and N. Fairfax Avenue .....                                | 4-20 |
| Figure 4-32. View of mall at northwest corner of Santa Monica Boulevard and N. Fairfax<br>Avenue.....   | 4-20 |
| Figure 4-33. View looking west on Santa Monica Boulevard.....   | 4-21 |
| Figure 4-34. View looking north on Beverly Boulevard toward the Beverly Center .....  | 4-22 |
| Figure 4-35. View looking north on La Cienega Boulevard toward the Beverly Center and<br>Hollywood Hills.....   | 4-22 |
| Figure 4-36. View looking north toward the existing Maintenance Facility .....  | 4-23 |
| Figure 4-37. View looking north toward the Fourth Street Bridge from Santa Fe Avenue .....  | 4-24 |
| Figure 4-38. View looking east toward the LA County Hospital and the USC Medical Center on<br>the hill.....   | 4-24 |
| Figure 4-39. View looking west toward Downtown LA .....   | 4-25 |
| Figure 4-40. View from the Yard looking south down Lamar Street toward the 101 Freeway .....  | 4-25 |
| Figure 5-1. Wilshire/Crenshaw Station Site Plan.....  | 5-9  |
| Figure 5-2. Wilshire/La Brea Station Site Plan.....   | 5-10 |



Figure 5-3. Wilshire/La Brea Station-Potential Blockbuster Video Site Entrance (Existing and Simulation) ..... 5-11

Figure 5-4. Wilshire/Fairfax Station (West) Site Plan ..... 5-12

Figure 5-5. Wilshire/Fairfax Station (East) Site Plan ..... 5-12

Figure 5-6. Wilshire/Fairfax Station East Option-Potential West LACMA Building Entrance (Existing and Simulation) ..... 5-14

Figure 5-7. Wilshire/La Cienega Station Site Plan (with no connection) ..... 5-15

Figure 5-8. Wilshire/La Cienega Station Site (with transfer)..... 5-15

Figure 5-9. Wilshire/La Cienega Station (Existing and Simulation) ..... 5-17

Figure 5-10. Wilshire/Rodeo Station Site Plan ..... 5-18

Figure 5-11. Wilshire/Rodeo Station-Potential Sterling Building Entrance (Existing and Simulation) ..... 5-19

Figure 5-12. Century City/Santa Monica Station Site Plan..... 5-20

Figure 5-13. Century City/Constellation Station Site Plan ..... 5-21

Figure 5-14. Westwood/UCLA Station Site Plan (off-street) ..... 5-22

Figure 5-15. Westwood/UCLA Station Site Plan (on-street)..... 5-22

Figure 5-16. Westwood/VA Hospital Site Plan (north) ..... 5-23

Figure 5-17. Westwood/VA Hospital Site Plan (south)..... 5-24

Figure 5-18. Wilshire/Bundy Station Site Plan ..... 5-25

Figure 5-19. Wilshire/26th Station Site Plan ..... 5-26

Figure 5-20. Wilshire/16th Station Site Plan ..... 5-27

Figure 5-21. Wilshire/4th Station Site Plan ..... 5-28

Figure 5-22. Wilshire/4th Station-Potential First Federal Bank Building Plaza Entrance (Existing and Simulation) ..... 5-29

Figure 5-23. Hollywood/Highland Station Site Plan..... 5-30

Figure 5-24. Hollywood/Highland Station—Potential Entrance East of N. Highland Avenue Entrance (Existing and Simulation) ..... 5-31

Figure 5-25. Santa Monica/La Brea Station Site Plan ..... 5-32

Figure 5-26. Santa Monica/Fairfax Station Site Plan ..... 5-33

Figure 5-27. Santa Monica/San Vicente Station Site Plan..... 5-34

Figure 5-28. Beverly Center Area Station Site Plan ..... 5-35





## **Acronyms and Abbreviations**

|         |   |
|---------|---|
| AA      | Alternatives Analysis   |
| ADA     | <i>Americans with Disabilities Act</i> (42 USC 126; PL 101-336) |
| APM     | automated people mover  |
| BRS     | blast relief shafts   |
| BRT     | bus rapid transit   |
| CCTV    | closed-circuit television                                       |
| CEQA    | <i>California Environmental Quality Act</i> (PRC 21000-21177)   |
| CFR     | Code of Federal Regulations                                     |
| CNG     | compressed natural gas  |
| CSOP    | control standard operating procedure                            |
| EIR     | environmental impact report                                     |
| EIS     | environmental impact statement                                  |
| Expo I  | Exposition Boulevard Light Rail Phase I                         |
| Expo II | Exposition Boulevard Light Rail Phase II                        |
| FAI     | fresh air intakes   |
| FHWA    | Federal Highway Administration                                  |
| FTA     | Federal Transit Administration                                  |
| GLAVA   | Greater Los Angeles Veterans Administration                     |
| HOV     | high-occupancy vehicle  |
| HRT     | heavy rail transit  |
| HRV     | heavy rail vehicles   |
| I-10    | Interstate 10 Freeway   |
| I-405   | Interstate 405 Freeway  |
| LADOT   | Los Angeles Department of Transportation                        |
| LAWA    | Los Angeles World Airports                                      |
| LAX     | Los Angeles Airport   |
| LPA     | Locally Preferred Alternative                                   |
| LRT     | light rail transit  |
| LRTP    | Long Range Transportation Plan                                  |
| Metro   | Los Angeles County Metropolitan Transportation Authority        |
| MOS     | minimum operable segments                                       |
| mph     | miles per hour  |





|            |   |
|------------|---|
| NEPA       | <i>National Environmental Policy Act</i> (42 USC 4321-4347)   |
| OTE        | over track exhaust  |
| PTEL       | passenger assistance telephones   |
| ROC        | Rail Operations Center  |
| RTP        | Regional Transportation Plan  |
| SAFETEA-LU | <i>Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users</i><br>(PL 109-59 ) |
| SCAG       | Southern California Association of Governments  |
| SOP        | standard operating procedure  |
| TPIS       | transit passenger information system  |
| TPSS       | traction power substation   |
| TSM        | transportation system management  |
| TVM        | ticket vending machines   |
| UMTA       | Urban Mass Transportation Administration  |
| UPE        | under platform exhaust  |
| UPRR       | Union Pacific Railroad  |
| USC        | United States Code  |
| USDOT      | U.S. Department of Transportation   |
| VA         | Veterans Affairs  |



## 1.0 INTRODUCTION

Visual or aesthetic resources are the natural and built features of the landscape that can be seen. The combination of landform, water, and vegetation patterns represents the natural landscape features that define an area's visual character. Built features, such as buildings, roads, utility structures, and ornamental plantings, reflect human modifications to the landscape. These natural and built landscape features, or visual resources, contribute to the public's experience and appreciation of the environment.

The process used in this visual impact assessment generally follows the guidelines outlined in the Federal Highway Administration's (FHWA) guide, *Visual Impact Assessment for Highway Projects* (FHWA 1981). Although this guidance was developed for highway projects, it is easily adaptable, and the Federal Transit Administration (FTA) has not issued guidance for the visual assessment of transit projects. The major components of the visual impact assessment include establishing the visual setting and assessing impacts of the project alternatives on visual resources, such as nearby natural or constructed features.

The viewer population is a mix of major viewer groups that includes residents, tourists, shoppers, commuters, people taking advantage of the cultural and culinary attractions in the study area, and people who work in this area. Scenic views are defined as long-range views toward preserved natural areas or recognized visual and/or historic landmarks. A visual change would be considered adverse if it introduces obstructive elements substantially out of character with existing land uses or substantially obscures a scenic view or vista available to major viewer groups near project features. The degree of visual impact is determined by assessing visible changes that would be introduced by the Project during construction and operation, as well as viewers' exposure and sensitivity to these changes. Consideration has been given for removal of existing buildings as well as affects to open plazas adjacent to buildings.



## **2.0 PROJECT DESCRIPTION**

This chapter describes the alternatives that have been considered to best satisfy the Purpose and Need and have been carried forward for further study in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Details of the No Build, Transportation Systems Management (TSM), and the five Build Alternatives (including their station and alignment options and phasing options (or minimum operable segments [MOS])) are presented in this chapter.

### **2.1 No Build Alternative**

The No Build Alternative provides a comparison of what future conditions would be like if the Project were not built. The No Build Alternative includes all existing highway and transit services and facilities, and the committed highway and transit projects in the Metro LRTP and the SCAG RTP. Under the No Build Alternative, no new transportation infrastructure would be built within the Study Area, aside from projects currently under construction or projects funded for construction, environmentally cleared, planned to be in operation by 2035, and identified in the adopted Metro LRTP.

### **2.2 TSM Alternative**

The TSM Alternative emphasizes more frequent bus service than the No Build Alternative to reduce delay and enhance mobility. The TSM Alternative contains all elements of the highway, transit, Metro Rail, and bus service described under the No Build Alternative. In addition, the TSM Alternative increases the frequency of service for Metro Bus Line 720 (Santa Monica–Commerce via Wilshire Boulevard and Whittier Boulevard) to between three and four minutes during the peak period.

In the TSM Alternative, Metro Purple Line rail service to the Wilshire/Western Station would operate in each direction at 10-minute headways during peak and off-peak periods. The Metro Red Line service to Hollywood/Highland Station would operate in each direction at five-minute headways during peak periods and at 10-minute headways during midday and off-peak periods.

### **2.3 Build Alternatives**

The Build Alternatives are considered to be the “base” alternatives with “base” stations. Alignment (or segment) and station options were developed in response to public comment, design refinement, and to avoid and minimize impacts to the environment.

The Build Alternatives extend heavy rail transit (HRT) service in subway from the existing Metro Purple Line Wilshire/Western Station. HRT systems provide high speed (maximum of 70 mph), high capacity (high passenger-carrying capacity of up to 1,000 passengers per train and multiple unit trains with up to six cars per train), and reliable service since they operate in an exclusive grade-separated right-of-way. The subway will operate in a tunnel at least 30 to 70 feet below ground and will be electric powered.

Furthermore, the Build Alternatives include changes to the future bus services. Metro Bus Line 920 would be eliminated and a portion of Line 20 in the City of Santa Monica would be eliminated since it would be duplicated by the Santa Monica Blue Bus Line 2.



Metro Rapid Bus Line 720 would operate less frequently since its service route would be largely duplicated by the Westside Subway route. In the City of Los Angeles, headways (time between buses) for Line 720 are between 3 and 5 minutes under the existing network and will be between 5 and 11.5 minutes under the Build Alternatives, but no change in Line 720 would occur in the City of Santa Monica segment. Service frequencies on other Metro Rail lines and bus routes in the corridor would be the same as for the No Build Alternative.

### **2.3.1 Alternative 1—Westwood/UCLA Extension**

This alternative extends the existing Metro Purple Line from the Wilshire/Western Station to a Westwood/UCLA Station (Figure 2-1). From the Wilshire/Western Station, Alternative 1 travels westerly beneath Wilshire Boulevard to the Wilshire/Rodeo Station and then southwesterly toward a Century City Station. Alternative 1 then extends from Century City and terminates at a Westwood/UCLA Station. The alignment is approximately 8.60 miles in length.

Alternative 1 would operate in each direction at 3.3-minute headways during morning and evening peak periods and at 10-minute headways during midday. The estimated one-way running time is 12 minutes 39 seconds from the Wilshire/Western Station.

