

Appendix H

Aesthetics

Appendix H.1
Memo Regarding Preparation of KOPs

Memorandum

Date Tuesday, May 16, 2023

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Project 19204 LA ART
Total Pages 2

From Naseema Asif, RIOS

Re LA ART: Preparation of View Simulations

This memorandum provides a description of RIOS' process for preparation of the view simulations (referred to as Key Observation Points or KOPs in the EIR) for the LA ART project.

1. Determination of KOP Locations; Photos: The KOP locations and vantage points were provided to RIOS by AECOM, the environmental consultant preparing the Visual Impact Assessment and Aesthetics section of the Draft EIR. Existing ("before") photos for each KOP location and vantage point were provided to RIOS. The "before" photos were not altered. The "after" photos were not altered; rather they are visual simulations that reflect the proposed project components and, in certain circumstances, may include the removal and/or addition of landscape planting elements as part of proposed project. The visual simulations otherwise include the existing landscape planting, buildings, and other visual elements such as open space resources, street trees, and building frontages as they existed at the time the photos were taken.
2. Preparation of the proposed Project 3D Digital Model: RIOS prepared a 3D digital model of the proposed project to match the design, finish materials and dimensions shown in the plans, elevations, sections, and materials descriptions provided in the Draft EIR Project Description.

In response to comments on the Draft EIR, updated KOPs were prepared to depict the system operating at maximum capacity, including passengers within the cabins. At maximum capacity and during peak operations, outside of the station the cabins would be spaced approximately 450 feet apart.

Comments also requested visual clarification on the dimensions and spacing of the ropeway cables, as well as the spacing of the slack carriers that maintain clearance between the three ropes that comprise the ropeway. The ropes would be 1.75 to 2.5 inches in diameter. The 1.75 to 2.5 inches in

diameter is too small to be visually detectable in many of the view simulation renderings; accordingly, RIOS modeled the ropes with a 6-inch diameter so that they would be visible. Updates were also made to KOPs where it appeared only two ropes were visible instead of three. Slack carriers in the ropeway were also modeled and are spaced 350 feet apart.

KOPs were also updated to incorporate the signage program, as depicted in the signage package included in the Draft EIR.

3. Placement of the Digital Model into Context: RIOS also prepared a 3D digital model of the proposed Project's surrounding urban context utilizing ArcGIS software with source data from the USGS Digital Elevation Model (<https://www.usgs.gov/3d-elevation-program>) for the topography, and from LARIAC (<https://lariac-lacounty.hub.arcgis.com/>) for the building locations, footprints and height extrusions.

This context model allowed RIOS to accurately place the proposed project 3D digital model into context without distortion. RIOS then rendered the proposed Project 3D digital model in perspective to match the KOP vantage point, and place the rendered component into the existing photo via photoshop. This process allows the KOPs to realistically illustrate what the proposed project will look like in the surrounding context.

Because the proposed project is rendered in perspective to match the pedestrian eye level vantage point of the existing photographs, visual elements in the foreground of the KOP will appear larger than visual elements further in the distance, consistent with how pedestrians experience their surrounding environment. As such, visual elements that are in the foreground can sometimes block the full view of visual elements at a distance even though the foreground element may be of a smaller dimension.

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Appendix H.2 Supplemental KOPs in Response to Comments

1.0 INTRODUCTION

The purpose of this Appendix H.2 is to provide supplemental KOPs in response to comments received on the Draft EIR. Comments on the Draft EIR requested views of the system operating at maximum operating capacity, additional detail regarding the proposed Project's sign concept plan, and additional clarity regarding design elements of the proposed Project including dimensions and spacing of the ropeway cables, spacing of the slack carriers that maintain clearance between the three ropes that comprise the ropeway, and the width and visibility of the ropes.

