North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Planning and Environmental Study

AESTHETICS TECHNICAL REPORT

Prepared For:

Metro

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ACRONYMS AND ABBREVIATIONS

BMC	Burbank Municipal Code
BRT	Bus Rapid Transit
CEQA	California Environmental Quality Act
DSP	Downtown Strategic Plan
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
LU	Landscape Unit
Metro	Los Angeles County Metropolitan Transportation Authority
mph	Miles Per Hour
NRHP	National Register of Historic Places
PRC	Public Resources Code
ROW	Right-of-Way
RV	Representative View
SR	State Route
TSP	Transit Signal Priority

1. Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing the North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project (Proposed Project or Project) which would provide a BRT service connecting several cities and communities between the San Fernando and San Gabriel Valleys. Specifically, the Proposed Project would consist of a BRT service that runs from the North Hollywood Metro B/G Line (Red/Orange) station in the City of Los Angeles through the Cities of Burbank, Glendale, the community of Eagle Rock in the City of Los Angeles, and Pasadena, ending at Pasadena City College. The Proposed Project with route options would operate along a combination of local roadways and freeway sections with various configurations of mixed-flow and dedicated bus lanes depending on location. A Draft Environmental Impact Report (EIR) is being prepared for the following purposes:

- To satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code (PRC) Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000, et seq.).
- To inform public agency decision-makers and the public of the significant environmental effects of the Proposed Project, as well as possible ways to minimize those significant effects, and reasonable alternatives to the Proposed Project that would avoid or minimize those significant effects.
- To enable Metro to consider environmental consequences when deciding whether to approve the Proposed Project.

This Aesthetic Technical Report is comprised of the following sections:

1. Introduction
2. Project Description
3. Regulatory Framework
4. Existing Setting
5. Significance Thresholds and Methodology
6. Impact Analysis
7. Cumulative Analysis
8. References
9. List of Preparers

2. Project Description

This section is an abbreviated version of the Project Description contained in the Draft EIR. This abbreviated version provides information pertinent to the Technical Reports. Please reference the Project Description chapter in the Draft EIR for additional details about the Proposed Project location and surrounding uses, project history, project components, and construction methods. The Draft EIR also includes a more comprehensive narrative description providing additional detail on the project routing, station locations, and proposed roadway configurations. Unless otherwise noted, the project description is valid for the Proposed Project and all route variations, treatments, and configurations.

2.1 PROJECT ROUTE DESCRIPTION

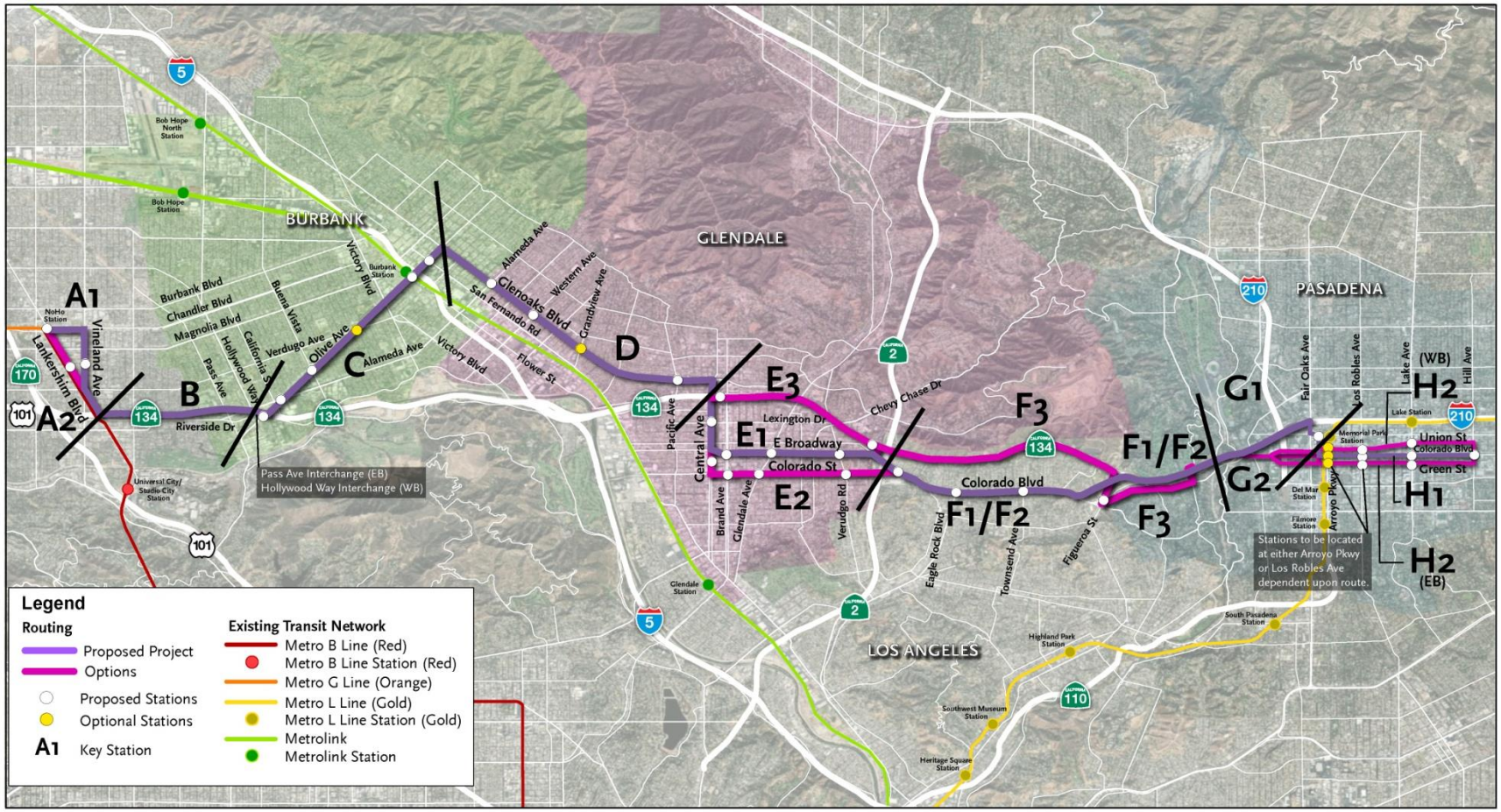
Metro is proposing the BRT service to connect several cities and communities between the San Fernando and San Gabriel Valleys. The Proposed Project extends approximately 18 miles from the North Hollywood Metro B/G Line (Red/Orange) Station on the west to Pasadena City College on the east. The BRT corridor generally parallels the Ventura Freeway (State Route 134) between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood and Eagle Rock in the City of Los Angeles as well as the Cities of Burbank, Glendale, and Pasadena. Potential connections with existing high-capacity transit services include the Metro B Line (Red) and G Line (Orange) in North Hollywood, the Metrolink Antelope Valley and Ventura Lines in Burbank, and the Metro L Line (Gold) in Pasadena. The Study Area includes several dense residential areas as well as many cultural, entertainment, shopping and employment centers, including the North Hollywood Arts District, Burbank Media District, Downtown Burbank, Downtown Glendale, Eagle Rock, Old Pasadena and Pasadena City College (see **Figure 1**).

2.2 BRT ELEMENTS

BRT is intended to move large numbers of people quickly and efficiently to their destinations. BRT may be used to implement rapid transit service in heavily traveled corridors while also offering many of the same amenities as light rail but on rubber tires and at a lower cost. The Project would provide enhanced transit service and improve regional connectivity and mobility by implementing several key BRT elements. Primary components of the BRT are further addressed below and include:

- Dedicated bus lanes on city streets
- Transit signal priority (TSP)
- Enhanced stations with all-door boarding

Figure 1 – Proposed Project with Route Options



2.3 DEDICATED BUS LANES

The Proposed Project would generally include dedicated bus lanes where there is adequate existing street width, while operating in mixed traffic within the City of Pasadena. BRT service would operate in various configurations depending upon the characteristics of the roadways as shown below:

- **Center-Running Bus Lanes**: Typically includes two lanes (one for each direction of travel) located in the center of the roadway. Stations are usually provided on islands at intersections and are accessible from the crosswalk.
- **Median-Running Bus Lanes**: Typically includes two lanes (one for each direction of travel) located in the inside lane adjacent to a raised median in the center of the roadway. Stations are usually provided on islands at intersections and are accessible from the crosswalk.
- **Side-Running Bus Lanes**: Buses operate in the right-most travel lane separated from the curb by bicycle lanes, parking lanes, or both. Stations are typically provided along curb extensions where the sidewalk is widened to meet the bus lane. At intersections, right-turn bays may be provided to allow buses to operate without interference from turning vehicles and pedestrians.
- **Curb-Running Operations**: Buses operate in the right-most travel lane immediately adjacent to the curb. Stations are located along the sidewalk which may be widened to accommodate pedestrian movement along the block. Right-turning traffic merges with the bus lane approaching intersections and buses may be delayed due to interaction with right-turning vehicles and pedestrians.
- **Mixed-Flow Operations**: Where provision of dedicated bus lanes is impractical, the BRT service operates in lanes shared with other roadway vehicles, although potentially with transit signal priority. For example, where the service transitions from a center-running to side-running configuration, buses would operate in mixed-flow. Buses would also operate in mixed-flow along freeway facilities.

Table 1 provides the bus lane configurations for each route segment of the Proposed Project.