### **2.3.2 Alternative 2—Westwood/Veterans Administration (VA) Hospital Extension**

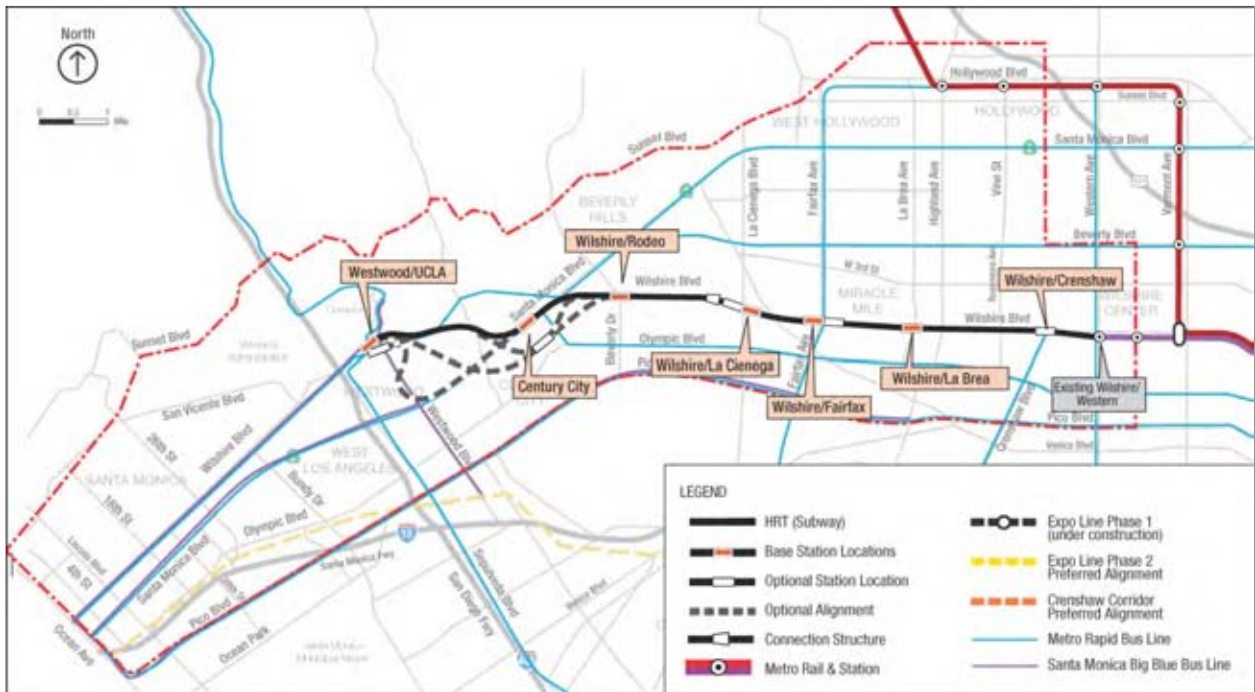
This alternative extends the existing Metro Purple Line from the Wilshire/Western Station to a Westwood/VA Hospital Station (Figure 2-2). Similar to Alternative 1, Alternative 2 extends the subway from the Wilshire/Western Station to a Westwood/UCLA Station. Alternative 2 then travels westerly under Veteran Avenue and continues west under the I-405 Freeway, terminating at a Westwood/VA Hospital Station. This alignment is 8.96 miles in length from the Wilshire/Western Station.

Alternative 2 would operate in each direction at 3.3-minute headways during the morning and evening peak periods and at 10-minute headways during the midday, off-peak period. The estimated one-way running time is 13 minutes 53 seconds from the Wilshire/Western Station.

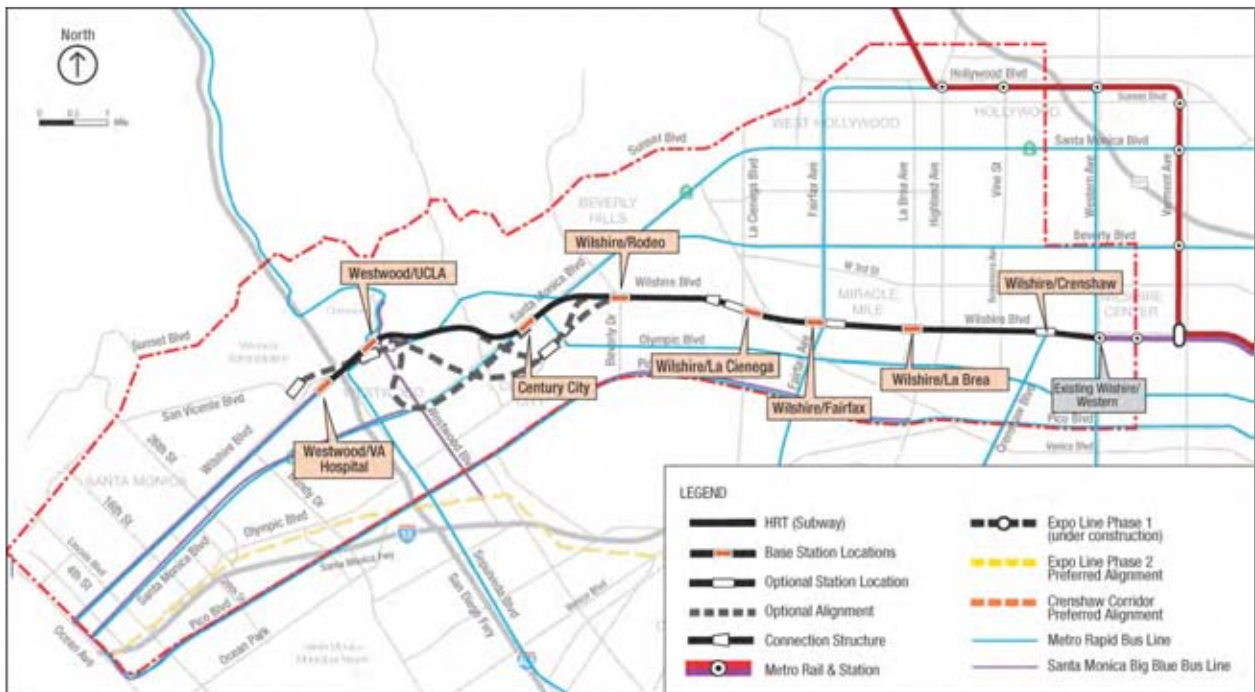
### **2.3.3 Alternative 3—Santa Monica Extension**

This alternative extends the existing Metro Purple Line from the Wilshire/Western Station to the Wilshire/4th Station in Santa Monica (Figure 2-3). Similar to Alternative 2, Alternative 3 extends the subway from the Wilshire/Western Station to a Westwood/VA Hospital Station. Alternative 3 then continues westerly under Wilshire Boulevard and terminates at the Wilshire/4th Street Station between 4th and 5th Streets in Santa Monica. The alignment is 12.38 miles.

Alternative 3 would operate in each direction at 3.3-minute headways during the morning and evening peak periods and operate with 10-minute headways during the midday, off-peak period. The estimated one-way running time is 19 minutes 27 seconds from the Wilshire/Western Station.

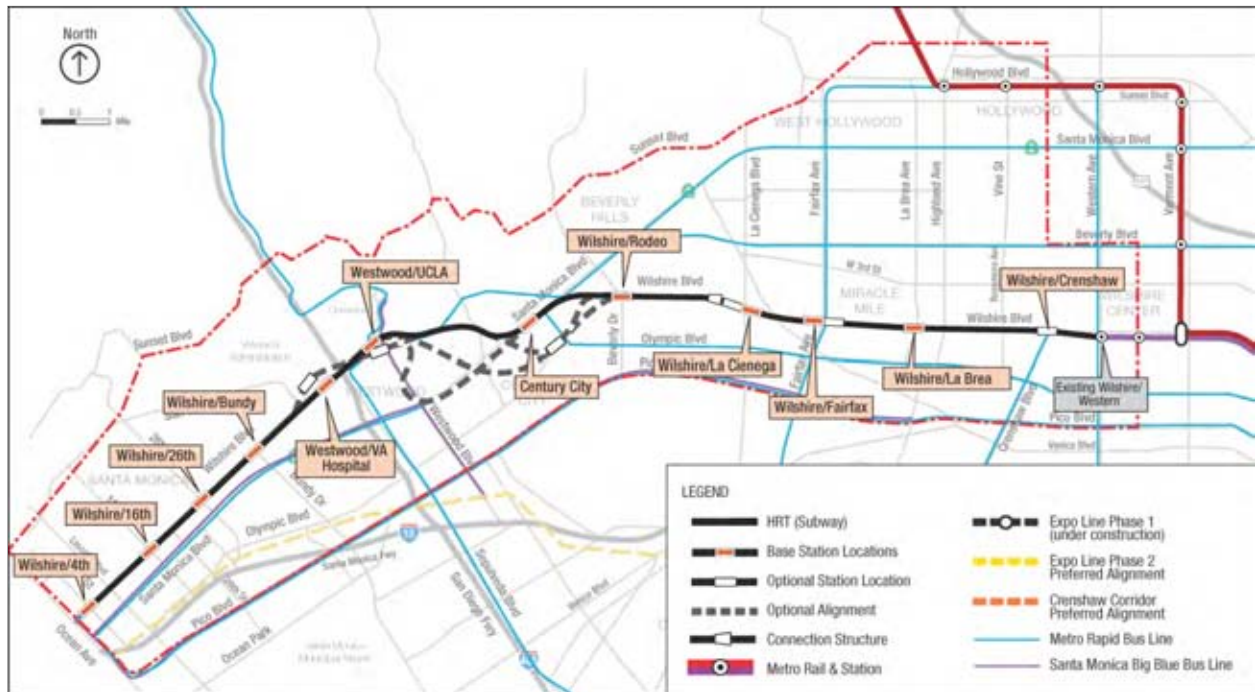


**Figure 2-1. Alternative 1—Westwood/UCLA Extension**



**Figure 2-2. Alternative 2—Westwood/Veterans Administration (VA) Hospital Extension**





**Figure 2-3. Alternative 3—Santa Monica Extension**

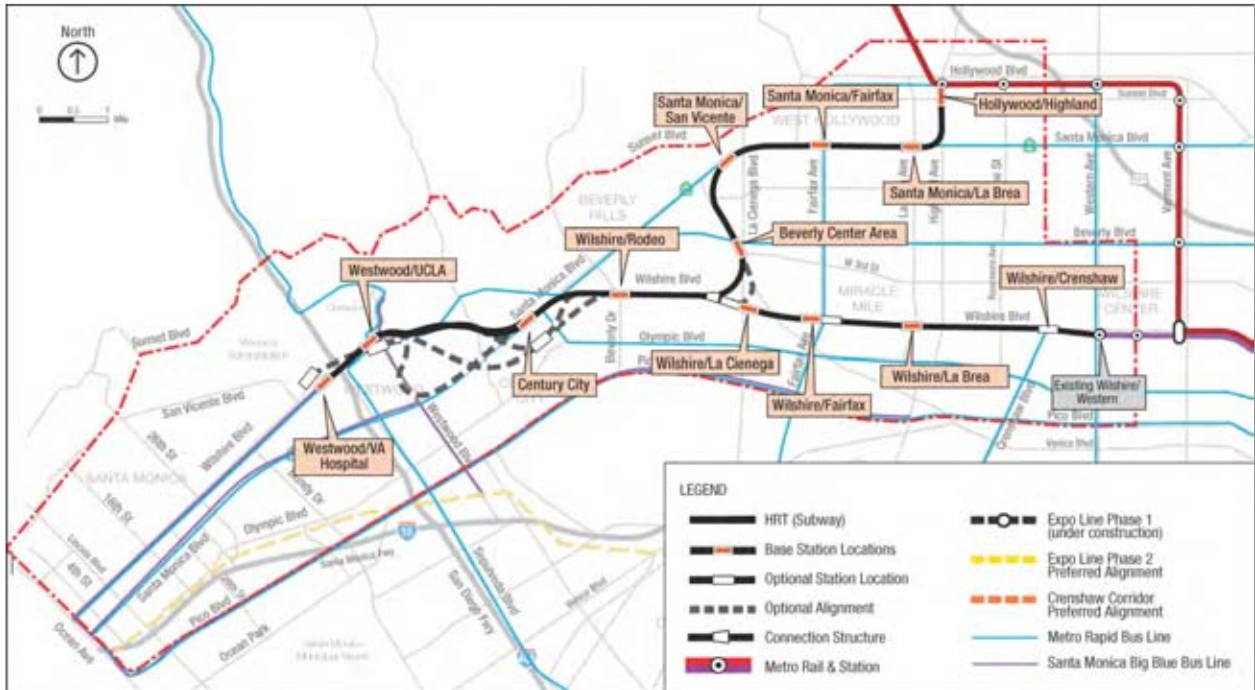
### 2.3.4 Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension

Similar to Alternative 2, Alternative 4 extends the existing Metro Purple Line from the Wilshire/Western Station to a Westwood/VA Hospital Station. Alternative 4 also includes a West Hollywood Extension that connects the existing Metro Red Line Hollywood/Highland Station to a track connection structure near Robertson and Wilshire Boulevards, west of the Wilshire/La Cienega Station (Figure 2-4). The alignment is 14.06 miles long.