Updated KOPs

In response to comments on the Draft EIR, updated KOPs were prepared as follows:

- **Maximum operating capacity:** To depict the system operating at maximum capacity, including passengers within the cabins.
- **Signage program:** To incorporate the proposed Project's signage program, as depicted in the Sign Concept Plan, included as Appendix B to the Lighting Study, which is included in Appendix C, Visual Impact Assessment, of the Draft EIR.
- **Design elements:** Comments also requested visual clarification on the dimensions and spacing of the ropeway cables, as well as spacing of the slack carriers that maintain clearance between the three ropes that comprise the ropeway. The ropes would be 1.75 to 2.5 inches in diameter. The 1.75 to 2.5 inches in diameter is too small to be visually detectable in many of the view simulation renderings; accordingly, RIOS modeled the ropes with a 6-inch diameter so that they would be visible. Updates were also made to KOPs where it appeared that only two ropes were visible instead of three. Slack carriers in the ropeway were also modeled and are spaced 350 feet apart.

All KOPs from the Draft EIR have been included in this Appendix H.2, and those that were updated to the extent described above are listed below.

The following KOPs were updated: KOP 4, KOP 5, KOP 7a, KOP 7b, KOP 8, KOP 9, KOP 10, KOP 11, KOP 12, KOP 13, KOP 14, KOP 15a, KOP 15b, KOP 16a, KOP 16b, KOP 17, KOP 18, KOP 19, KOP 22, KOP 23, KOP 24, KOP 25, KOP 27, KOP 28a, KOP 29

Additional KOPs

In response to comments on the Draft EIR, additional visual simulations of the proposed Project have been provided as follows:

- **Additional Views of Los Angeles State Historic Park:** KOPs 31 through 35 provide additional visual simulations of Los Angeles State Historic park, including views from a cabin over the park, and views of the Chinatown/State Park Station and proposed Park amenities.
- **Additional Views of Alameda Tower and Alpine Tower:** KOPs 36 and 37 provide additional views of the locations of the proposed Alameda Tower and Alpine Tower.

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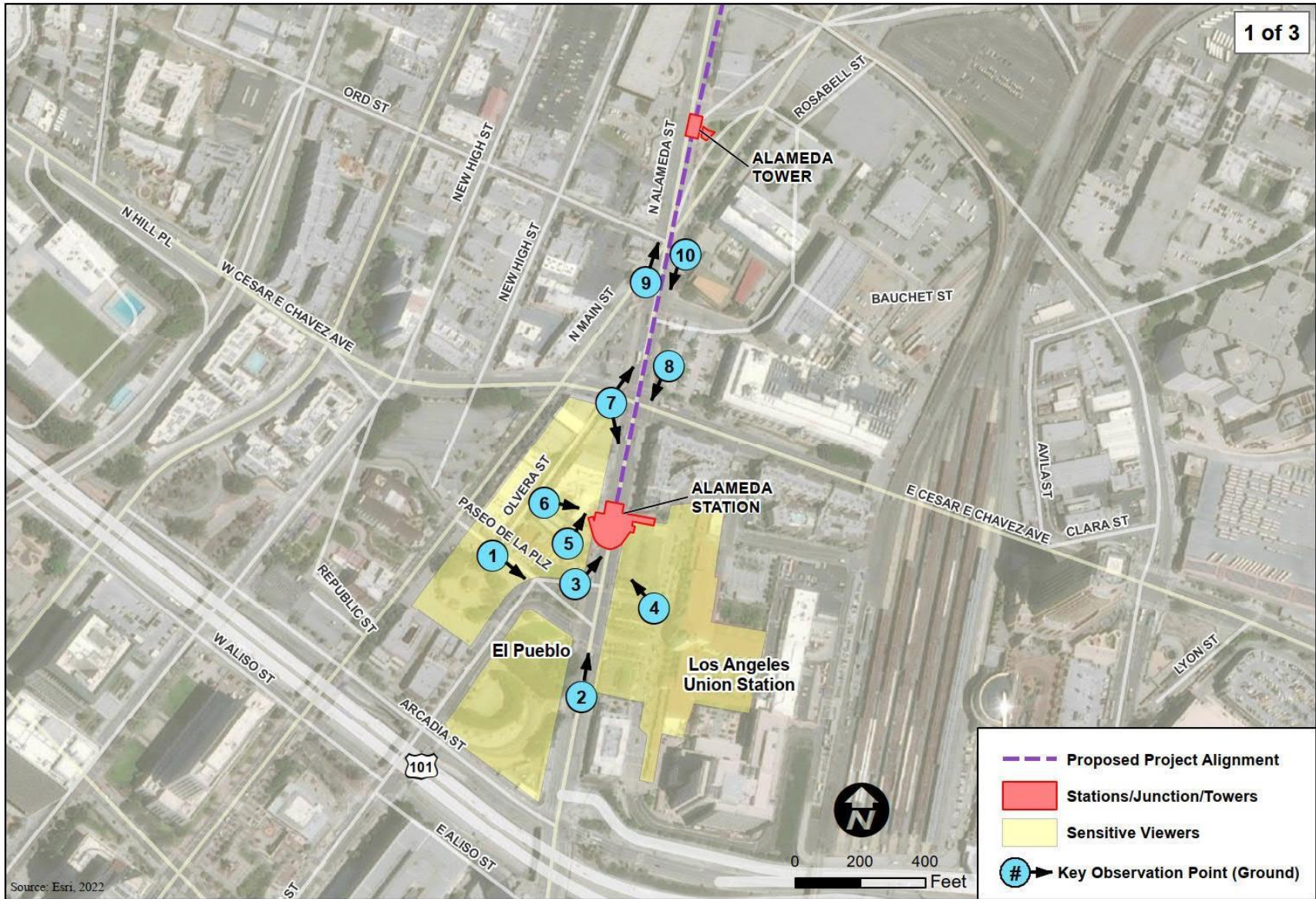
Figure 5-39: Existing and Simulation Views of KOP 35 – Cabin View Looking Northeast from within the Los Angeles State Historic Park