Table 1 – Route Segments

Key	Segment	From	To	Bus Lane Configuration
A1 (Proposed Project)	**Lankershim Blvd.**	**N. Chandler Blvd.**	**Chandler Blvd.**	**Mixed-Flow**
	Chandler Blvd.	**Lankershim Blvd.**	**Vineland Ave.**	**Side-Running**
	Vineland Ave.	**Chandler Blvd.**	**Lankershim Blvd.**	**Center-Running**
	Lankershim Blvd.	**Vineland Ave.**	**SR-134 Interchange**	**Center-Running** **Mixed-Flow[1]**
A2 (Route Option)	Lankershim Blvd.	N. Chandler Blvd.	SR-134 Interchange	Side-Running Curb-Running[2]
B (Proposed Project)	**SR-134 Freeway**	**Lankershim Blvd.**	**Pass Ave. (EB)** **Hollywood Wy. (WB)**	**Mixed-Flow**
C (Proposed Project)	**Pass Ave. – Riverside Dr. (EB)** **Hollywood Wy. – Alameda Ave. (WB)**	**SR-134 Freeway**	**Olive Ave.**	**Mixed-Flow[3]**
	Olive Ave.	**Hollywood Wy. (EB)** **Riverside Dr. (WB)**	**Glenoaks Blvd.**	**Curb-Running**
D (Proposed Project)	**Glenoaks Blvd.**	**Olive Ave.**	**Central Ave.**	**Curb-Running** **Median-Running[4]**
E1 (Proposed Project)	**Central Ave.**	**Glenoaks Blvd.**	**Broadway**	**Mixed Flow** **Side-Running[5]**
	Broadway	**Central Ave.**	**Colorado Blvd.**	**Side-Running**
E2 (Route Option)	Central Ave.	Glenoaks Blvd.	Colorado St.	Side-Running
	Colorado St. – Colorado Blvd.	Central Ave.	Broadway	Side-Running
E3 (Route Option)	Central Ave.	Glenoaks Blvd.	Goode Ave. (WB) Sanchez Dr. (EB)	Mixed-Flow
	Goode Ave. (WB) Sanchez Dr. (EB)	Central Ave.	Brand Blvd.	Mixed-Flow
	SR-134[6]	Brand Blvd.	Harvey Dr.	Mixed-Flow
F1 (Route Option)	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	**Side-Running**
				Side-Running Center Running[7]

Key	Segment	From	To	Bus Lane Configuration
F2 (Proposed Project)	**Colorado Blvd.**	**Broadway**	**Linda Rosa Ave. (SR-134 Interchange)**	**Side-Running**
F3 (Route Option)	SR-134	Harvey Dr.	Figueroa St.	Mixed-Flow
	Figueroa St.	SR-134	Colorado Blvd.	**Mixed-Flow**
	Colorado Blvd.	Figueroa St.	SR-134 via N. San Rafael Ave. Interchange	**Mixed-Flow**
G1 (Proposed Project)	**SR-134**	**Colorado Blvd.**	**Fair Oaks Ave. Interchange**	**Mixed-Flow**
	Fair Oaks Ave.	**SR-134**	**Walnut St.**	**Mixed-Flow**
	Walnut St.	**Fair Oaks Ave.**	**Raymond Ave.**	**Mixed-Flow**
	Raymond Ave.	**Walnut St.**	**Colorado Blvd. or Union St./Green St.**	**Mixed-Flow**
G2 (Route Option)	SR-134	Colorado Blvd.	Colorado Blvd. Interchange	Mixed-Flow
	Colorado Blvd. or Union St./Green St.	Colorado Blvd. Interchange	Raymond Ave.	Mixed-Flow
H1 (Proposed Project)	**Colorado Blvd.**	**Raymond Ave.**	**Hill Ave.**	**Mixed-Flow**
H2 (Route Option)	Union St. (WB) Green St. (EB)	Raymond Ave.	Hill Ave.	Mixed-Flow

2.4 TRANSIT SIGNAL PRIORITY

TSP expedites buses through signalized intersections and improves transit travel times. Transit priority is available areawide within the City of Los Angeles and is expected to be available in all jurisdictions served by the time the Proposed Project is in service. Basic functions are described below:

- **Early Green**: When a bus is approaching a red signal, conflicting phases may be terminated early to obtain the green indication for the bus.
- **Extended Green**: When a bus is approaching the end of a green signal cycle, the green may be extended to allow bus passage before the green phase terminates.
- **Transit Phase**: A dedicated bus-only phase is activated before or after the green for parallel traffic to allow the bus to proceed through the intersection. For example, a queue jump may be implemented in which the bus departs from a dedicated bus lane or a station ahead of other traffic, so the bus can weave across lanes or make a turn.

2.5 ENHANCED STATIONS

It is anticipated that the stations servicing the Proposed Project may include the following elements:

- Canopy and wind screen
- Seating (benches)
- Illumination, security video and/or emergency call button
- Real-time bus arrival information
- Bike racks
- Monument sign and map displays

Metro is considering near-level boarding which may be achieved by a combination of a raised curb along the boarding zone and/or ramps to facilitate loading and unloading. It is anticipated that BRT buses would support all door boarding with on-board fare collection transponders in lieu of deployment of ticket vending machines at stations.

The Proposed Project includes 21 proposed stations and two optional stations, and additional optional stations have been identified along the Route Options, as indicated in **Table 2**. Of the 21 proposed stations, four would be in the center of the street or adjacent to the median, and the remaining 17 stations would be situated on curbs on the outside of the street.

Table 2 – Proposed/Optional Stations

Jurisdiction	Proposed Project	Route Option
North Hollywood (City of Los Angeles)	North Hollywood Transit Center (Metro B/G Lines (Red/Orange) Station)	
	Vineland Ave./Hesby St.	Lankershim Blvd./Hesby St.
City of Burbank	Olive Ave./Riverside Dr.	
	Olive Ave./Alameda Ave.	
	Olive Ave./Buena Vista St.	
	Olive Ave./Verdugo Ave. (optional station)	
	Olive Ave./Front St. (on bridge at Burbank-Downtown Metrolink Station)	
	Olive Ave./San Fernando Blvd.	
City of Glendale	Glenoaks Blvd./Alameda Ave.	
	Glenoaks Blvd./Western Ave.	
	Glenoaks Blvd./Grandview Ave. (optional station)	
	Central Ave./Lexington Dr.	Goode Ave. (WB) & Sanchez Dr. (EB) west of Brand Blvd.
		Central Ave./Americana Way
	Broadway/Brand Blvd.	Colorado St./Brand Blvd.
	Broadway/Glendale Ave.	Colorado St./Glendale Ave.
	Broadway/Verdugo Rd.	Colorado St./Verdugo Rd.
		SR 134 EB off-ramp/WB on-ramp west of Harvey Dr.
Eagle Rock (City of Los Angeles)	Colorado Blvd./Eagle Rock Plaza	
	Colorado Blvd./Eagle Rock Blvd.	
	Colorado Blvd./Townsend Ave.	Colorado Blvd./Figueroa St.
City of Pasadena	Raymond Ave./Holly St.[1] (near Metro L Line (Gold) Station)	
	Colorado Blvd./Arroyo Pkwy.[2]	Union St./Arroyo Pkwy. (WB)[2] Green St./Arroyo Pkwy. (EB)[2]
	Colorado Blvd./Los Robles Ave.[1]	Union St./Los Robles Ave. (WB)[1] Green St./Los Robles Ave. (EB)[1]
	Colorado Blvd./Lake Ave.	Union St./Lake Ave. (WB) Green St./Lake Ave. (EB)
	Pasadena City College (Colorado Blvd./Hill Ave.)	Pasadena City College (Hill Ave./Colorado Blvd.)

[1]With Fair Oaks Ave. interchange routing
[2]With Colorado Blvd. interchange routing

2.6 DESCRIPTION OF CONSTRUCTION

Construction of the Proposed Project would likely include a combination of the following elements dependent upon the chosen BRT configuration for the segment: restriping, curb-and-gutter/sidewalk reconstruction, right-of-way (ROW) clearing, pavement improvements, station/loading platform construction, landscaping, and lighting and traffic signal modifications. Generally, construction of dedicated bus lanes consists of pavement improvements including restriping, whereas ground-disturbing activities occur with station construction and other support structures. Existing utilities would be protected or relocated. Due to the shallow profile of construction, substantial utility conflicts are not anticipated, and relocation efforts should be brief. Construction equipment anticipated to be used for the Proposed Project consists of asphalt milling machines, asphalt paving machines, large and small excavators/backhoes, loaders, bulldozers, dump trucks, compactors/rollers, and concrete trucks. Additional smaller equipment may also be used such as walk-behind compactors, compact excavators and tractors, and small hydraulic equipment.

The construction of the Proposed Project is expected to last approximately 24 to 30 months. Construction activities would shift along the corridor so that overall construction activities should be of relatively short duration within each segment. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Work Area Traffic Control Handbook. Typical roadway construction traffic control methods would be followed including the use of signage and barricades.

It is anticipated that publicly owned ROW or land in proximity to the Proposed Project's alignment would be available for staging areas. Because the Proposed Project is anticipated to be constructed in a linear segment-by-segment method, there would not be a need for large construction staging areas in proximity to the alignment.