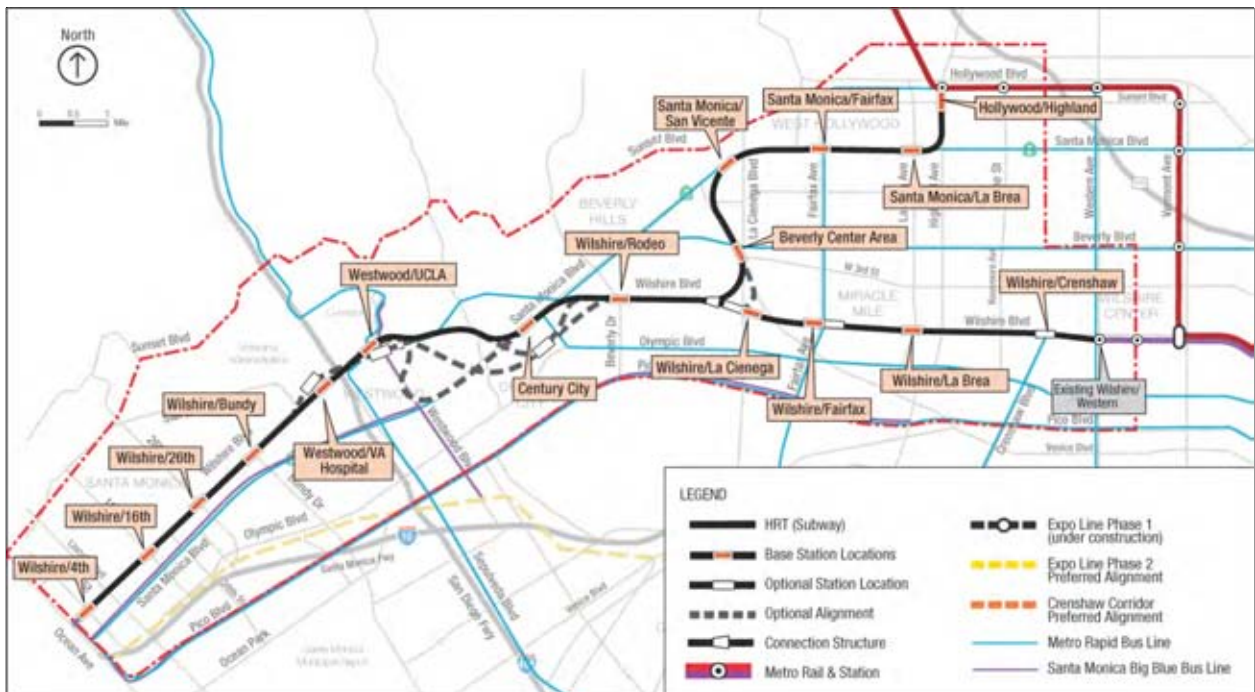
Alternative 4 would operate from Wilshire/Western to a Westwood/VA Hospital Station in each direction at 3.3-minute headways during morning and evening peak periods and 10-minute headways during the midday off-peak period. The West Hollywood extension would operate at 5-minute headways during peak periods and 10-minute headways during the midday, off-peak period. The estimated one-way running time for the Metro Purple Line extension is 13 minutes 53 seconds, and the running time for the West Hollywood from Hollywood/Highland to Westwood/VA Hospital is 17 minutes 2 seconds.

### 2.3.5 Alternative 5—Santa Monica Extension plus West Hollywood Extension

Similar to Alternative 3, Alternative 5 extends the existing Metro Purple Line from the Wilshire/Western Station to the Wilshire/4th Station and also adds a West Hollywood Extension similar to the extension described in Alternative 4 (Figure 2-5). The alignment is 17.49 miles in length. Alternative 5 would operate the Metro Purple Line extension in each direction at 3.3-minute headways during the morning and evening peak periods and 10-minute headways during the midday, off-peak period. The West Hollywood extension



**Figure 2-4. Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension**



**Figure 2-5. Alternative 5—Santa Monica Extension plus West Hollywood Extension**





would operate in each direction at 5-minute headways during peak periods and 10-minute headways during the midday, off-peak period. The estimated one-way running time for the Metro Purple Line extension is 19 minutes 27 seconds, and the running time from the Hollywood/Highland Station to the Wilshire/4th Station is 22 minutes 36 seconds.

### **2.3.6 Stations and Segment Options**

HRT stations consist of a station “box,” or area in which the basic components are located. The station box can be accessed from street-level entrances by stairs, escalators, and elevators that would bring patrons to a mezzanine level where the ticketing functions are located. The 450-foot platforms are one level below the mezzanine level and allow level boarding (i.e., the train car floor is at the same level as the platform). Stations consist of a center or side platform. Each station is equipped with under-platform exhaust shafts, over-track exhaust shafts, blast relief shafts, and fresh air intakes. In most stations, it is anticipated that only one portal would be constructed as part of the Project, but additional portals could be developed as a part of station area development (by others). Stations and station entrances would comply with the *Americans with Disabilities Act of 1990*, Title 24 of the California Code of Regulations, the California Building Code, and the Department of Transportation Subpart C of Section 49 CFR Part 37.

Platforms would be well-lighted and include seating, trash receptacles, artwork, signage, safety and security equipment (closed-circuit television, public announcement system, passenger assistance telephones), and a transit passenger information system. The fare collection area includes ticket vending machines, fare gates, and map cases.

Table 2-1 lists the stations and station options evaluated and the alternatives to which they are applicable. Figure 2-6 shows the proposed station and alignment options. These include:

- Option 1—Wilshire/Crenshaw Station Option
- Option 2—Fairfax Station Option
- Option 3—La Cienega Station Option
- Option 4—Century City Station and Alignment Options
- Option 5—Westwood/UCLA Station Option
- Option 6—Westwood/VA Hospital Station Option

**Table 2-1. Alternatives and Stations Considered**

| Stations                                 | Alternatives                        |  |                                |   |   |
|--|-------------------------------------|--|--------------------------------|---|---|
|  | 1<br>Westwood/<br>UCLA<br>Extension | 2<br>Westwood/ VA<br>Hospital<br>Extension | 3<br>Santa Monica<br>Extension | 4<br>Westwood/ VA<br>Hospital<br>Extension Plus<br>West<br>Hollywood<br>Extension | 5<br>Santa Monica<br>Extension Plus<br>West<br>Hollywood<br>Extension |
| <b>Base Stations</b>                     |                                     |  |                                |   |   |
| Wilshire/Crenshaw                        | •                                   | •  | •                              | •   | •   |
| Wilshire/La Brea                         | •                                   | •  | •                              | •   | •   |
| Wilshire/Fairfax                         | •                                   | •  | •                              | •   | •   |
| Wilshire/La Cienega                      | •                                   | •  | •                              | •   | •   |
| Wilshire/Rodeo                           | •                                   | •  | •                              | •   | •   |
| Century City (Santa Monica Blvd)         | •                                   | •  | •                              | •   | •   |
| Westwood/UCLA (Off-street)               | •                                   | •  | •                              | •   | •   |
| Westwood/VA Hospital                     |                                     | •  | •                              | •   | •   |
| Wilshire/Bundy                           |                                     |  | •                              |   | •   |
| Wilshire/26th                            |                                     |  | •                              |   | •   |
| Wilshire/16th                            |                                     |  | •                              |   | •   |
| Wilshire/4th                             |                                     |  | •                              |   | •   |
| Hollywood/Highland                       |                                     |  |                                | •   | •   |
| Santa Monica/La Brea                     |                                     |  |                                | •   | •   |
| Santa Monica/Fairfax                     |                                     |  |                                | •   | •   |
| Santa Monica/San Vicente                 |                                     |  |                                | •   | •   |
| Beverly Center Area                      |                                     |  |                                | •   | •   |
| <b>Station Options</b>                   |                                     |  |                                |   |   |
| 1—No Wilshire/Crenshaw                   | •                                   | •  | •                              | •   | •   |
| 2—Wilshire/Fairfax East                  | •                                   | •  | •                              | •   | •   |
| 3—Wilshire/La Cienega (Transfer Station) | •                                   | •  | •                              | •   | •   |
| 4—Century City (Constellation Blvd)      | •                                   | •  | •                              | •   | •   |
| 5—Westwood/UCLA (On-street)              | •                                   | •  | •                              | •   | •   |
| 6—Westwood/VA Hospital North             |                                     | •  | •                              | •   | •   |