Figure 5-40: Existing and Simulation Views of KOP 36 – Looking North at the intersection of Alameda Street and Alpine Street

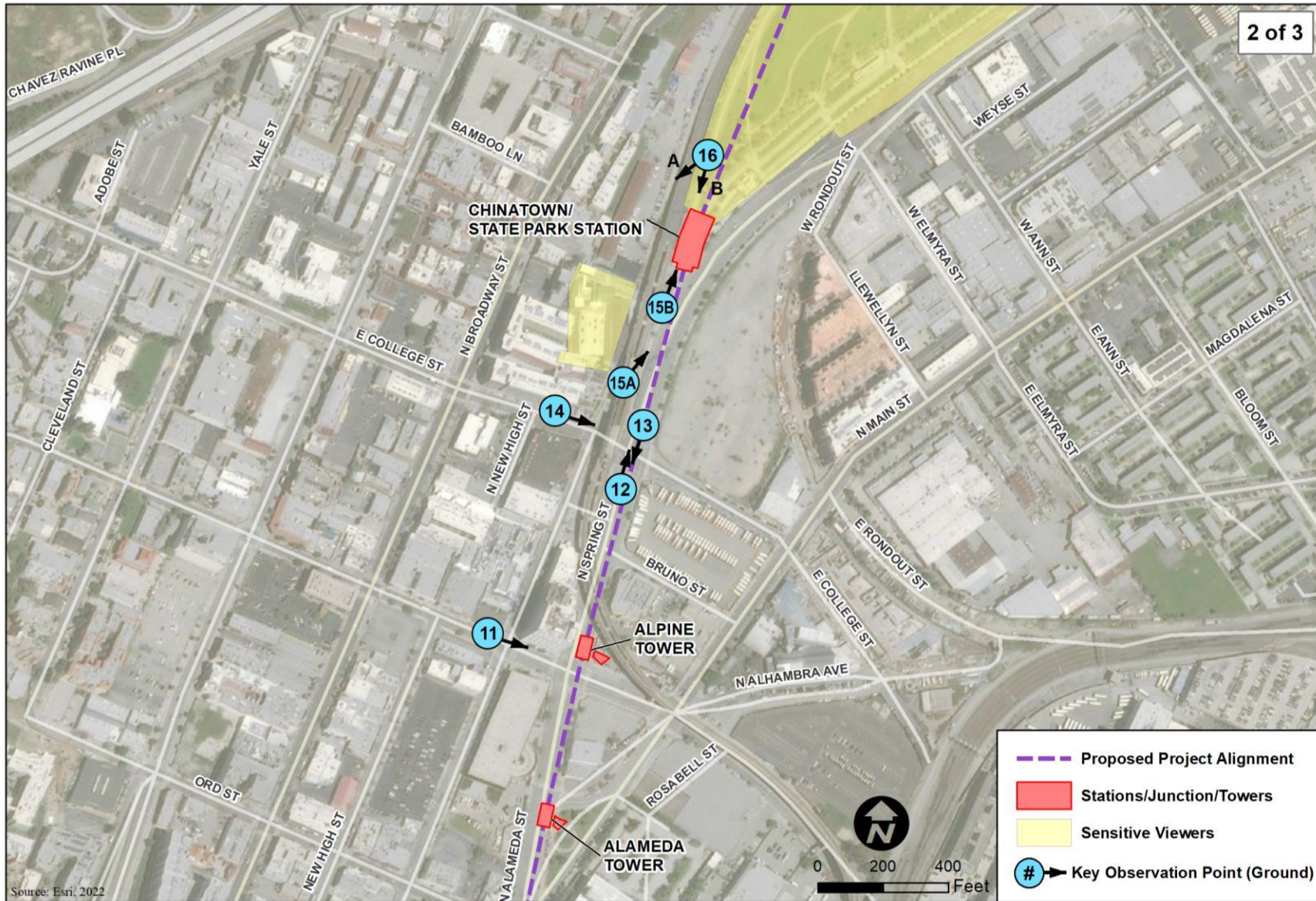
Figure 5-41: Existing and Simulation Views of KOP 37- Looking Northwest from Main Street toward Alameda Street