2.7 DESCRIPTION OF OPERATIONS

The Proposed Project would provide BRT service from 4:00 a.m. to 1:00 a.m. or 21 hours per day Sunday through Thursday, and longer service hours (4:00 a.m. to 3:00 a.m.) would be provided on Fridays and Saturdays. The proposed service span is consistent with the Metro B Line (Red). The BRT would operate with 10-minute frequency throughout the day on weekdays tapering to 15 to 20 minutes frequency during the evenings, and with 15-minute frequency during the day on weekends tapering to 30 minutes in the evenings. The BRT service would be provided on 40-foot zero-emission electric buses with the capacity to serve up to 75 passengers, including 35-50 seated passengers and 30-40 standees, and a maximum of 16 buses are anticipated to be in service along the route during peak operations. The buses would be stored at an existing Metro facility.

3. Regulatory Framework

3.1 FEDERAL REGULATIONS

There are no existing federal regulations pertaining to aesthetics and visual resources that are applicable to the Proposed Project.

3.2 STATE REGULATIONS

3.2.1 California Environmental Quality Act

CEQA establishes that it is the policy of the state to take all action necessary to provide the people of this state "with clean air and water, enjoyment of aesthetic, natural, scenic and historic environmental qualities of the state" (California PRC Section 21001[b]).

3.2.2 California Scenic Highway Program

Caltrans manages the California Scenic Highway Program, which was created in 1963 by the California legislature to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. The program includes a list of highways that are eligible for designation as scenic highways or that have been designated as such. A highway may be designated as scenic based on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes on the traveler's enjoyment of the view. State laws governing the California Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263.

3.3 LOCAL REGULATIONS

3.3.1 City of Los Angeles

General Plan

The City of Los Angeles General Plan contains goals and policies for future development in the City. The General Plan Framework Element provides Citywide policy and direction for the creation and updates of the General Plan elements. The Framework Element contains objectives and policies for the provision, management, and conservation of Los Angeles' open space resources. In addition to the Framework Element, the Urban Design, Conservation, and Transportation Elements include relevant objectives and policies to aesthetics and visual resources. **Table 3** shows relevant goals, objectives, policies, and programs.

Table 3 - City of Los Angeles Relevant General Plan Goals, Objectives, and Policies

Goal/Objective/ Policy/Program	Description
FRAMEWORK ELEMENT	
Goal 5A	A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and Citywide scales.
Policy 5.3.1.a	Pedestrian-priority segments, where designated in community centers, neighborhood districts, and mixed-use corridor nodes, are places where pedestrians are of paramount importance and where the streets can serve as open space both in daytime and nighttime. Generally, these streets shall have the following characteristics (as defined through the Street Standards Committee and designated by amendments to the community plans to address local conditions): (1) Buildings should have ground floor retail and service uses that are oriented to pedestrians along the sidewalk, with parking behind. (2) Sidewalks should be wide and lined with open canopied street trees, pedestrian-scale streetlights provided to recognized standards commensurate with planned nighttime use, and other pedestrian amenities.
Policy 5.8.2	The primary commercial streets within pedestrian-oriented districts and centers should have the following characteristics: a. Sidewalks 15-17 feet wide. b. Mid-block medians (between intersections): landscaped where feasible. c. Shade trees, pruned above business signs, to provide continuous canopy along the sidewalk and/or palm trees to provide visibility from a distance. d. Pedestrian amenities (e.g., benches, pedestrian-scale lighting, special paving, window boxes and planters).
Policy 5.8.4	Encourage signage design to be integrated with the architectural character of the buildings and convey a visually attractive character.
CONSERVATION ELEMENT	
Objective	Protect important natural habitats and scenic sites outside the City which are owned by the City or are impacted by City facilities.
Objective	Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.
Program 2	Planning and construction of roads, utilities and other public projects, especially projects that are within or impact natural terrain and/or scenic areas.

SOURCE: City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, 2001; City of Los Angeles, *Conservation Element of the Los Angeles General Plan*, 2001.

North Hollywood Redevelopment Project Commercial Core Urban Design Guidelines

The Commercial Core Urban Design Guidelines outline the North Hollywood Redevelopment Project's vision for development within North Hollywood by creating vibrant districts within the Project Area which most notably consist of the NoHo Arts District and the Lankershim Core District. The Design Guidelines identify distinct design criteria and recommendations aimed at concentrating particular types of businesses in the design districts as well as unique characteristics to give the districts a sense of place. Sections of the Guidelines applicable to the Project include, Section 4 (Sidewalks and Setbacks), Section 8 (Circulation, Parking and Service/Loading Facilities), and Section 12 (Streetscape Improvements).

City of Los Angeles Municipal Code

The City of Los Angeles Municipal Code contains chapters pertaining to planning and zoning (Chapter 1) and building regulations (Chapter 9) which pertain to aesthetics and visual quality. While the municipal code regulations generally pertain to development projects and buildings, aspects of the regulations dictate allowable lighting and signage conditions along roadways and sidewalks as well as design regulations regarding street design, pedestrian areas, and landscaping.

3.3.2 City of Burbank

General Plan

The Burbank 2035 General Plan addresses aesthetics in the Land Use Element (Chapter 3) and Open Space and Conservation Element (Chapter 6). The Burbank 2035 General Plan states that the "architecture, design, and density of new development identify and characterize Burbank as a unique destination," and that "Burbank treasures its small-town character that gives residents a sense of belonging and community" (City of Burbank 2013). In the more urbanized areas of the City, it is the character of neighborhoods, architecture, vegetation, and landscaping that contribute to the overall visual character. **Table 4** shows relevant policies that apply to the Proposed Project.

Table 4 - City of Burbank Relevant General Plan Goals, Objectives, and Policies

Policy	Description
LAND USE ELEMENT	
Policy 3.4	Avoid abrupt changes in density, intensity, scale, and height and provide gradual transitions between different development types.
Policy 3.5	Ensure that architecture and site design are high quality, creative, complementary to Burbank's character, and compatible with surrounding development and public spaces.
Policy 3.11	Carefully consider the evolution of community character over time. Evaluate projects with regard to their impact on historic character, their role in shaping the desired future community character, and how future generations will view today's Burbank.
Policy 4.3	Use street trees, landscaping, street furniture, public art, and other aesthetic elements to enhance the appearance and identity of neighborhoods and public spaces.
Policy 4.9	Improve parking lot aesthetics and reduce the urban heat island effect by providing ample shade, low-water landscaping, and trees.
OPEN SPACE AND CONSERVATION ELEMENT	
Policy 7.1	Identify visually prominent ridgelines and establish regulations to promote their preservation.
Policy 7.2	Minimize the visual intrusion of development in the hillside area.
Policy 7.3	Recognize visual resources as a key element in open space acquisition programs.
Policy 7.4	Balance both public good and private property rights when considering the restoration of viewsheds.

SOURCE: City of Burbank, *Burbank 2035 General Plan,* February 19, 2013.

Burbank Center Plan

The Burbank Center Plan is an economic revitalization plan for Downtown Burbank and surrounding areas. The plan is divided into three subareas (City Center, South San Fernando, and City Center West) and addresses transitioning underused industrial properties into mixed-use neighborhoods with an attractive pedestrian environment. Policies for each subarea are intended to improve the visual quality of Downtown Burbank.

City of Burbank Zoning Ordinance

Title 10 of the Burbank Municipal Code (BMC) addresses the aesthetic considerations of development. The Zoning Ordinance sets development standards for parking, building heights, setbacks, density, lot coverage, open space requirements, and signs. The BMC includes numerous references and requirements to avoid effects of light and glare on neighboring properties and uses, including Sections 10-1-607, 10-1-805, 10-1-1153, 10-1-1420, 10-1-1706, 10-1-1991, and 10-1-2449.

Media District Specific Plan

The Media District Specific Plan was adopted in 1991 in response to the development of several high-rise office buildings in the 1980s and the potential effects that similar future development could have on surrounding residential neighborhoods.

3.3.3 City of Glendale

General Plan

The City of Glendale's General Plan is a comprehensive, long range declaration of purposes, policies and programs for the development of the City. The Open Space and Conservation and Recreation Elements of the General Plan outline policies, goals, and objectives that are applicable to visual and scenic resources. Relevant Open Space and Conservation and Recreation Element goals and policies related to aesthetic resources are shown in **Table 5**.

Table 5 – City of Glendale Relevant General Plan Goals and Objectives

Goal/Policy	Description
OPEN SPACE AND CONSERVATION ELEMENT	
Goal 1	Continue identification, acquisition and protection of open space land vital to ensure enhancement of the quality of life within the City.
Policy 4	Natural and manmade aesthetic features should be recognized and identified as important natural resources to the community that require proper management.
Policy 8	Important open space and conservation resources should be protected and preserved through acquisition, development agreements, easements, development exactions, and other regulatory strategies.
Goal 2	Protect vital or sensitive open space areas including ridgelines, canyons, streams, geological formations, watersheds and historic, cultural, aesthetic and ecologically significant areas from the negative impacts of development and urbanization.
Goal 4	Develop a program that sustains the quality of Glendale's natural communities.
Goal 5	Preserve prominent ridgelines and slopes in order to protect Glendale's visual resources.
Goal 7	Continue programs which enhance community design and protect environmental resource quality.
RECREATION ELEMENT	
Goal 4	Management of aesthetic resources, both natural and man-made, for a visually pleasing City.

SOURCE: City of Glendale, *General Plan Open Space and Conservation and Recreation Elements*, 1993.

Glendale Municipal Code

Glendale Municipal Code Chapter 16.08 regulates development within ridgeline areas and provides an exception for public roadways and utilities subject to adoption of findings at a public hearing by the City Council if found necessary for project implementation (Ordinance No. 5683, Primary Ridgeline Areas Preservation).