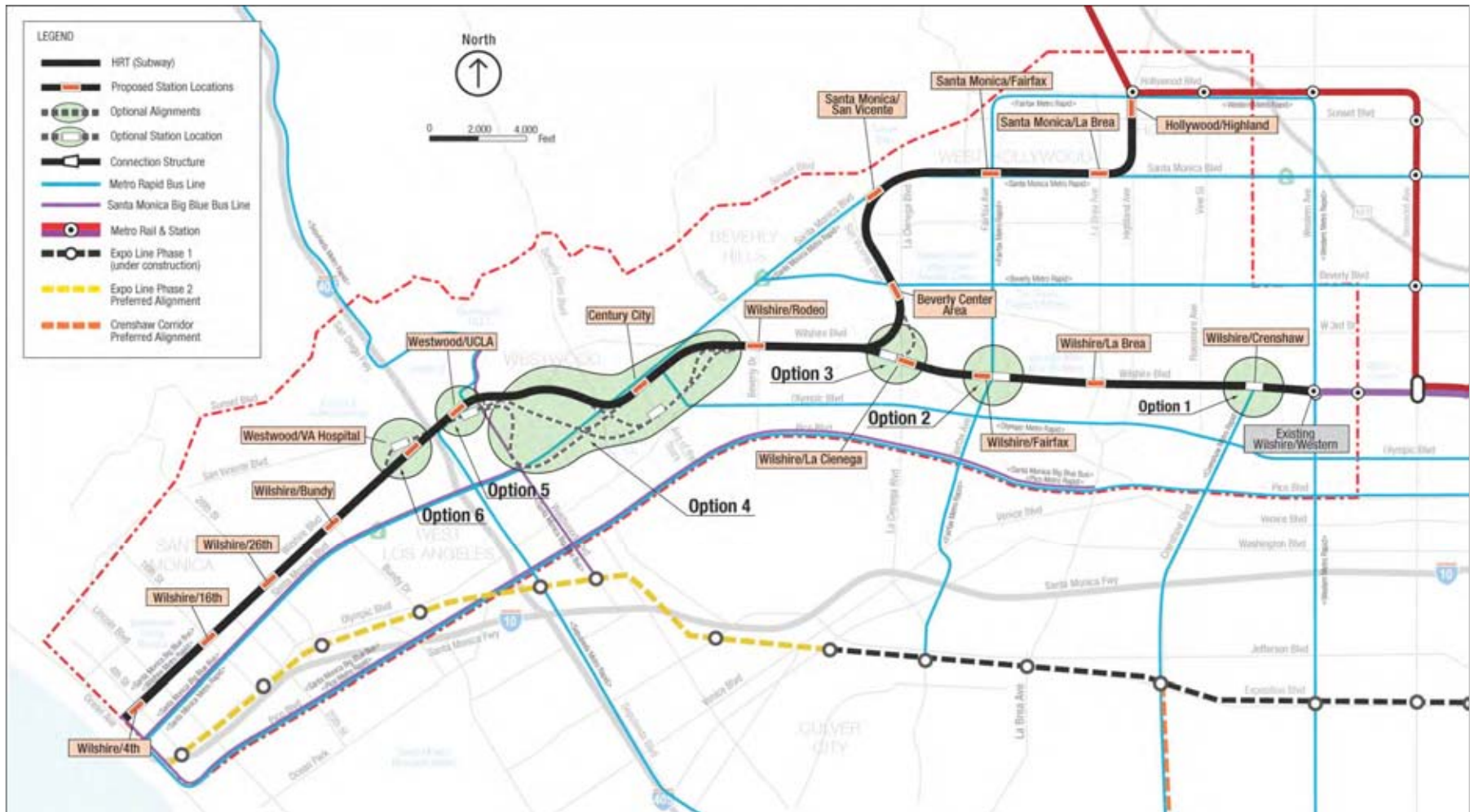


Figure 2-6. Station and Alignment Options

2.3.7 Option 1—Wilshire/Crenshaw Station Option

- **Base Station: Wilshire/Crenshaw Station**—The base station straddles Crenshaw Boulevard, between Bronson Avenue and Lorraine Boulevard.
- **Station Option: Remove Wilshire/Crenshaw Station**—This station option would delete the Wilshire/Crenshaw Station. Trains would run from the Wilshire/Western Station to the Wilshire/La Brea Station without stopping at Crenshaw. A vent shaft would be constructed at the intersection of Western Avenue and Wilshire Boulevard (Figure 2-7).

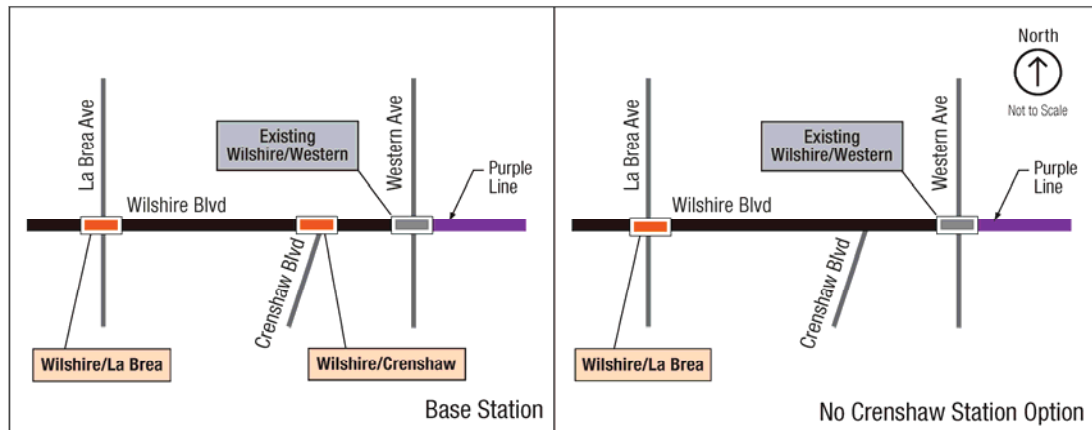


Figure 2-7. Option 1—No Wilshire/Crenshaw Station Option

2.3.8 Option 2—Wilshire/Fairfax Station East Option

- **Base Station: Wilshire/Fairfax Station**—The base station is under the center of Wilshire Boulevard, immediately west of Fairfax Avenue.
- **Station Option: Wilshire/Fairfax Station East Station Option**—This station option would locate the Wilshire/Fairfax Station farther east, with the station underneath the Wilshire/Fairfax intersection (Figure 2-8). The east end of the station box would be east of Orange Grove Avenue in front of LACMA, and the west end would be west of Fairfax Avenue.

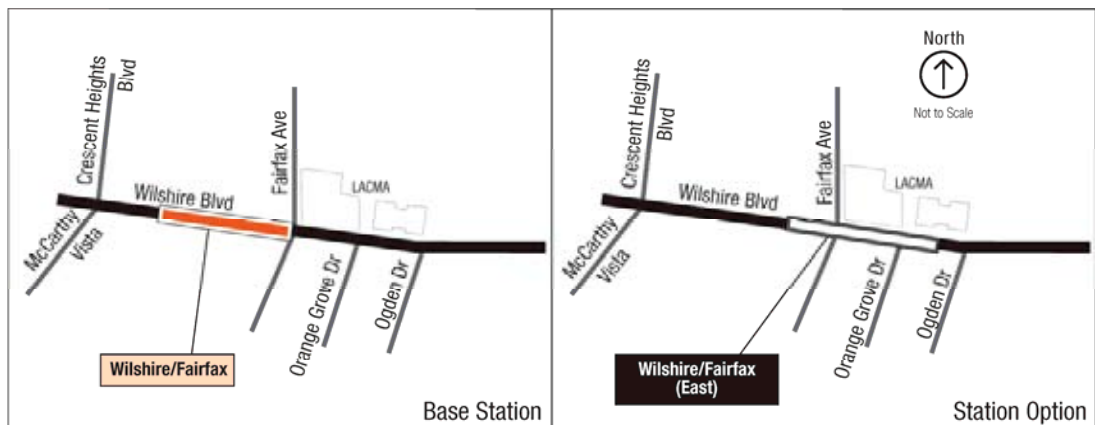


Figure 2-8. Option 2—Fairfax Station Option

2.3.9 Option 3—Wilshire/La Cienega Station Option

- **Base Station: Wilshire/La Cienega Station**—The base station would be under the center of Wilshire Boulevard, immediately east of La Cienega Boulevard. A direct transfer between the Metro Purple Line and the potential future West Hollywood Line is not provided with this station. Instead, a connection structure is proposed west of Robertson Boulevard as a means to provide a future HRT connection to the West Hollywood Line.
- **Station Option: Wilshire/La Cienega Station West with Connection Structure**—The station option would be located west of La Cienega Boulevard, with the station box extending from the Wilshire/Le Doux Road intersection to just west of the Wilshire/ Carson Road intersection (Figure 2-9). It also contains an alignment option that would provide an alternate HRT connection to the future West Hollywood Extension. This alignment portion of Option 3 is only applicable to Alternatives 4 and 5.

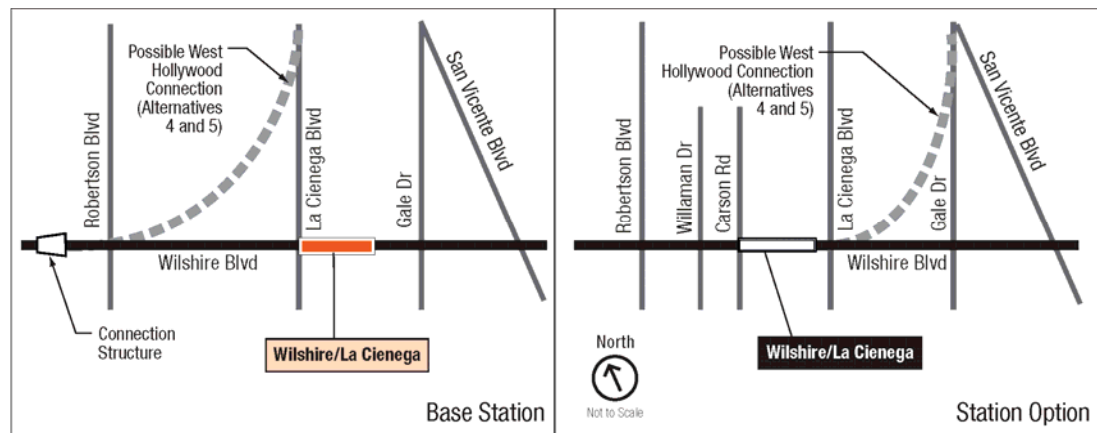


Figure 2-9. Option 3—La Cienega Station Option

2.3.10 Option 4—Century City Station and Segment Options

Century City Station and Beverly Hills to Century City Segment Options

- **Base Station: Century City (Santa Monica) Station**—The base station would be under Santa Monica Boulevard, centered on Avenue of the Stars.
- **Station Option: Century City (Constellation) Station**—With Option 4, the Century City Station has a location option on Constellation Boulevard (Figure 2-10), straddling Avenue of the Stars and extending westward to east of MGM Drive.
- **Segment Options:** Three route options are proposed to connect the Wilshire/Rodeo Station to Century City (Constellation) Station: Constellation North and Constellation South. As shown in Figure 2-10, the base segment to the base Century City (Santa Monica) Station is shown in the solid black line and the segment options to Century City (Constellation) Station are shown in the dashed grey lines.

2.3.10.1 Century City to Westwood Segment Options

Three route options considered for connecting the Century City and Westwood stations include: East, Central, and West. As shown in Figure 2-10, each of these three segments





would be accessed from both Century City Stations and both Westwood/UCLA Stations. The base segment is shown in the solid black line and the options are shown in the dashed grey lines.