KOPs 1-30 Locations Overview



Detailed KOP Locations Map of Southern Portion of Alignment



Detailed KOP Locations Map of Middle Portion of Alignment



Detailed KOP Locations Map of Northern Portion of Alignment



Map of Landscape Units



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Figure 5-11: Existing and Simulation Views of KOP 10 – Looking South on Alameda Street at Main Street



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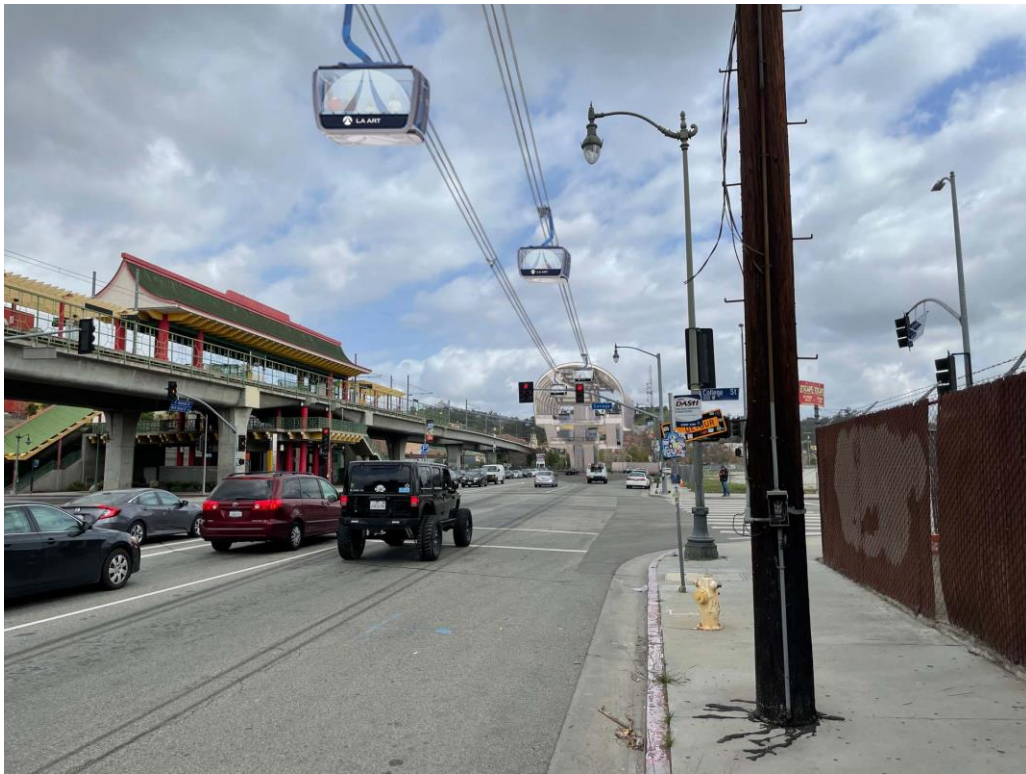