General Municipal Code Chapter 30.33 regulates the construction, alternation, repair, location, electrification and maintenance of any sign or sign structure within Glendale (Ordinance No. 5399, Signs). Standards regulate sign size, height, quantity, materials, surface, support structures, spacing, and lighting for the different types of signs defined in the ordinance.

Greater Downtown Strategic Plan

The Greater Downtown Strategic Plan, adopted in 1996, includes the downtown area and the adjacent residential neighborhoods. Goals of the Greater Downtown Strategic Plan include significantly increasing the amount of public open space and developed parkland in Downtown Glendale and strengthening the interdependence between downtown and the surrounding neighborhoods. The Greater Downtown Strategic Plan was followed by the Town Center Specific Plan in 2004 and the Downtown Strategic Plan (DSP) in 2006 to update and implement the vision, goals, and policies for the Greater Downtown area.

Downtown Specific Plan

The DSP is designed to update and implement the vision, goals, and policies for the downtown as initially set forth in the Greater Downtown Strategic Plan. The DSP is an urban design-oriented plan, which sets the physical standard and guidelines as well as land use regulations for activities within the DSP area. The objectives of the plan include providing a framework and a manual to guide responsible growth and development of downtown; perpetuating a powerful physical image promoting Glendale's regional identity; ensuring downtown's long-term status as a good place to do business; encouraging excellence in design and quality of craftsmanship to enhance the downtown environment; strengthen downtown's pedestrian, bicycle and transit-oriented characteristics while ensuring vehicular access to downtown destinations; attracting a wide range of activities to maintain a dynamic atmosphere; providing incentives for a wide range of downtown housing types; presenting development regulations in a user friendly, easy to follow manner; preserving and enhancing the distinctive character of downtown buildings, streets and views; and concentrating growth in the downtown – a transit rich entertainment, employment and cultural center – to relieve development pressures on existing residential neighborhoods. **Table 6** shows the design standards that are relevant to the aesthetics impact analysis:

Table 6 – City of Glendale Downtown Specific Plan Relevant Visual & Aesthetic Policies

Purpose/Policy/ Standard	Description
LAND USE ELEMENT	
Purpose 1.1.9	Preserve and enhance the distinctive character of Glendale's Downtown buildings, streets and views.
Policy 4.0.2	New development should be sensitive to existing places and character in Downtown. Where strong existing patterns of height, scale, or use are established, new development should reinforce these patterns.
Policy 4.0.4	Protect and enhance significant public views of the Verdugo Mountains, public streets, spaces, and significant architecture, including the Alex Theater and other distinctive buildings.
Standard 4.2.22(A)	Lighting shall be directed away from surrounding development and shielded to minimize spillover on adjacent properties.

SOURCE: City of Glendale, *Downtown Specific Plan*, 2019

Glendale Town Center Specific Plan

The Glendale Town Center Specific Plan was adopted in 2004 and includes development standards to help protect aesthetic resources within the Glendale Town Center Specific Plan area relative to the project today, known as The Americana at Brand mixed-use residential and regional retail center. Chapter Three - Land Use and Development Standards in the Glendale Town Center Specific Plan includes design standards, such as height; landscaping; outdoor space; open, public, and park lands; lighting; fences and walls; trash collection areas; and signage, relevant to this aesthetics analysis. Chapter Five - Plan Implementation ensures compliance with these standards, a process for which is provided below:

D. Design Review:

- The Redevelopment Agency's Revised Design Review Guidelines (the "Design Review Guidelines") approved and adopted by the Agency on July 29, 2008 (Resolution No. R-825), as authorized by the Redevelopment Plan for the Central Glendale Redevelopment Project Area, as amended, shall apply within the Specific Plan area, along with Glendale Municipal Code Section 30.47.030.
- Design Review approval in accordance with the Design Review Guidelines shall be required for any proposed use on any lot located in whole or in part within the Specific Plan area as follows:
  - Stage I Design Review Approval: Prior to the issuance of any demolition or utility permit
  - Stage II Design Review Approval: Prior to the issuance of any grading, foundation or building permit
- The Director shall determine whether an individual proposed use is in compliance with the regulations and guidelines set forth in this Specific Plan, as well as with any additional environmental review required for the proposed use.

Glendale Comprehensive Design Guidelines

This document provides Comprehensive Design Guidelines (Guidelines) for all new development within the City. The Guidelines are separated into four categories: single family; hillside; commercial; and multifamily and mixed-use.

The intent of the Guidelines is to provide predictability for property owners and developers, as well as residents and other stakeholders in the Glendale community. The Guidelines are used by all those applying for permits in the City, by City staff, the Design Review Board, and City Council. In order to approve a project under Design Review, decision-makers must find that the project is consistent with the intent of the Guidelines.

The Guidelines do not recommend any specific architectural style or styles but encourage a diversity of styles. Similarly, the Guidelines do not prescribe specific means of achieving design intent, but rather provide examples of how it might be achieved. In addition, City staff, the Design Review Board or City Council may find that a project need not comply with certain guidelines due to particular site conditions or if compliance with the Guidelines would restrict the achievement of innovative design or community benefit. Urban Design Principles are provided for each of the four categories of development. These principles are organized as Site Planning and Design, Mass and Scale, and Design and Detailing, and provide relevant direction on building location, yards/usable open spaces, access and parking, landscaping and hardscaping, walls and fences, retaining walls, screening, scale and proportion, entryways, windows, materials, wall thickness, color, awnings, roof forms, architectural concept, solar design, garage locations and driveways, equipment/trash location and enclosure, privacy, and lighting.

3.3.4 City of Pasadena

General Plan

Within the City of Pasadena General Plan there are several elements that contain objectives and policies that are applicable to aesthetics related to the Proposed Project. **Table 7** lists relevant goals and policies from the Land Use Element and the Green Space, Recreation, and Parks Element.

Municipal Code

The City of Pasadena Municipal Code identifies land use categories, development standards, and other general provisions that ensure consistency between the General Plan and proposed development projects. The following provisions from the Municipal Code are intended to minimize adverse aesthetic impacts associated with new development projects and are relevant to the General Plan Update. Chapters beginning with “17” are part of the City’s Zoning Code. Relevant chapters of the municipal code include the following: 2.80 (Design Commission), 8.52 (City Trees and Tree Protection Ordinance), 17.44 (Landscaping), 17.62 (Historic Preservation), and 17.48 (Signs).

Table 7 – City of Pasadena Relevant General Plan Visual & Aesthetic Policies

Goal/Policy	Description
LAND USE ELEMENT	
Policy 4.11	Require that development demonstrates a contextual relationship with neighboring structures and sites addressing such elements as building scale, massing, orientation, setbacks, buffering, the arrangement of shared and private open spaces, visibility, privacy, automobile and truck access, impacts of noise and lighting, landscape quality, infrastructure, and aesthetics.
Policy 6.1	Require new development and changes to existing development to be located and designed to respect the defining elements of Pasadena's character and history such as its grid street pattern, block scale, public realm, courtyards, paseos, alleys, neighborhoods and districts, building massing and heights, significant architecture, and relationship to the mountains and Arroyo Seco.
Policy 6.4	Recognize and protect significant views of the San Gabriel Mountains, the Arroyo Seco, and open spaces along with views of significant structures, such as the City Hall cupola, Central Library, and the Civic Auditorium.
Policy 7.2	Allow for the development of a diversity of buildings styles. Support innovative and creative design solutions to issues related to context and environmental sustainability.
Policy 9.3	Incorporate works of artists as components of public improvements at the City's unique gateways.
GREEN SPACE, RECREATION AND PARKS ELEMENT	
Urban Forest Goal	Protect and enhance Pasadena's trees on public and privately owned land

SOURCE: City of Pasadena, *General Plan Land Use Element*, 2015.

Citywide Design Principles and Design Guidelines

In 2002, the City adopted "Citywide Design Principles." These superseded the urban design principles adopted in 1992 and readopted in 1994. The three principles are intended to guide the design of new development so that it complements the existing aesthetic environment and respects the existing character of Pasadena and its neighborhoods.

- Enhance the surrounding environment
- Incorporate human values and needs
- Show creativity and imagination

In addition to elaborating on the principles and illustrating how they can be achieved, the City's design principles document includes design guidelines that offer more specific direction in the design of new development projects. The guidelines illustrate "options, solutions, and techniques to achieve the goal of excellence in new design."

Central District Specific Plan

The Central District Specific Plan, approved by the City Council on November 8, 2004, contains the required heights, setbacks, floor area ratios and residential densities for projects in the Central District. These development standards are implemented by the Zoning Code. The purpose of the Specific Plan is to encourage a diverse mix of land uses designed to create the primary business, financial, retailing and government center of the City. Section 8.0 of the Specific Plan provides the design guidelines and principles for the public realms within the Specific Plan area.

Design Guidelines for Historic Districts

In 2002, the City adopted its Design Guidelines for Historic Districts, which provides guidance for improvements to historic properties and work in locally designated landmark and historic districts in the City. Besides promoting the preservation of the City's many structures with architectural, cultural, and historical significance, the guidelines preserve Pasadena's visual character by establishing high standards for quality urban design and architecture.