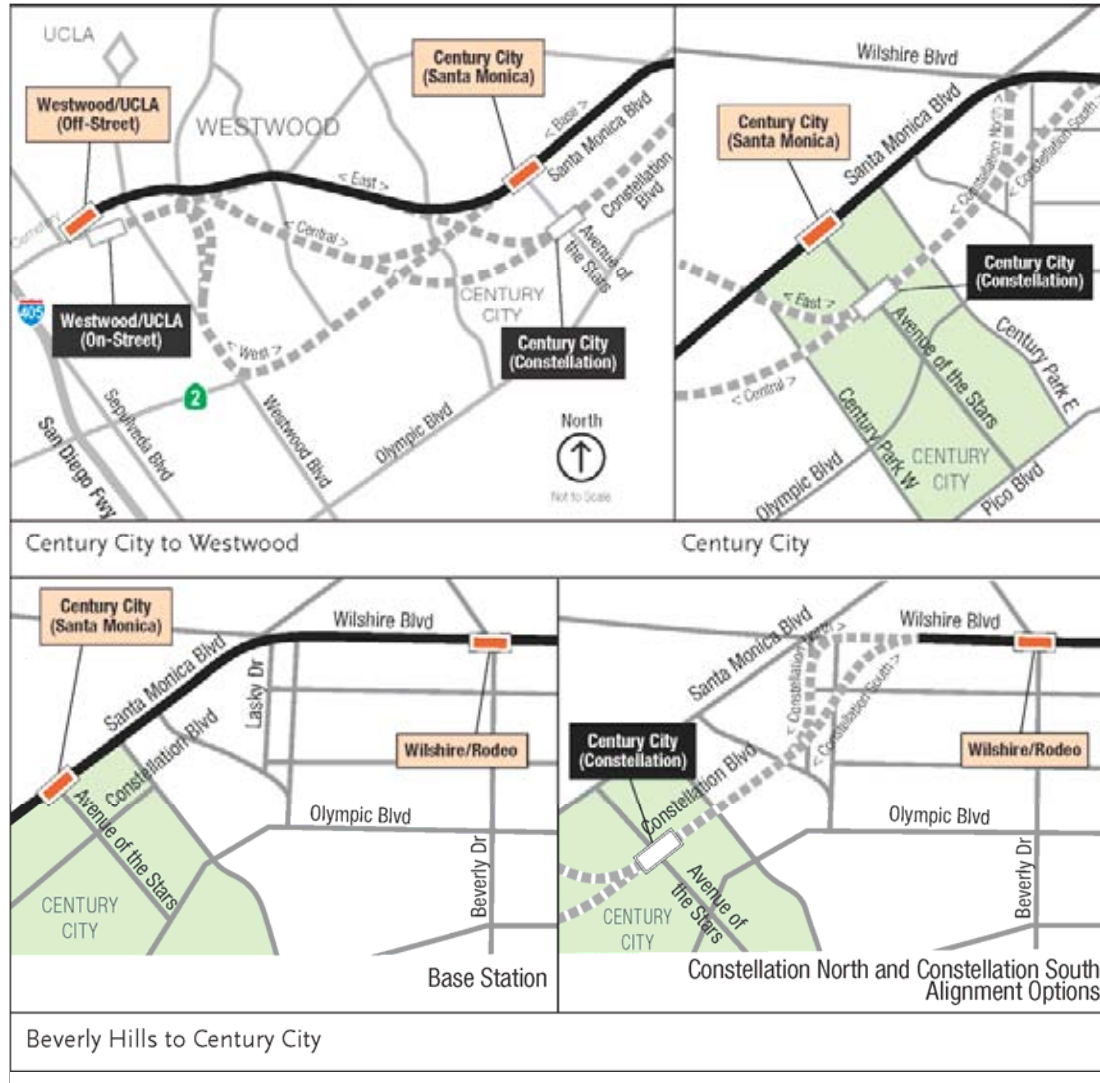


Figure 2-10. Century City Station Options

### 2.3.11 Option 5—Westwood/UCLA Station Options

- **Base Station: Westwood/UCLA Station Off-Street Station Option**—The base station is located under the UCLA Lot 36 on the north side of Wilshire Boulevard between Gayley and Veteran Avenues.
- **Station Option: Westwood/UCLA On-Street Station Option**—This station option would be located under the center of Wilshire Boulevard, immediately west of Westwood Boulevard (Figure 2-11).

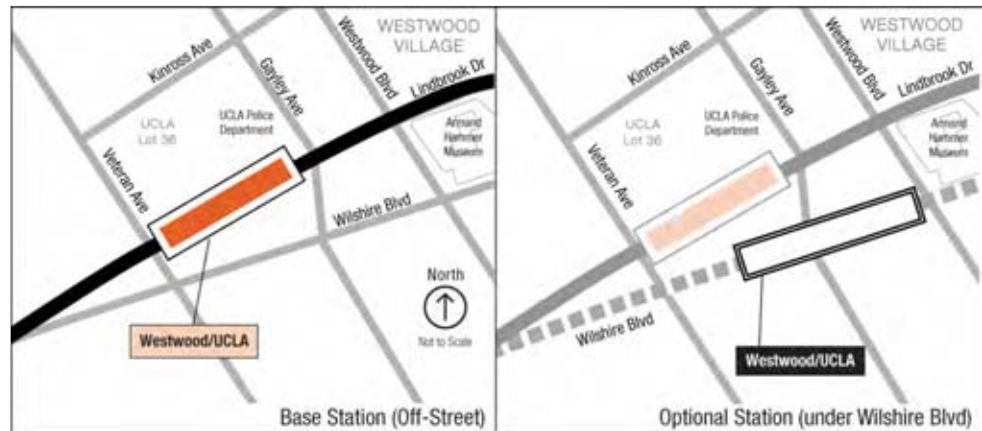


Figure 2-11. Option 5—Westwood/UCLA Station Options

### 2.3.12 Option 6—Westwood/VA Hospital Station Option

- **Base Station: Westwood/VA Hospital**—The base station would be below the VA Hospital parking lot on the south side of Wilshire Boulevard in between the I-405 exit ramp and Bonsall Avenue.
- **Station Option: Westwood/VA Hospital North Station**—This station option would locate the Westwood/VA Hospital Station on the north side of Wilshire Boulevard between Bonsall Avenue and Wadsworth Theater. (Shown in Figure 2-12)

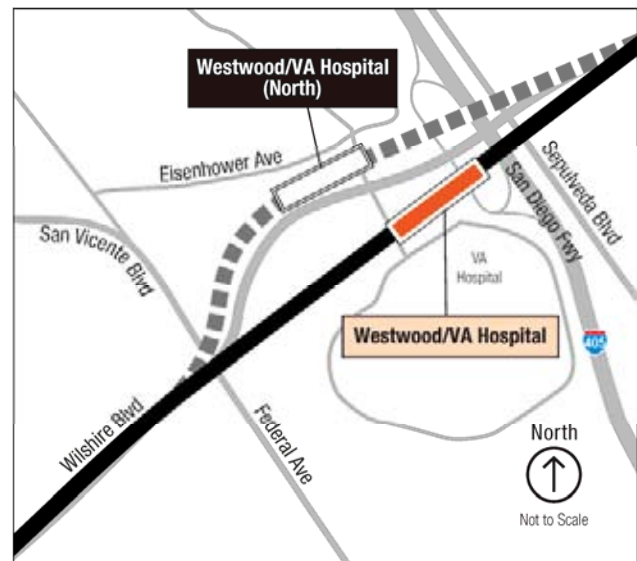


Figure 2-12. Option 6—Westwood/VA Hospital Station North

To access the Westwood/VA Hospital Station North, the alignment would extend westerly from the Westwood/UCLA Station under Veteran Avenue, the Federal Building property, the I-405 Freeway, and under the Veterans Administration property just east of Bonsall Avenue.

## 2.4 Base Stations

The remaining stations (those without options) are described below.

- **Wilshire/La Brea Station**—This station would be located between La Brea and Cloverdale Avenues.





- **Wilshire/Rodeo Station**—This station would be under the center of Wilshire Boulevard, beginning just west of South Canon Drive and extending to El Camino Drive.
- **Wilshire/Bundy Station**—This station would be under Wilshire Boulevard, east of Bundy Drive, extending just east of Saltair Avenue.
- **Wilshire/26th Station**—This station would be under Wilshire Boulevard, with the eastern end east of 26th Street and the western end west of 25th Street, midway between 25th Street and Chelsea Avenue.
- **Wilshire/16th Station**—This station would be under Wilshire Boulevard with the eastern end just west of 16th Street and the western end west of 15th Street.
- **Wilshire/4th Station**—This station would be under Wilshire Boulevard and 4th Street in Santa Monica.
- **Hollywood/Highland Station**—This station would be located under Highland Avenue and would provide a transfer option to the existing Metro Red Line Hollywood/Highland Station under Hollywood Boulevard.
- **Santa Monica/La Brea Station**—This station would be under Santa Monica Boulevard, just west of La Brea Avenue, and would extend westward to the center of the Santa Monica Boulevard/Formosa Avenue.
- **Santa Monica/Fairfax Station**—This station is under Santa Monica Boulevard and would extend from just east of Fairfax Avenue to just east of Ogden Drive.
- **Santa Monica/San Vicente Station**—This station would be under Santa Monica Boulevard and would extend from just west of Hancock Avenue on the west to just east of Westmount Drive on the east.
- **Beverly Center Area Station**—This station would be under San Vicente Boulevard, extending from just south of Gracie Allen Drive to south of 3rd Street.

## 2.5 Other Components of the Build Alternatives

### 2.5.1 Traction Power Substations

Traction power substations (TPSS) are required to provide traction power for the HRT system. Substations would be located in the station box or in a box located with the crossover tracks and would be located in a room that is about 50 feet by 100 feet in a below grade structure.

### 2.5.2 Emergency Generators

Stations at which the emergency generators would be located are Wilshire/La Brea, Wilshire/La Cienega, Westwood/UCLA, Westwood/VA Hospital, Wilshire/26th, Highland/Hollywood, Santa Monica/La Brea, and Santa Monica/San Vicente. The emergency generators would require approximately 50 feet by 100 feet of property in an off-street location. All would require property acquisition, except for the one at the Wilshire/La Brea Station which uses Metro's property.

### 2.5.3 Mid-Tunnel Vent Shaft

Each alternative would require mid-tunnel ventilation shafts. The vent shafts are emergency ventilation shafts with dampers, fans, and sound attenuators generally placed at both ends of a station box to exhaust smoke. In addition, emergency vent shafts could



be used for station cooling and gas mitigation. The vent shafts are also required in tunnel segments with more than 6,000 feet between stations to meet fire/life safety requirements. There would be a connecting corridor between the two tunnels (one for each direction of train movement) to provide emergency egress and fire-fighting ingress. A vent shaft is approximately 150 square feet; with the opening of the shaft located in a sidewalk and covered with a grate about 200 square feet.

**Table 2-2. Mid-Tunnel Vent Shaft Locations**

| Alternative/Option   | Location   |
|--|--|
| Alternatives 1 through 5, MOS 2                                | Part of the connection structure on Wilshire Boulevard, west of Robertson Boulevard                        |
| Alternatives 2 through 5                                       | West of the Westwood/VA Hospital Station on Army Reserve property at Federal Avenue and Wilshire Boulevard |
| Option 4 via East route  | At Wilshire Boulevard/Manning Avenue intersection  |
| Option 4 to Westwood/UCLA Off-Street Station via Central route | On Santa Monica Boulevard just west of Beverly Glen Boulevard  |
| Option 4 to Westwood/UCLA On-Street Station via Central route  | At Santa Monica Boulevard/Beverly Glen Boulevard intersection  |
| Options 4 via West route                                       | At Santa Monica Boulevard/Glendon Avenue intersection  |
| Options 4 from Constellation Station via Central route         | On Santa Monica Boulevard between Thayer and Pandora Avenues   |
| Option from Constellation Station via West route               | On Santa Monica Boulevard just east of Glendon Avenue  |

### 2.5.4 Trackwork Options

Each Build Alternative requires special trackwork for operational efficiency and safety (Table 2-3):

- Tail tracks—a track, or tracks, that extends beyond a terminal station (the last station on a line)
- Pocket tracks—an additional track, or tracks, adjacent to the mainline tracks generally at terminal stations
- Crossovers—a pair of turnouts that connect two parallel rail tracks, allowing a train on one track to cross over to the other
- Double crossovers—when two sets of crossovers are installed with a diamond allowing trains to cross over to another track