Figure 5-13: Existing and Simulation Views of KOP 12 – Looking North on Alameda Street/Spring Street from South of College Street



Figure 5-14: Existing and Simulation Views of KOP 13 – Looking South on Spring Street/Alameda Street from just North of College Street



Figure 5-15: Existing and Simulation Views of KOP 14 – Looking East from College Street towards Metro L Line (Gold)



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Figure 5-26: Existing and Simulation Views of KOP 23 – Looking Southeast from Savoy Street, east of Bishops Road





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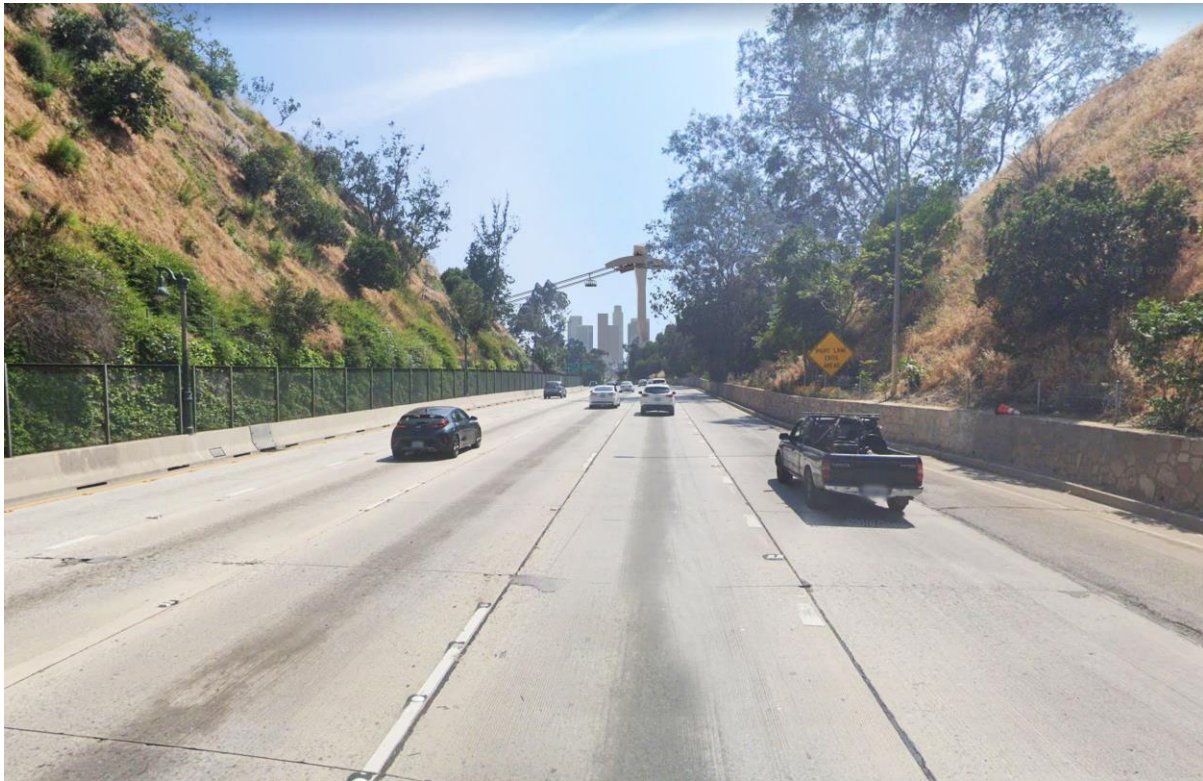