4. Existing Setting

This section describes the existing visual setting of the Project Area which includes the visual resources, character, and quality of the area affected by the Project. The following common terms are used in this report to describe these characteristics and define the existing visual setting applicable to the visual and aesthetics impact analysis:

- **Visual and Aesthetic Resources**: For the purpose of this report, visual and aesthetic resources include open space areas, views, or other visually distinctive elements within the Project Area.
- **Landscape Unit**: A landscape is composed of two elements: 1) the underlying landform (e.g., mountains, valley, or beach), and 2) the land cover on it (water, vegetation, manmade development). A landscape unit (LU) is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. An LU will often correspond to a place or district that is commonly known among local viewers. Within the Project Area, there are distinct transitions in the visual setting that correspond primarily to changes in land use and jurisdictional boundaries.
- **Viewshed**: A viewshed is the surface area that is visible from any given viewpoint, as well as the area from which a viewpoint or series of viewpoints may be seen. For the purposes of the Project, the viewshed is the area that is either visible from the Project corridor or areas from which the Project is visible. Generally, because the Project is located in a flat area, the viewshed for viewers along the Project route is typically limited to the roadway itself and the adjacent properties; however, there are some topographical features visible from different portions of the Project route.
- **Representative View**: Representative views (RV) were chosen for each LU to illustrate the typical visual character and/or views in the LU.
- **Visual Character**: Visual character is descriptive and non-evaluative which means it is based on defined attributes that are neither good nor bad in and of themselves. A change in visual character cannot be described as having good or bad attributes until it is compared with the viewer response to that change. If there is public preference for the established visual character of a regional landscape and resistance to a project that would contrast that character, then changes in the visual character can be evaluated.

- **Visual Quality**: The existing visual quality of the project study area was evaluated using the methodology described in the Federal Highway Administration (FHWA) guidance document, Visual Impact Assessment for Highway Projects (FHWA, 1981). According to the guidance document, visual quality is evaluated by identifying the vividness, intactness, and unity present in the viewshed. These elements of visual quality are defined as follows:
    - *Vividness* is the visual power or memorability of landscape components as they combine in distinctive visual patterns.
    - *Intactness* is the visual integrity of the natural and man-built landscape and its freedom from encroaching elements. It can be present in well-kept urban and rural landscapes, as well as in natural settings.
    - *Unity* is the visual coherence and compositional harmony of the landscape considered as a whole. It frequently attests to the careful design of individual manmade components in the landscape.

For the purpose of this report, a numerical rating between 1 and 7 was assigned to the vividness, intactness, and unity for each of the LUs (see **Table 8**). The lowest value was assigned a rating of 1, while 7 represents the highest value. The numerical rating system is based on evaluative criteria using the following components:

Table 8 – Visual Quality Numeric Ratings

Rating	Description
1	Very Low
2	Low
3	Moderately Low
4	Moderate
5	Moderately High
6	High
7	Very High

SOURCE: FHWA, *Visual Impact Assessment for Highway Projects,* 1981.

4.1 REGIONAL SETTING

The Proposed Project runs east-west from North Hollywood in the San Fernando Valley to the City of Pasadena in the San Gabriel Valley. The Project is within a topographically flat area with a gradual northward slope toward the foothills of the San Gabriel Mountains. There are several mountain ranges and topographic features surrounding the Project Area including the San Gabriel Mountains and San Rafael Hills to the north and the Hollywood Hills to the south. The Project traverses an urbanized area with primarily residential and commercial land uses. There are no designated scenic vista points or other public vistas within the Project Area but the Project Area is visible and falls within the viewshed of vista points at high elevation viewing

locations, most notably, the Griffith Park Observatory which is located approximately two miles from the Proposed Project. Other than the Griffith Park Observatory, informal views of the Project Area are available from roadways along the mountainous terrain that surrounds the Project Area.

4.2 EXISTING VISUAL CHARACTER AND QUALITY

To illustrate the existing visual setting, representative LUs were selected to provide a representative sample of the visual character and quality of the Project Area. The LUs were selected based on geographic and jurisdictional divisions along the Proposed Project route with a focus on the visual consistency among development patterns, visual resources, and overall character. Each LU is delineated on maps and numbered from LU-1 to LU-6 (See **Figure 2** through **Figure 8**). In addition, six RVs are included to illustrate the typical viewshed in each LU and are numbered RV-1 to RV-6. The analysis does not include an assessment of views or impacts to views along State Route (SR)-134 because the potential SR-134 alignment would not result in physical changes that may affect aesthetics.

4.2.1 LU-1 North Hollywood, Vineland Avenue and Lankershim Boulevard

LU-1 includes the Project segment within the North Hollywood community including the North Hollywood Metro B/G Line (Red/Orange) Station, Chandler Boulevard, Vineland Avenue, Lankershim Boulevard, and a short portion of Riverside Drive between Lankershim Boulevard and Cahuenga Boulevard. This LU also includes historic properties such as the Lankershim Train Depot at the Chandler Boulevard/Lankershim Boulevard intersection and a number of 1920s-era historic re-use properties including the El Portal Theater at 5269 Lankershim Boulevard, the Federal at 5303 Lankershim Boulevard, and the Los Angeles Department of Water and Power Building (now the Lankershim Arts Center) at 5108 Lankershim Boulevard, among others. The affected roadways within this LU all consist of two vehicle lanes in each direction with a center median and/or turn lanes. There are parking spaces and sidewalks throughout the LU with bicycle lanes in both directions along Chandler Boulevard and Vineland Avenue.

Land uses in LU-1 are a mixture of commercial retail, office buildings, restaurants, and medium to high density apartments two- to five-stories in height. More specifically, development along the Chandler Boulevard portion of the LU consists mainly of the North Hollywood Metro B/G Line (Red/Orange) Station and transit-oriented residential and mixed-use developments in its surroundings. Vineland Avenue land uses consist mostly of medium to high density apartment development along the west side and small-scale commercial development along the east side. The Lankershim Boulevard portion of the LU is the heart of the North Hollywood Redevelopment Area and NoHo Arts District and is developed with theaters, artisan storefronts, restaurants, and several large office buildings.