**Table 2-3. Special Trackwork Locations**

| Station   | Alternative 1   | Alternative 2   | Alternative 3   | Alternative 4   | Alternative 5   |
|---|---|---|---|---|---|
|   | Westwood/<br>UCLA Extension   | Westwood/<br>VA Hospital<br>Extension   | Santa Monica<br>Extension   | Westwood/VA<br>Hospital Extension<br>Plus West<br>Hollywood<br>Extension                                      | Santa Monica<br>Extension<br>Plus West<br>Hollywood<br>Extension  |
| <b>Special Trackwork Locations—Base Trackwork Alternatives</b>    |   |   |   |   |   |
| Wilshire/Crenshaw   | None  | None  | None  | None  | None  |
| Wilshire/La Brea  | Double Crossover  | Double Crossover  | Double Crossover  | Double Crossover  | Double Crossover  |
| Wilshire/Fairfax  | None<br><i>MOS 1 Only:<br/>Terminus Station<br/>with Tail tracks</i>  | None<br><i>MOS 1 Only:<br/>Terminus Station<br/>with Tail tracks</i>  | None<br><i>MOS 1 Only:<br/>Terminus Station<br/>with Tail tracks</i>  | None<br><i>MOS 1 Only:<br/>Terminus Station<br/>with Tail tracks</i>  | None<br><i>MOS 1 Only:<br/>Terminus Station<br/>with Tail tracks</i>  |
| Wilshire/La Cienega   | None  | None  | None  | None  | None  |
| <i>Station Option 3 -<br/>Wilshire/La Cienega<br/>West</i>        | Turnouts  | Turnouts  | Turnouts  |   |   |
| Wilshire/Robertson<br>Connection Structure                        | Equilateral Turnouts<br>- for future West<br>Hollywood<br>connection  | Equilateral Turnouts<br>- for future West<br>Hollywood<br>connection  | Equilateral Turnouts<br>- for future West<br>Hollywood<br>connection  | Equilateral Turnouts  | Equilateral Turnouts  |
| Wilshire/Rodeo  | None  | None  | None  | None  | None  |
| Century City  | Double Crossover<br><i>MOS 2 Only:<br/>Terminus Station<br/>with<br/>Double Crossover<br/>and tail tracks</i> | Double Crossover<br><i>MOS 2 Only:<br/>Terminus Station<br/>with<br/>Double Crossover<br/>and tail tracks</i> | Double Crossover<br><i>MOS 2 Only:<br/>Terminus Station<br/>with<br/>Double Crossover<br/>and tail tracks</i>               | Double Crossover<br><i>MOS 2 Only:<br/>Terminus Station<br/>with<br/>Double Crossover<br/>and tail tracks</i> | Double Crossover<br><i>MOS 2 Only:<br/>Terminus Station<br/>with<br/>Double Crossover<br/>and tail tracks</i>               |
| Westwood/UCLA   | End Terminal with<br>Double Crossover<br>and tail tracks  | Double Crossover  | Double Crossover  | Double Crossover  | Double Crossover  |
| Westwood/VA<br>Hospital   | N/A   | End Terminal with<br>Turnouts and tail<br>tracks  | Turnouts  | End Terminal with<br>Turnouts and tail<br>tracks  | Turnouts  |
| Wilshire/Bundy  | N/A   | N/A   | None  | N/A   | None  |
| Wilshire/26th   | N/A   | N/A   | None  | N/A   | None  |
| Wilshire/16th   | N/A   | N/A   | None  | N/A   | None  |
| Wilshire/4th  | N/A   | N/A   | End Terminal with<br>Double Crossover.<br>Pocket Track with<br>Double Crossover,<br>Equilateral Turnouts<br>and tail tracks | N/A   | End Terminal with<br>Double Crossover,<br>Pocket Track with<br>Double Crossover,<br>Equilateral Turnouts<br>and tail tracks |
| Hollywood/ Highland   | N/A   | N/A   | N/A   | Double Crossover<br>and tail tracks   | Double Crossover<br>and tail tracks   |
| Santa Monica/La Brea  | N/A   | N/A   | N/A   | None  | None  |
| Santa Monica/Fairfax  | N/A   | N/A   | N/A   | None  | None  |
| Santa Monica/ San<br>Vicente                                      | N/A   | N/A   | N/A   | Double Crossover  | Double Crossover  |
| Beverly Center  | N/A   | N/A   | N/A   | None  | None  |
| <b>Additional Special Trackwork Location (Optional Trackwork)</b> |   |   |   |   |   |
| Wilshire/Fairfax  | Double Crossover  | Double Crossover  | Double Crossover  | Double Crossover  | Double Crossover  |
| Wilshire/La Cienega   | Double Crossover  | Double Crossover  | Double Crossover  | Double Crossover  | Double Crossover  |
| Wilshire/ Rodeo   | Pocket Track  | Pocket Track  | Pocket Track  | Pocket Track  | Pocket Track  |
| Wilshire/26th   | N/A   | N/A   | Double Crossover  | N/A   | Double Crossover  |

### 2.5.5 Rail Operations Center

The existing Rail Operations Center (ROC), shown on the figure below, located in Los Angeles near the intersection of Imperial Highway and the Metro Blue Line does not have sufficient room to accommodate the new transit corridors and line extensions in Metro’s expansion program. The Build Alternatives assume an expanded ROC at this location.

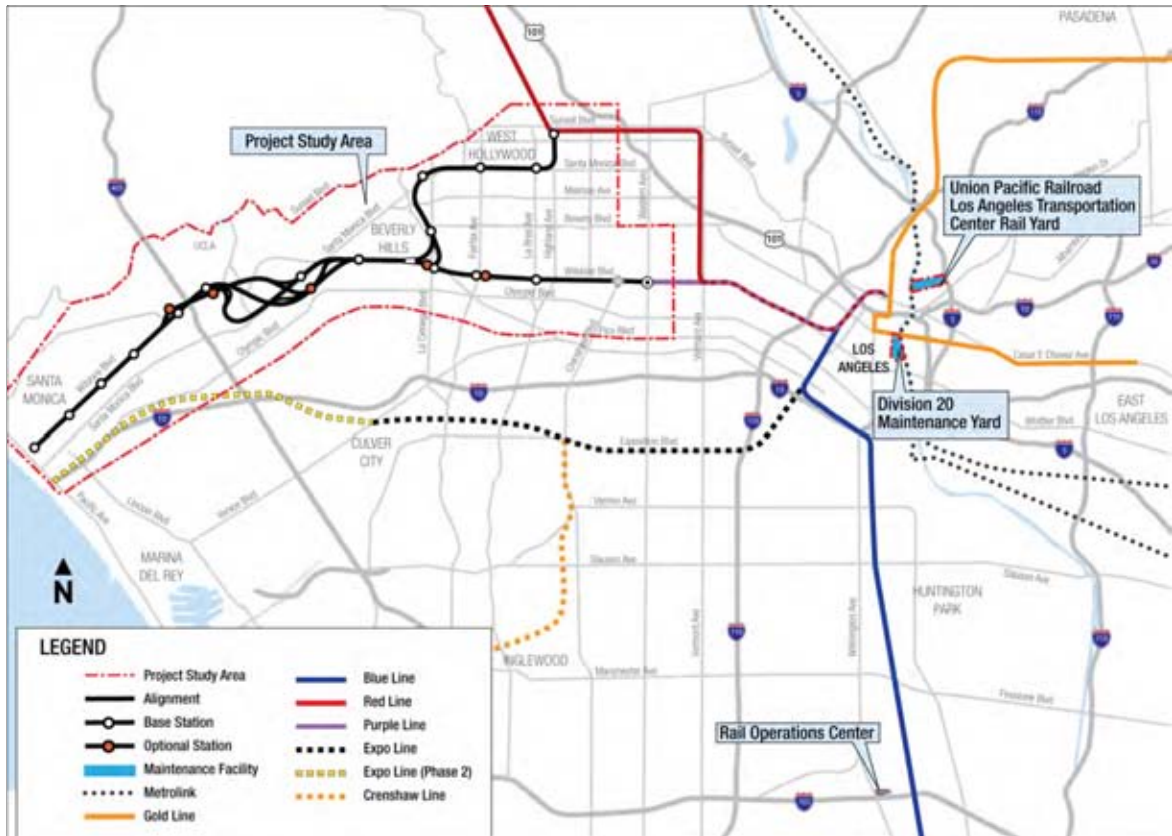


Figure 2-13: Location of the Rail Operations Center and Maintenance Yards

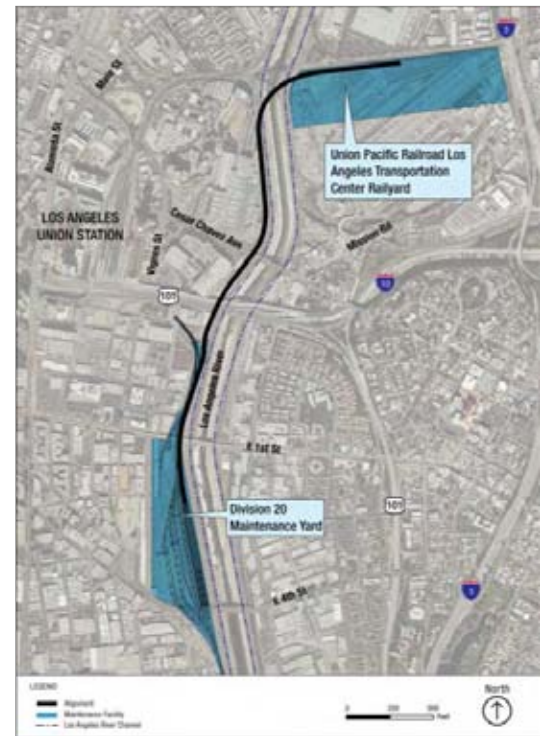
### 2.5.6 Maintenance Yards

If any of the Build Alternatives are chosen, additional storage capacity would be needed. Two options for providing this expanded capacity are as follows:

- The first option requires purchasing 3.9 acres of vacant private property abutting the southern boundary of the Division 20 Maintenance and Storage Facility, which is located between the 4th and 6th Street Bridges. Additional maintenance and storage tracks would accommodate up to 102 vehicles, sufficient for Alternatives 1 and 2.
- The second option is a satellite facility at the Union Pacific (UP) Los Angeles Transportation Center Rail Yard. This site would be sufficient to accommodate the vehicle fleet for all five Build Alternatives. An additional 1.3 miles of yard lead tracks from the Division 20 Maintenance and Storage Facility and a new bridge over the Los Angeles River would be constructed to reach this yard (Figure 2-15).



**Figure 2-15. UP Railroad Rail Bridge**



**Figure 2-14. Maintenance Yard Options**

## 2.6 Minimum Operable Segments

Due to funding constraints, it may be necessary to construct the Westside Subway Extension in shorter segments. A Minimum Operable Segment (MOS) is a phasing option that could be applied to any of the Build Alternatives.

### 2.6.1 MOS 1—Fairfax Extension

MOS 1 follows the same alignment as Alternative 1, but terminates at the Wilshire/Fairfax Station rather than extending to a Westwood/UCLA Station. A double crossover for MOS 1 is located on the west end of the Wilshire/La Brea Station box, west of Cloverdale Avenue. The alignment is 3.10 miles in length.

### 2.6.2 MOS 2—Century City Extension

MOS 2 follows the same alignment as Alternative 1, but terminates at a Century City Station rather than extending to a Westwood/UCLA Station. The alignment is 6.61 miles from the Wilshire/Western Station.





## **3.0 APPLICABLE GOVERNMENT REGULATIONS**

### **3.1 Federal**

Several Federal regulations govern the assessment and consideration of visual quality and aesthetic character. The regulations consider the protection and enhancement of existing resources and aesthetic character, as well as the incorporation of design considerations in the development and construction of projects. The Federal regulatory policies discussed in this section apply to the evaluation of visual effects for the project.

The National Environmental Policy Act (NEPA) (42 USC 4321-4347) puts regulatory responsibility on the Federal government to “use all practicable means” to ensure for all Americans “safe, healthful, productive, and aesthetically and culturally pleasing surroundings.”

The FHWA and the Urban Mass Transportation Administration (UMTA), now the FTA, established Environmental Impact and Related Procedures (23 CFR 771) for the evaluation of urban mass transit projects and the compliance of these projects with 23 USC 109(h) and 303, as well as other Federal statutes.