Figure 5-29: Existing and Simulation Views of KOP 26 – Looking Southwest on Arroyo Seco Parkway/SR-110 towards Downtown Los Angeles



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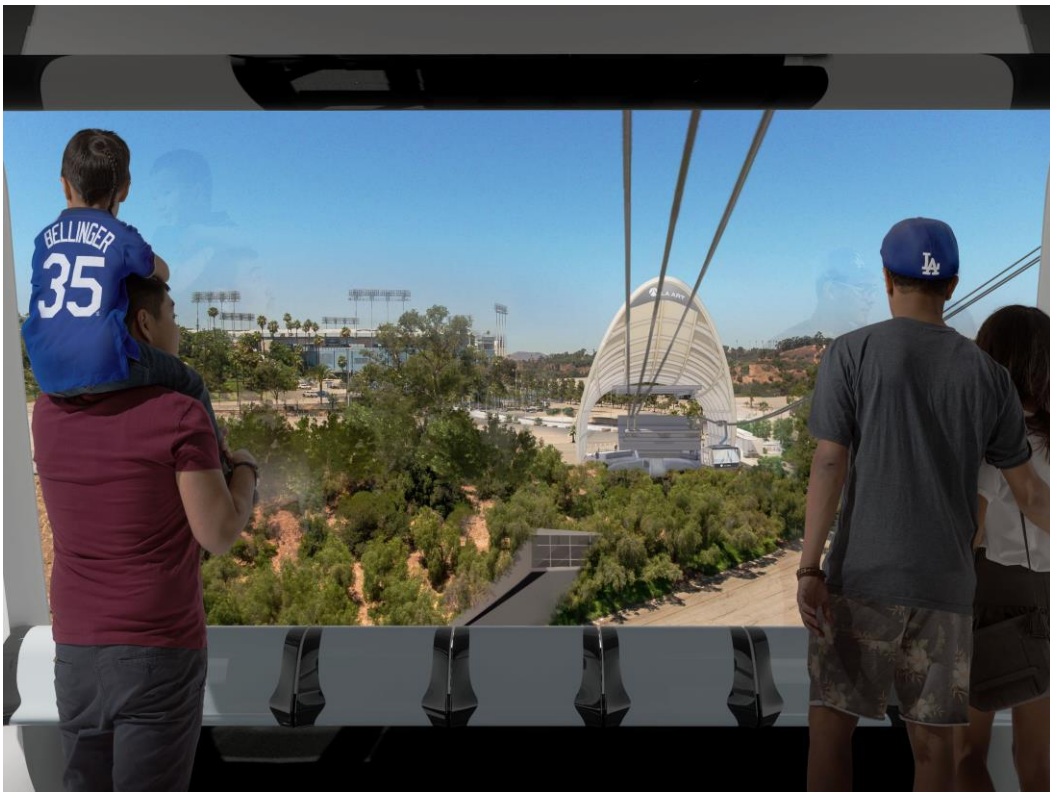


Figure 5-31: Existing and Simulation Views of KOP 28a – Cabin View Looking Northwest towards Dodger Stadium



Figure 5-32: Existing and Simulation Views of KOP 28b – Cabin View Looking Southwest towards Downtown Los Angeles



Figure 5-33: Existing and Simulation Views of KOP 29 – Looking Northeast along Stadium Way from Curtis Street