Figure 2 - Landscape Unit Overview

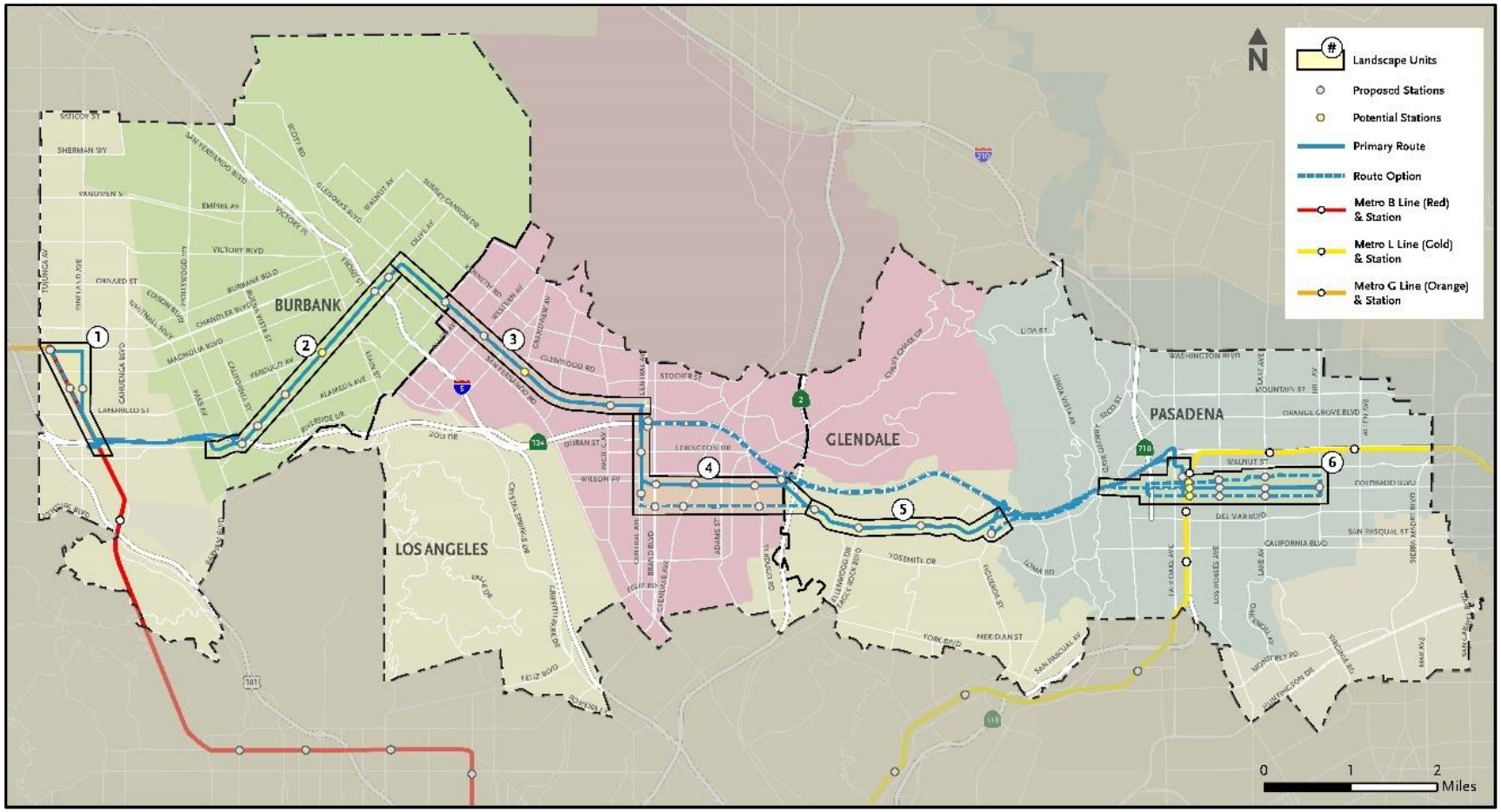


Figure 3 - Landscape Unit 1

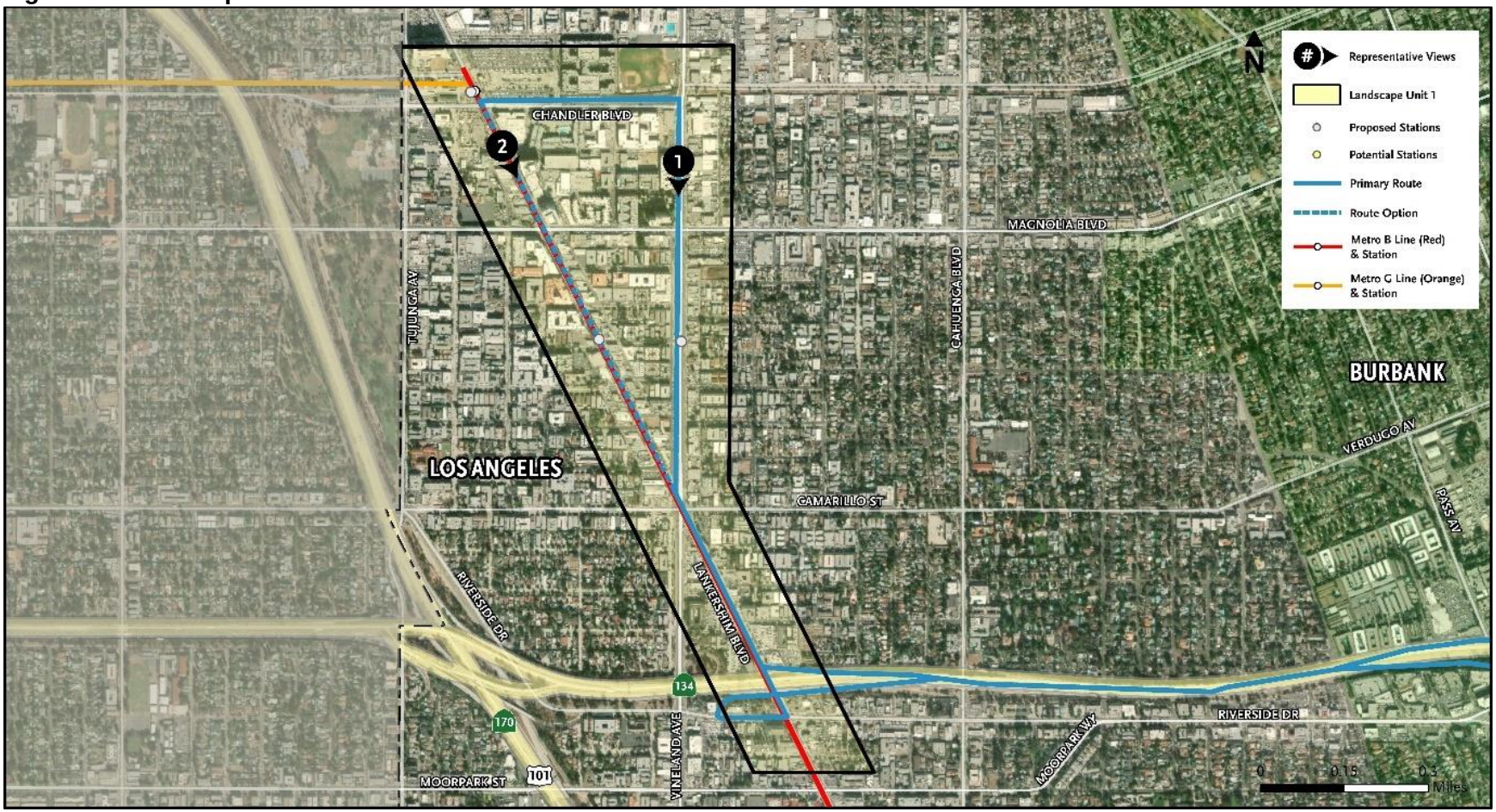


Figure 4 - Landscape Unit 2

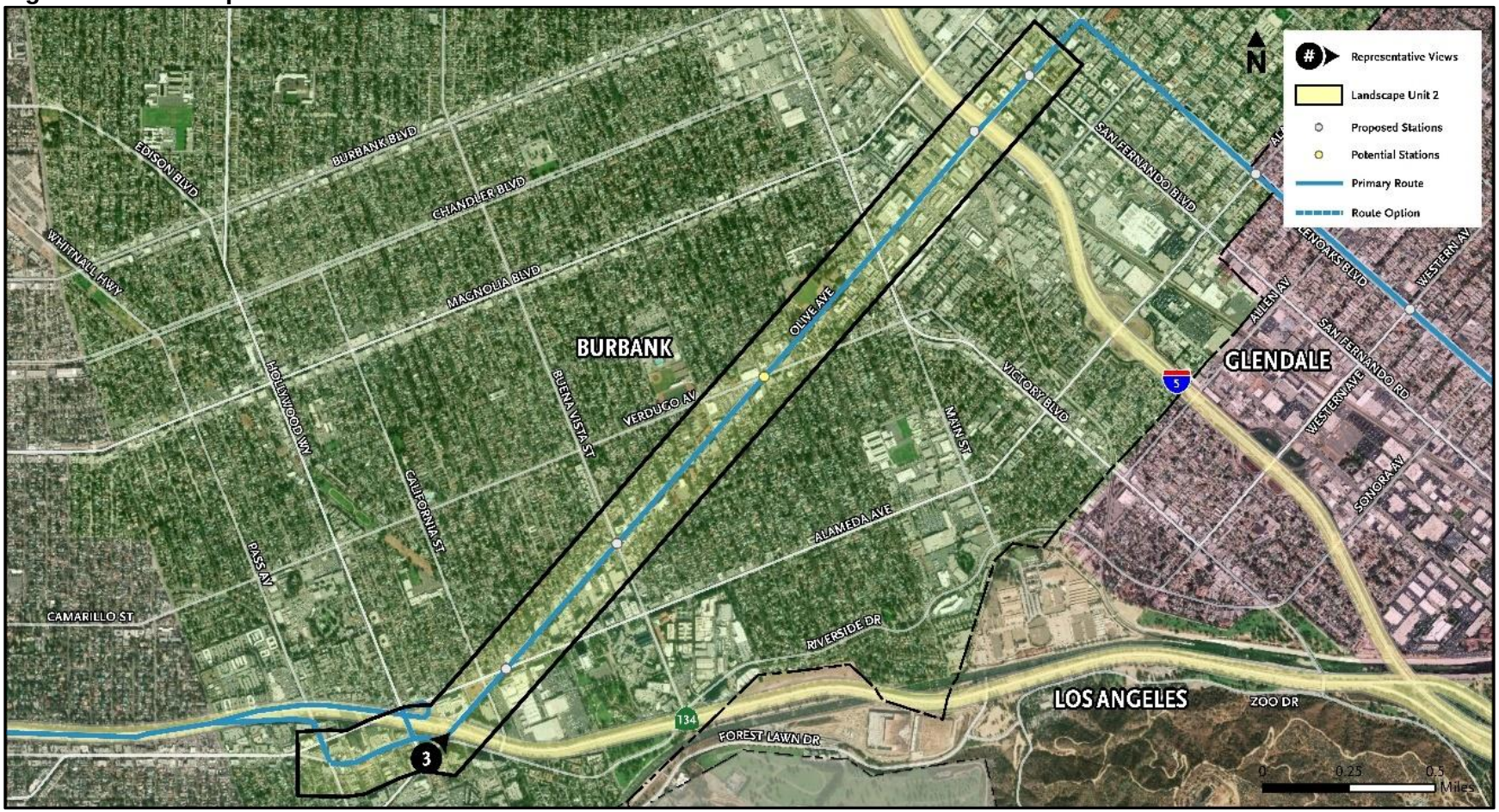
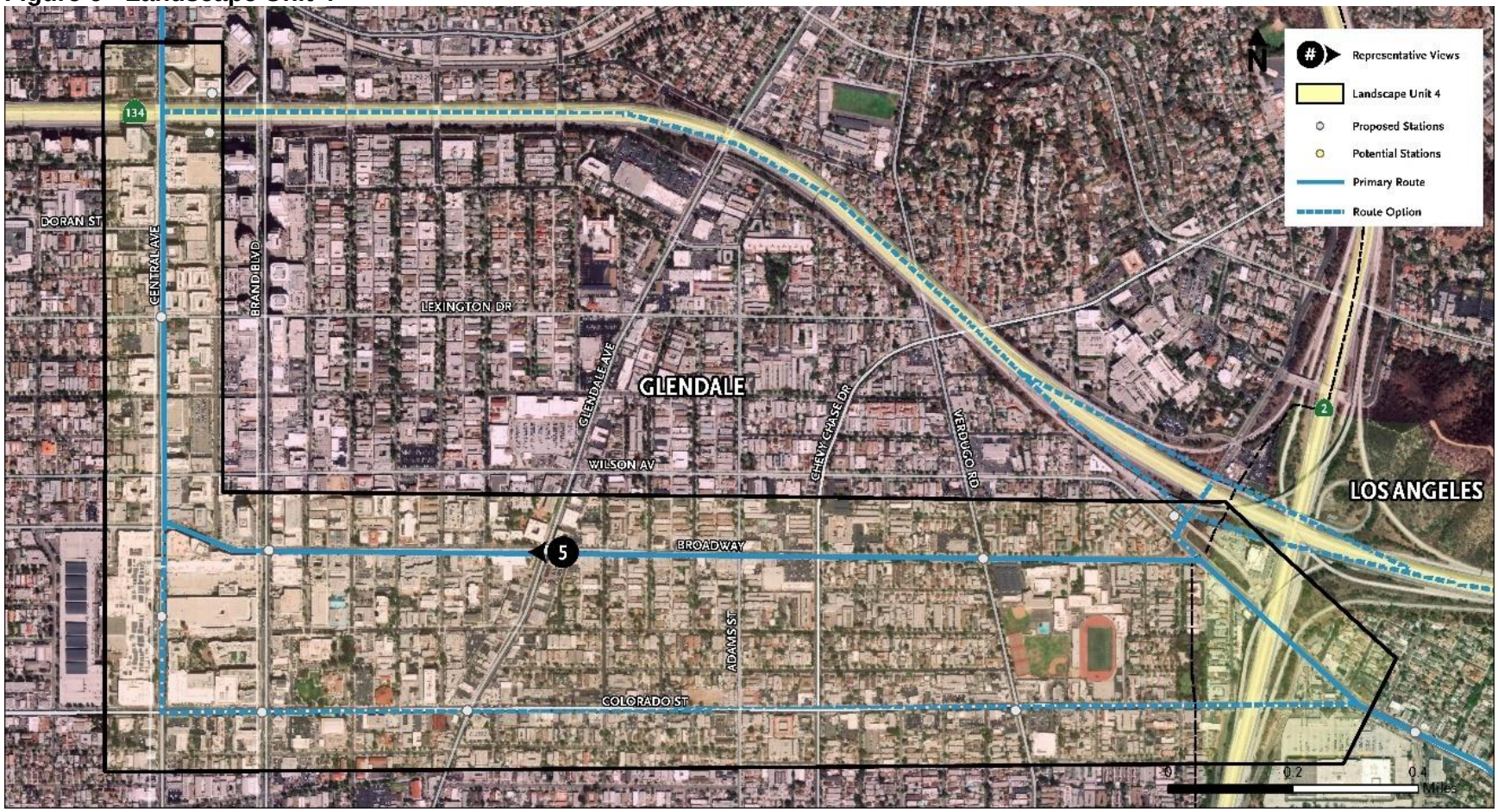