FTA Circular 9400.1A, *Design and Art in Transit Projects*, encourages the uses of design and artistic considerations in transit projects. The FTA recognizes that specific types of transit projects require an assessment of visual effects. The circular provides guidance on opportunities for incorporating art and design into transit projects.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (PL 109-59) (SAFETEA-LU), Sections 6002-6009, places additional emphasis on environmental considerations such as mitigation, enhancement activities, context sensitive solutions, and Section 4(f). It also advances the idea of coordinating public and agency involvement and promoting the use of visualization techniques to improve stakeholder understanding of the alternatives.

The U.S. Department of Transportation (USDOT) Act, Section 4(f), which has been part of Federal transportation law since 1996, applies to agencies within the USDOT and is generally referred to as 49 USC 303. Section 4(f) focuses on the preservation of public parks and recreational lands, wildlife and waterfowl refuges, and historic sites, and includes the preservation of their aesthetic integrity.

Section 106 of the Historic Preservation Act of 1966 furthers the preservation of historic resources, including resources that any Native American tribe or Native Hawaiian organization has attached religious and cultural significance to or with. Effects to historic resources may include impacts to the setting of an historic structure, which could include views of the resource as well as views from the resource.

### **3.2 State**

The California Environmental Quality Act (CEQA) (Public Resources Code, Div. 13, Sec. 21000-21177) and the State CEQA Guidelines (14 CCR 15000-15387 with appendices)



require an evaluation of scenic resources in consideration of effects to the quality of the environment. The evaluation considers site-specific history, context, and area sensitivity.

### 3.3 Local

The Build Alternative alignments would operate in portions of the County of Los Angeles and the local cities of Los Angeles, West Hollywood, Beverly Hills, and Santa Monica.

Policies contained in local jurisdictional planning documents that apply to the visual effects of a mass transit system are included in Table 3-1. These planning documents focus primarily on the maintenance of visual diversity; definition of urban form and character; protection and management of scenic, historic, and cultural resources; enhancement of existing visual character and quality; and control over development. Table 3-1 provides a general summary of the applicable policy documents, including a general focus of the guidelines and policies specific to each.

Table 3-1. Local Policy Documents

| Planning Document                | Summary  | Station Area                          | Alternative                    |
|----------------------------------|--|---------------------------------------|--------------------------------|
| <b>City of Los Angeles</b>       |  |                                       |                                |
| Park Mile Specific Plan          | The Park Mile Specific Plan presents quantitative and qualitative standards to regulate floor area ratios, use of land and buildings, height and bulk of buildings, architectural and landscape treatment, signs, and vehicular and pedestrian circulation in order to maintain the existing estate appearance of the Specific Plan area. A major goal of the plan is to promote a park-like setting, providing significant visual contrast with adjoining Wilshire and Miracle Mile Centers by emphasizing new development that would complement the existing pattern of the Wilshire District. | Wilshire/Crenshaw<br>Wilshire/La Brea | 1, 2, 3, 4, 5,<br>MOS-1, MOS-2 |
| Century City North Specific Plan | The Century City Plan emphasizes its identity as a center of high-intensity development and provides regulations and specifications to facilitate its development. There are no specific guidelines or goals related to protected views or the overall visual character of the plan area.  | Century City                          | 1, 2, 3, 4, 5,<br>MOS-2        |



**Table 3-1: Local Policy Documents (continued)**

| Planning Document              | Summary  | Station Area   | Alternative          |
|--------------------------------|--|----------------|----------------------|
| Greening Century City Plan     | The purpose of this plan is to transform Century City into a sustainable, walkable neighborhood in the heart of Los Angeles that is easily accessible through public transit. Specific goals of the plan include creating a better pedestrian environment and creating a more beautiful public realm through enhanced streetscape elements such as trees and plantings, paving, pedestrian and security lighting, signage and wayfinding, and cultural art amenities.  | Century City   | 1, 2, 3, 4, 5, MOS-2 |
| West Wilshire Boulevard Plan   | The West Wilshire Boulevard Plan provides guidelines and standards for development projects on Wilshire Boulevard between the Veterans Affairs Campus and the City of Santa Monica. There are no specific guidelines or goals related to protected views or the overall visual character of the plan area.   | Wilshire/Bundy | 3, 5                 |
| West LA Community Plan         | The West Los Angeles Community Plan presents goals, policies, and development standards to guide development. Community design and landscaping guidelines focus on enhancing community identity through improvements to the streetscape and landscaping in public spaces and rights-of-way. A major goal is to create a sense of entry for the West Los Angeles Community as well as distinguishing it from adjacent communities.  | Wilshire/Bundy | 3, 5                 |
| Westwood Village Specific Plan | The Westwood Village Specific Plan serves to protect Westwood Village's current function as a retail center that primarily serves the surrounding community and secondarily serves the broader regional and tourist market. The area plan specifies development uses, intensities, heights, and other design standards. There are no specific guidelines or goals related to the protection of views; however, a goal of the plan is to encourage the preservation of historically and architecturally significant buildings and retain the pedestrian scale of the Village. | Westwood/UCLA  | 1, 2, 3, 4, 5        |

**Table 3-1: Local Policy Documents (continued)**

| Planning Document                             | Summary   | Station Area                                   | Alternative             |
|---|---|--|-------------------------|
| <b>City of Beverly Hills</b>                  |   |  |                         |
| Beverly Hills General Plan                    | Visual resources are discussed in Chapter Four of the Beverly Hills General Plan. The City's greatest aesthetic resource is its rich architectural heritage and elaborate network of landscaping and scenic vistas. The City has several policies to achieve its goal of maintaining and protecting significant visual and aesthetic resources, which contribute to the identity and character of Beverly Hills. Specific policies relate to the protection of scenic views and parkways; landscaping; minimizing the removal of existing resources; and standards for new development, lighting, and glare.  | Wilshire/La Cienega<br>Wilshire/Rodeo          | 1, 2, 3, 4, 5,<br>MOS-2 |
| <b>City of Santa Monica</b>                   |   |  |                         |
| Santa Monica Land Use and Circulation Element | The Santa Monica Land Use and Circulation Element encompasses the community's vision for the City's future and provides several goals and policies to maintain the City's character, protect its neighborhoods, manage its transportation system, and encourage additional housing. One of the City's goals is to transform Wilshire Boulevard into Santa Monica's premier pedestrian/transit boulevard. The vision for Wilshire Boulevard is that of a "complete street" with a continuous landscaped center median, enhanced pedestrian sidewalks and crosswalks, and efficient transit service. The vision also includes new transit shelters and state-of-the-art electronic information kiosks to add to the streetscape while making public transportation more convenient, inviting, and pleasant to use. Additionally streets such as Wilshire Boulevard provide the predominant Downtown open space and direct and define views to the ocean and the mountains to the north. | Wilshire/26th<br>Wilshire/16th<br>Wilshire/4th | 3, 5                    |

### 3.3.1 Scenic Corridors

In general, citywide policies on scenic views or vistas aim to protect the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features. Appendix E, Inventory of Designated Scenic Highways, of the Transportation Element, of the LA City General Plan designates 69 corridor segments as scenic highways. Of these 69 corridor segments, three are proposed to have stations located along them.

**3.3.1.1 City of Los Angeles**

Scenic corridors in the City of Los Angeles include Avenue of the Stars, Santa Monica Boulevard, and Wilshire Boulevard.

Avenue of the Stars is designated scenic between Santa Monica and Pico Boulevards. The scenic features within this area include a wide landscaped median and fountains. Stations located along this segment include Century City Avenue of the Stars and Century City Constellation.

Santa Monica Boulevard is designated scenic between Sepulveda Boulevard and the Los Angeles City boundary with Beverly Hills. The unique urban features along this corridor segment include the wide center medians and access to shops and buildings. Stations located along this segment include Century City Avenue of the Stars.

Wilshire Boulevard is designated scenic between Sycamore and Fairfax Avenues. This segment is considered the Miracle Mile Community Design Overlay District. The Miracle Mile is characterized by numerous high-rise office buildings, neighborhood retail, well-known entertainment establishments, and the city's greatest concentration of museums. In addition, it contains some of the best examples of Art Deco architecture in the country. The Miracle Mile Community Design Overlay District Design Guidelines & Standards intend to promote and enhance the identity of the District. Specific goals include preserving and enhancing the physical appearance of the corridor, encouraging development that adds to the pedestrian-friendly retail environment, and preserving architecturally significant buildings. Stations located along this corridor include Wilshire/La Brea and Wilshire/Fairfax.

**3.3.1.2 City of West Hollywood**

There are no city-designated scenic highways or byways located in the city of West Hollywood.

**3.3.1.3 City of Beverly Hills**

Amendments to the city's existing general plan document indicate that there are no scenic highways designated in the city.

**3.3.1.4 City of Santa Monica**

In general, citywide policies on scenic vistas focus on protecting the city's natural resources as well as views along significant streets and boulevards. The 1975 Scenic Corridors Element identified seven potential scenic corridors within the city, including Wilshire Boulevard from the Santa Monica city boundary to Ocean Avenue. The Scenic Corridors Element lays the groundwork for the preparation and adoption of a specific corridor plan based on analysis of the corridor's resources, characteristics, potential, and consequences of a scenic corridor designation. However, no such plans have been prepared to date and, as a result, there are no officially designated scenic highways in the city.



## 4.0 AFFECTED ENVIRONMENT

This section describes viewer characteristics and sensitivity, as well as the existing visual character, quality, and key views in the study area. The study area for visual and aesthetics consists of the viewsheds around station entrances (elevator/escalator enclosures), ventilation structures, and locations where maintenance and operation facility sites, staging areas, or other support facilities are proposed. Viewsheds are the areas from which the project elements and alternatives could be viewed. In general, the viewsheds for the Project encompass the foreground viewing distance (generally along the project alignment and within a half mile of a given viewpoint), but this may vary depending upon elements in the landscape (e.g., terrain, vegetation, and buildings that can block views of objects).

The existing visual quality of each station area has been categorized as low, moderate, or high. The three quality categories are as follows:

- **Low Visual Quality.** Areas that have low visual quality exhibit features that seem visually out of place, lack visual coherence, do not have a compositional harmony, and contain eyesores.
- **Moderate Visual Quality.** These areas are generally pleasant appearing but may lack an overall distinctiveness, memorability, drama, and compositional harmony, or may simply be common and ordinary landscapes that lack strong and consistent architectural and urban design features.
- **High Visual Quality.** These areas tend to be memorable, distinctive, unique (in a positive way), intact natural or park-like areas, or urban areas with strong and consistent architectural and urban design features.

### 4.1 Viewer Characteristics and Sensitivity

The viewer population is a mix of major viewer groups, which includes residents, tourists, shoppers, commuters, people taking advantage of the cultural and culinary attractions in the study area, and people who work in the area. Commuters, including bicyclists and motorists on streets, generally have lower expectations and sensitivity about visual quality than other viewer groups because they are focused on driving in traffic. The remaining viewers would have higher expectations about the visual quality of the environment either because their activities are elective or because they spend a great deal of time in the study area.

Viewer sensitivity or concern is based on the visibility of resources in the landscape, the proximity of viewers to the visual resource, the relative elevation of the viewers compared to the visual resource, the frequency and duration of views, the number of viewers, and the types and expectations of individuals. In considering visual impacts of the Project's alternatives, key views and visually prominent features have been assessed to determine how they would most influence impact perception.

### 4.2 Visual Setting

The Westside Subway Extension is primarily a subway project where the train would travel underground. Because the visual impacts would be primarily limited to station



areas, most of the visual setting discussion is focused on these areas. However, the maintenance facility sites are also discussed.