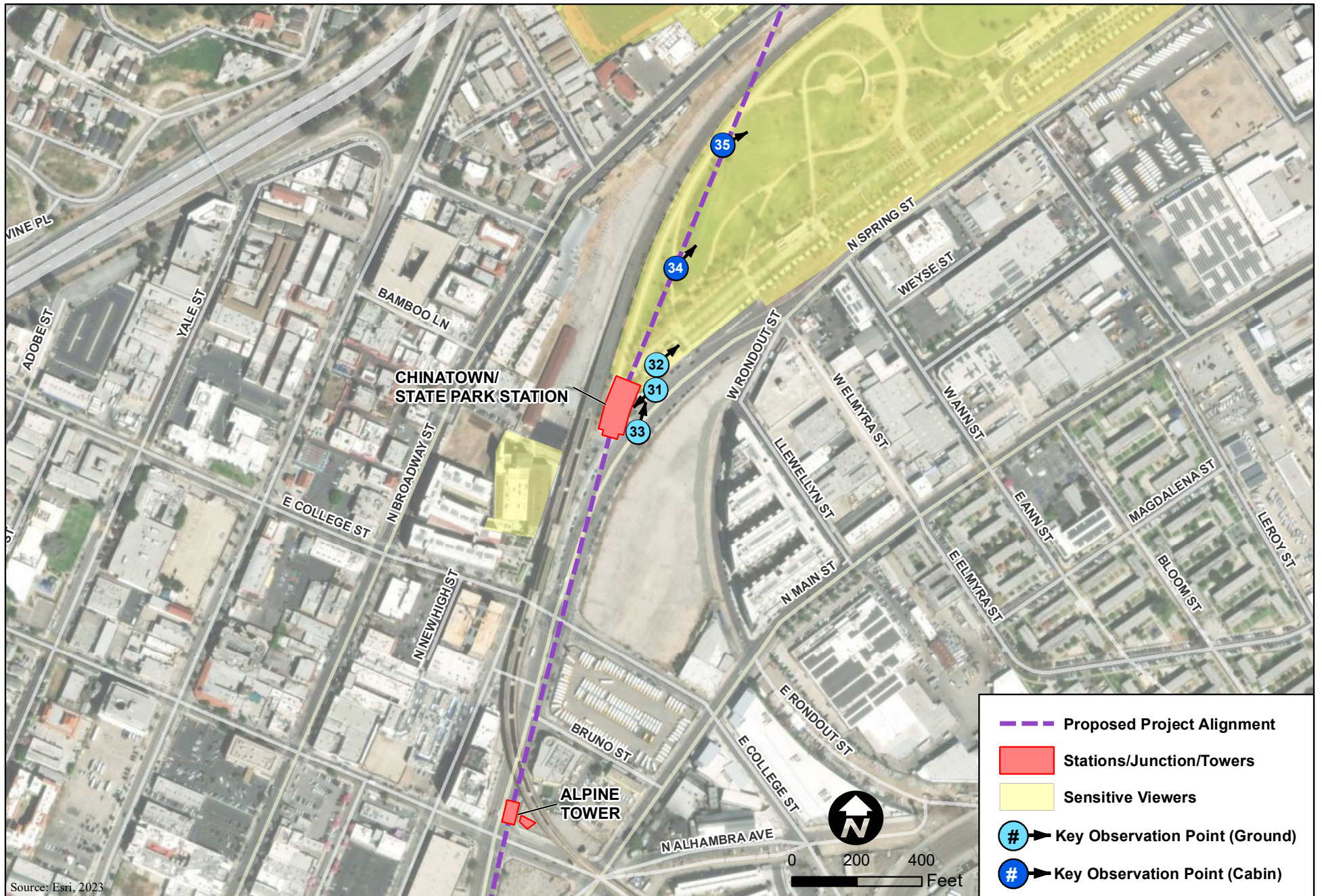


Figure 5-34: Existing and Simulation Views of KOP 30 – Looking Southwest along Amador Place from Solano Avenue

Additional Views of the Los Angeles State Historic Park in Response to Comments



KOPs 31-35 Locations Overview



Detailed KOP Locations Map of KOPs 31-35



Figure 5-35: Existing and Simulation Views of KOP 31 – Looking Southwest from within the southern portion of the Los Angeles State Historic Park



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Figure 5-37: Existing and Simulation Views of KOP 33 – Looking North from within the southern portion of the Los Angeles State Historic Park



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Figure 5-37: Existing and Simulation Views of KOP 35 – Cabin View Looking Northeast from within the Los Angeles State Historic Park

Additional Views of Alameda Triangle and Alpine Tower



Source: Esri, 2023

Detailed KOP Locations Map of KOPs 36-37



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Figure 5-39: Existing and Simulation Views of KOP 37 – Looking Northwest from Main Street toward Alameda Street