Figure 5 - Landscape Unit 3

Figure 6 - Landscape Unit 4



Metro

Figure 7 - Landscape Unit 5

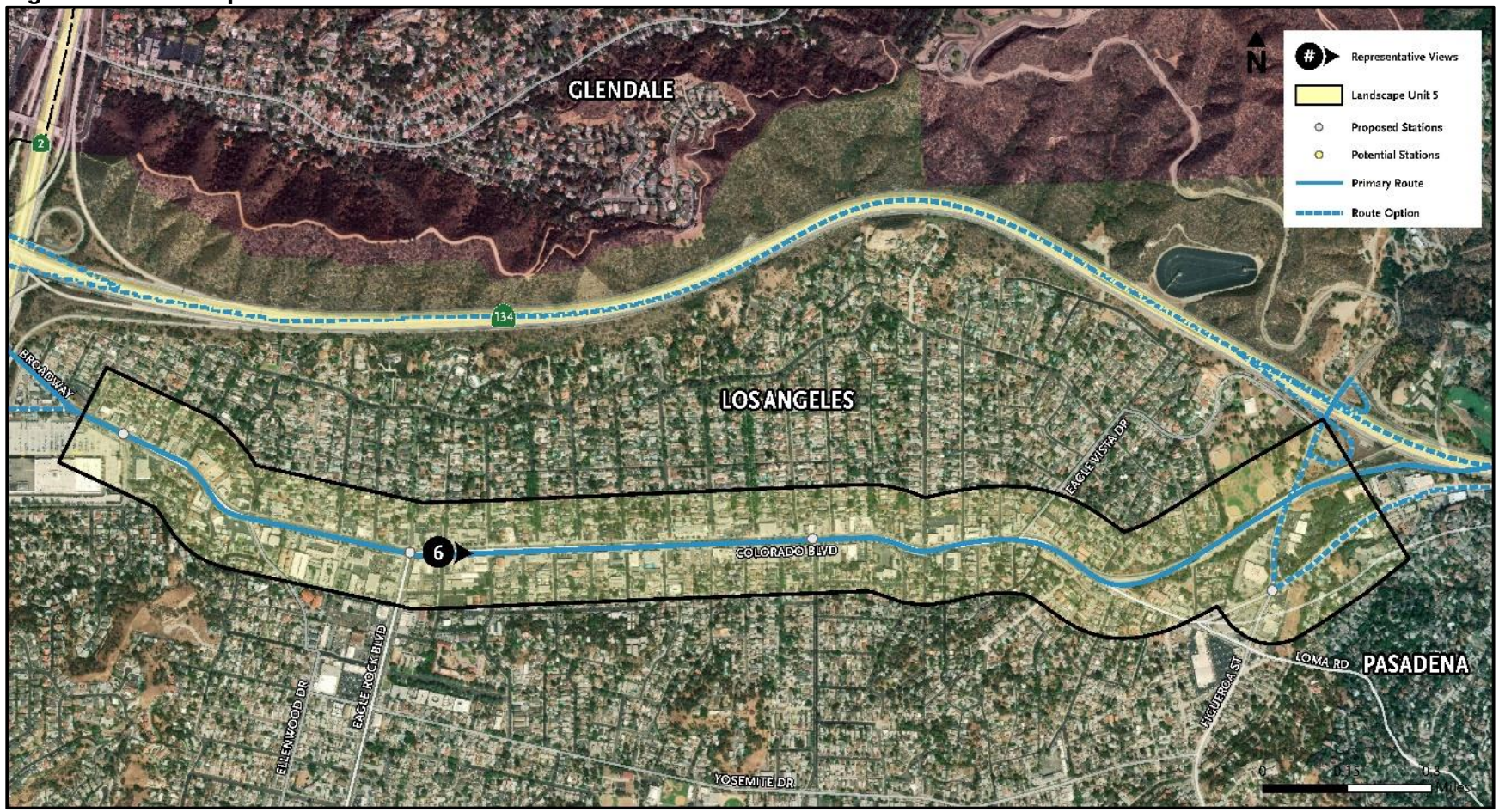
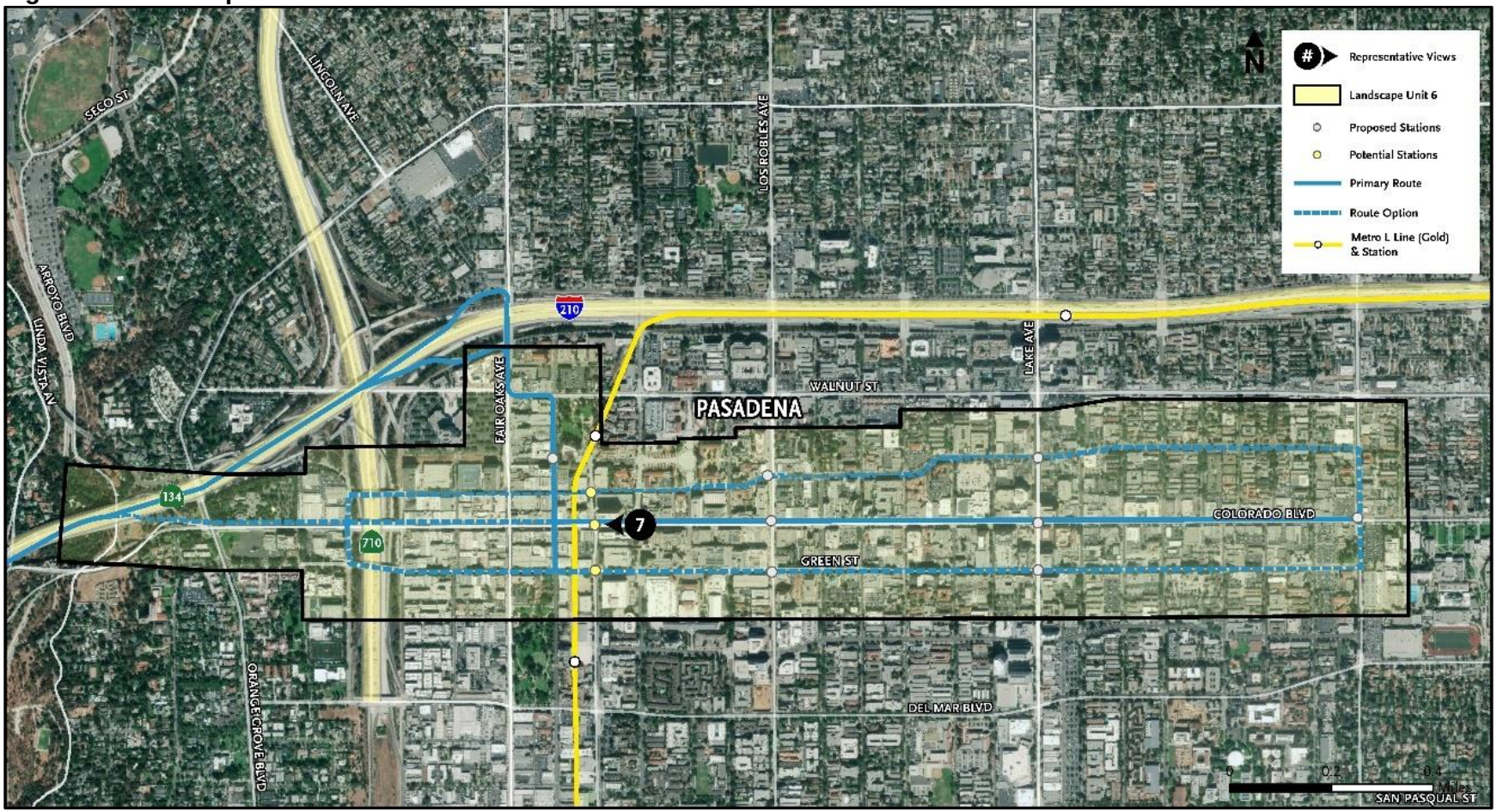


Figure 8 - Landscape Unit 6



Building mass ranges from low-scale one- and two-story commercial structures to the east of Vineland Avenue to up to six-story commercial office buildings along Lankershim Boulevard.