Overall, the visual setting within the study area varies and includes a combination of residential, commercial, transportation and utilities, industrial, and public/institutional buildings of varied height and scale. Residences, both single-family residences and multistory apartments and condominiums, are the primary land use in the study area. Commercial buildings are concentrated along major roadways, such as Wilshire and Santa Monica Boulevards and La Brea, Fairfax, and La Cienega Avenues.

#### **4.2.1 Wilshire/Crenshaw Station Area**

The Wilshire/Crenshaw Station area is in an area that is characterized by a mix of three- to six-story commercial/office buildings that front Wilshire Boulevard. Smaller commercial buildings and residences comprise the residential neighborhoods to the north and south, where there is a mix of building sizes and densities, including single-family houses, duplexes, and multi-story apartment complexes.

Crenshaw Boulevard is a major north/south roadway that dead-ends at Wilshire Boulevard, forming a “T” intersection. Several churches and schools are in the vicinity, each with surface parking lots. Wilshire Boulevard is a major east/west roadway. Narrower north/south streets intersect Wilshire Boulevard to the east and west of Crenshaw Boulevard. A view looking west down Wilshire Boulevard at Wilshire Boulevard and Crenshaw Boulevard is shown in Figure 4-1.



**Figure 4-1. View looking west on Wilshire Boulevard from the Wilshire Boulevard/Crenshaw Boulevard intersection**

Shade trees are planted at irregular intervals along Wilshire Boulevard, while neighborhoods to the north and south have noticeably more trees and small landscaped yards. Consistency and visual order in the vicinity of the station area are moderate. Some sidewalks are overgrown with vegetation. Upkeep increases noticeably in the residential neighborhoods to the north and south. Encroaching elements, such as billboards and overhead street lighting, are located along Wilshire Boulevard. Views of the Santa Monica Mountains are limited by the multi-story buildings that comprise existing development.



The Hancock Park residential area lies directly north of the station area. It includes many single-family residences that were built in the 1920s to 1930s. The Harbor Insurance and Los Altos Apartment buildings are important visual resources in the station area. Figure 4-2 shows the Los Altos Apartments. Other notable visual resources in this area include the Modern Scottish Rite Temple, the Queen Anne Higgins/Verbeck/Hirsch, the Gothic Revival Wilshire United Methodist Church, and the Renaissance Revival Ebell of Los Angeles Women’s Club. The Wilshire/Crenshaw Station area’s existing visual quality is moderate due to its generally pleasant appearance.



Figure 4-2. View of Los Altos Apartments and vacant lot at the northeast corner of S. Irving Boulevard and Wilshire Boulevard

#### 4.2.2 Wilshire/La Brea Station Area

The Wilshire/La Brea Station area is located within the Miracle Mile District of Los Angeles. It includes a variety of retail and mixed-use buildings of varying heights (ranging from one to eleven stories) and large surface parking lots along the streets and behind retail stores. Several vacant undeveloped lots are also located along Wilshire Boulevard. Northwest of the Wilshire Boulevard/S. La Brea Avenue intersection, residential buildings vary in size, many with landscaped courtyards. Buildings on Wilshire Boulevard are generally taller than buildings on S. La Brea Avenue, which are mostly one- to two-story businesses.

Occasional intermittent palm trees along the roadway serve as visual amenities. Neighborhoods to the north and south have denser landscaping with shade trees, planted parkways, and small yards.

While there is no apparent architectural design aesthetic in the area, the prevailing architectural style of the station area is Art Deco. Notable Art Deco buildings in the area include the E. Clem Wilson (or “Samsung”) building (Figure 4-3), which has a large iconic vibrant neon sign atop it; the Dominguez-Wilshire building; the historical El Rey Theater (Art Deco/Streamline); and the Wilshire Tower.

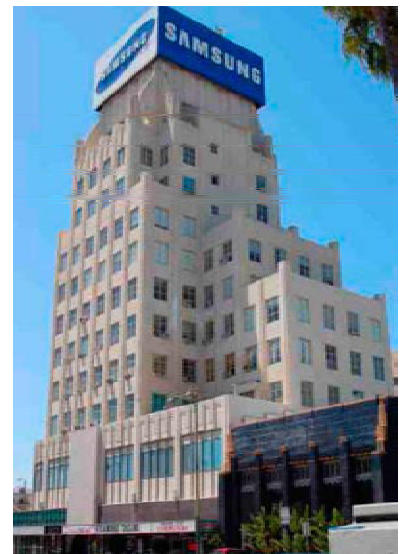
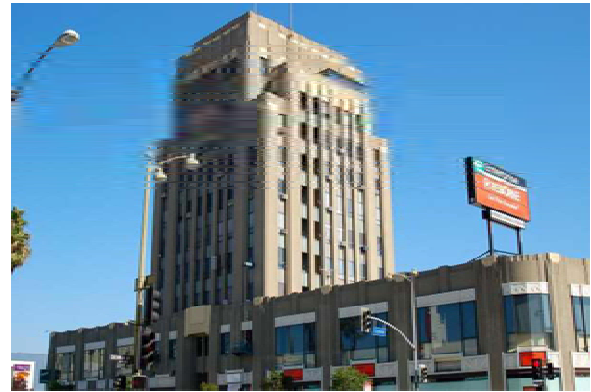


Figure 4-3. View of the E. Clem Wilson Building on northeast corner of Wilshire Boulevard and S. La Brea Avenue



Figure 4-4 shows the Dominguez Wilshire Building. The Prudential Insurance building is an example of the Modern architecture of the area. All of these visual resources are visible from Wilshire Boulevard and/or S. La Brea Avenue, and are prominent features of the area.

Figure 4-5 shows the view north on S. La Brea Avenue to the Santa Monica Mountains. On clear days there are views east down Wilshire Boulevard to Downtown Los Angeles and farther south to the Culver City Hills. The Samsung neon sign is a prominent visual feature at the Wilshire Boulevard/S. La Brea Avenue intersection. Encroaching elements, such as billboards and overhead street lighting, are located along Wilshire Boulevard. The Wilshire/La Brea Station area's existing visual quality is moderate due to its generally pleasant appearance but a lack of strong consistent architectural and urban design features.



**Figure 4-4. View of the Dominguez Wilshire Building**



**Figure 4-5. View looking north on S. La Brea Avenue to Santa Monica Mountains**

#### **4.2.3 Wilshire/Fairfax Station Area**

The Wilshire/Fairfax Station area is home to several regional visual resources, including the Los Angeles County Museum of Art (LACMA), the La Brea Tar Pits and surrounding Hancock Park, and the Petersen Automotive Museum. Buildings along Wilshire Boulevard and north of S. Fairfax Avenue are multi-story, from one to fifteen stories, and include a mix of commercial, retail, and office uses. Wilshire Boulevard is lined with small, low-rise retail buildings on the north side of the street and larger, taller buildings on the south side. East of S. Fairfax Avenue, the museums and La Brea Tar Pits are prominent visual resources along Wilshire Boulevard.

Densely developed residential neighborhoods with single-family residences on small lots lie north and south of Wilshire Boulevard. Northeast of Wilshire Boulevard is the historical Park La Brea apartment development, which contains over 4,000 apartments in garden style and high-rise buildings within a gated perimeter. Southeast of Wilshire Boulevard lay more dense residential neighborhoods with single-family and small multifamily buildings. A large parking lot is located on the south side of Wilshire Boulevard across from the LACMA. Several small parking lots lie west of Wilshire Boulevard, behind shops and abutting the street front.



The station area includes several buildings with noteworthy architectural styles, including the Petersen Automotive Museum, the LACMA building, May Company/LACMA West building, and Johnie’s Coffee Shop. Johnie’s is considered to be a landmark structure, a well known example of Googie style architecture and is listed under the National Register of Historic Places and California Register of Historic Resources.



**Figure 4-6. View of Johnie’s Coffee Shop and May Company at Wilshire Boulevard and S. Fairfax Avenue**

The May Company building and Johnie’s Coffee shop, both shown in Figure 4-6, are two prominent visual resources of vastly different scales. Johnie’s is a one-story blue and white striped building with a prominent lighted sign and a roof sloping up toward Wilshire Boulevard. The May Company Building is a four-story commercial structure with a defining gold, cylindrical architectural element, located on the corner of Wilshire Boulevard and Fairfax Avenue.

As shown in Figure 4-7, prominent rows of palm and shade trees are clustered in front of LACMA and the Tar Pits. Figure 4-7 shows the view east along Wilshire Boulevard, in front of the new LACMA building, looking toward the La Brea Tar Pits.

Tall palm trees and other street trees are planted in center medians along Wilshire Boulevard, creating a contrasting visual element. Hancock Park, the major green open space, is landscaped and includes several mature trees. Prominent views are north along S. Fairfax Avenue to the Santa Monica Mountains and south toward Culver City. Views to the east and west, looking down the Wilshire Boulevard corridor, are dominated by intermittent office towers. Commercial signage, overhead street lights, and traffic signals are also prominent visual elements along Wilshire Boulevard (Figure 4-6). The Wilshire/Fairfax Station area’s existing visual quality is moderate due to its general pleasant appearance, but lack of strong consistent architectural and urban design features.



**Figure 4-7. View looking east along Wilshire, in front of the new LACMA Building, toward La Brea Tar Pits**

**4.2.4 Wilshire/La Cienega Station Area**

The Wilshire/La Cienega Station area is characterized by tall, dense, commercial/office buildings with some ground floor retail along Wilshire Boulevard; buildings range up to several stories in height. Smaller one- to four-story commercial/retail buildings are located along S. La Cienega Boulevard. North of Wilshire Boulevard, S. La Cienega Boulevard includes “Restaurant Row.” The Flynt building, on the southeast corner of the intersection, is a prominent visual resource due to its unique oval shape (Figure 4-8). The corporate plaza that faces the Wilshire Boulevard/S. La Cienega Boulevard intersection includes the iconic statue of John Wayne.



**Figure 4-8. View of the Flynt building at Wilshire Boulevard and S. La Cienega Boulevard**

The plaza in front of the Flynt building, with the John Wayne statue and a view of the historic Art Deco Fox

Wilshire Theater, is shown in Figure 4-9. The two primary streets have a small number of street-facing surface parking lots. Residential neighborhoods to the north and south are densely developed with single-family and multi-family residential buildings.



**Figure 4-9. View of the Flynt Building Plaza, John Wayne statue, and Fox Wilshire Theater**

The historical Clock Market building at Wilshire and Gale, now the Beverly Hills Porsche-Audi Dealership, is a unique example of the Spanish Revival architectural style. The building is also an example of the car-oriented

development that was built along Wilshire Boulevard in the 1920s. The Wilshire Theater, across the street from the Clock Market building, is an Art Deco monument that is now used as a performing arts venue and a church. Newer commercial architecture along Wilshire Boulevard and S. La Cienega Boulevard is more eclectic with a mix of Modern, International, Post Modern, and non-descript building styles.

La Cienega Park at S. La Cienega Boulevard and Gregory Way is a prominent open space in the neighborhood. It contains tennis courts, two baseball fields, and other community facilities. Wilshire Boulevard is lined with tall palm trees approximately every 60 feet along the sidewalk. S. La Cienega Boulevard has relatively consistent street trees located approximately every 90 feet. Residential neighborhoods surrounding the station area have denser landscaping, with consistent tree-lined streets. Prominent views are north along S. La Cienega Boulevard to the Santa Monica Mountains. Commercial signage, overhead street lights, and traffic signals are prominent visual elements along Wilshire Boulevard and S. La Cienega Boulevard. The Wilshire/La Cienega Station area’s existing visual quality is high due to its distinctive and unique architectural features.