LU-1 includes a variety of streetscape features the most prevalent of which are along Lankershim Boulevard which includes a landscaped median, decorative pavement markings, street trees along sidewalks, and informational signage related to the NoHo Arts District. Vineland Avenue also includes a landscaped median and a meandering walking path situated between Vineland Avenue and the frontage road (Vineland Place). Overhead utilities are present along both sides of Vineland Avenue with infrastructure (telephone poles) situated within the median as well.

Typical views in LU-1 include the Vineland Avenue and Lankershim Boulevard corridors, bordered by parking, sidewalks, street trees, commercial buildings, signs on both sides, and additional buildings visible in the background.

In the northbound direction, the San Gabriel Mountains are visible yet distant; in the southbound direction, the Santa Monica Mountains/Hollywood Hills are visible. RV-1 and RV-2 represent views from LU-1 and both faces south toward the Santa Monica Mountains/Hollywood Hills with RV-2 oriented southeasterly (see **Figure 9** and **Figure 10**).

Figure 9 - Representative View 1 – Vineland Avenue Looking South

Figure 10 - Representative View 2 – Lankershim Boulevard Looking Southeast

The visual character of LU-1 is that of an urban downtown area. Within RV-1, Vineland Avenue, the adjacent low-rise commercial and residential buildings, landscaped median and meandering walking path are the dominant components in LU-1, and they create a pattern of straight lines in the landscape that lead to views of the mountains in the horizon (northbound and southbound). Within RV-2 Lankershim Boulevard, decorative streetscape elements, street trees, and the eclectic mix of 1920's era arts and cultural buildings alongside modern commercial and mixed-use buildings create a unique character specific to the NoHo Arts District.

The mass and bulk of development along Vineland Avenue creates a wider, more open feel as commercial buildings along the east side of the street are generally one to two stories and street trees are less mature resulting in a less dominant feel in the viewer's frame. In contrast, Lankershim Boulevard development has greater mass and when combined with street trees, light poles, and building fronts close to the roadway, viewer experience is more enclosed with strong unity consistent with the design goals of the NoHo Arts District and North Hollywood Redevelopment Plan. The mix of urban streetscape elements, artistic street treatments, palate of street trees, and variety of architectural design gives Lankershim Boulevard a high degree of vividness.

The visual quality of LU-1 has been quantified in **Table 9**. Overall, on a scale of 1 to 7, the visual quality of LU-1 is rated at approximately 4.3 to 5.7, which is moderate to high.

Table 9 – Landscape Unit 1: Existing Visual Quality

Category	Description	Rating
Vividness	LU-1 has visually dominant streetscape characteristics and a variety of architectural design elements that lend to a vivid landscape. Views of the Santa Monica Mountains from Vineland Ave. are particularly vivid given the wide frame provided by the width of the roadway and low-rise mass of buildings. Lankershim Blvd. has a greater variety and quality of street elements and unique architectural features with a greater focus on the visual elements along the street as opposed to views of landscapes in the background. Vividness is considered moderate along Vineland Ave. and considered high along Lankershim Blvd.	4 (Vineland Ave.) – 6 (Lankershim Blvd.)
Intactness	LU-1 is comprised entirely of manmade elements, including the landscaping features. The uniform streetscaping elements and building height and spacing add to the integrity of the visual setting. Intactness along Vineland Ave. is diminished due to the presence of overhead utilities. Intactness is considered moderate along Vineland Ave. and moderately high along Lankershim Blvd.	4 (Vineland Ave.) – 5 (Lankershim Blvd.)
Unity	Along Vineland Ave., building heights are generally consistent with older one-story development along the east side of the street and more recent taller four- to six-story development along the west side of the street; however, the contrast between architectural styles diminishes the unity of views along Vineland Ave. Lankershim Blvd. exhibits greater unity due to the eclectic mix of architectural styles unified by the design of streetscape elements along the corridor. Unity is considered moderately high along Vineland Ave. and high along Lankershim Blvd.	4 (Vineland Ave.) – 5 (Lankershim Blvd.)
Overall	LU-1 has several features including street trees, landscaped medians, and a mix of architectural features and styles that are memorable to viewers. Vineland Ave. is oriented more toward travel as a wide avenue with strong bicycle and pedestrian amenities while Lankershim Blvd. is, by design, oriented more toward pedestrian viewers with a planned feel and quality. Visual quality in LU-1 is considered moderate along Vineland Ave. and moderately high along Lankershim Blvd.	13/3 = 4.3 (Vineland Ave.) – 17/3 = 5.7 (Lankershim Blvd.)

SOURCE: Terry. A. Hayes Associates Inc., 2020

4.2.2 LU-2 Burbank, Olive Avenue

LU-2 includes the segment of the Project along Olive Avenue in the City of Burbank as well as a short stretch of Riverside Drive between Pass Avenue and Olive Avenue. Historic properties within the LU include the Mentzer House at 1015 Olive Avenue, Burbank Post Office at

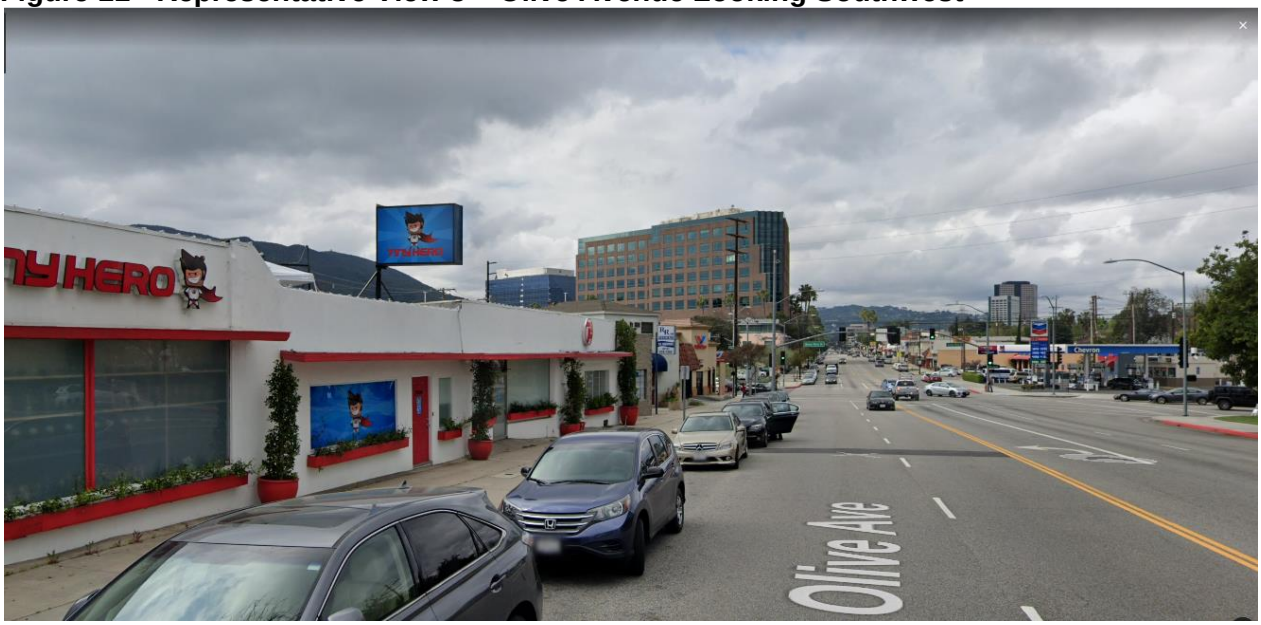
125 Olive Avenue, and Burbank City Hall at 275 Olive Avenue. Olive Avenue consists of two vehicle lanes in each direction with a center turn lane. There are parking spaces and sidewalks throughout the LU with limited streetscape amenities consisting of street trees and grassy parkways along the sidewalk of Olive Avenue.

Land uses fronting the roadway in LU-2 are almost entirely commercial and related to the Burbank Media District businesses including TV and film studios (e.g., iHeart Radio Theater, Warner Bros. Studios, Walt Disney Studios), office buildings, and small single-story local serving businesses such as restaurants. Low and medium density residential uses are one block north of Olive Avenue and one block south of Olive Avenue. Further northeast of the Media District, commercial and residential uses are lower density with educational uses (John Burroughs High School and Walt Disney Elementary School), the Olive Recreation Center park, and churches interspersed. Near Victory Boulevard and I-5, uses are primarily industrial and transportation-related including the Burbank Transit Center and the Burbank Metrolink Station. Northeast of the I-5, the LU includes Downtown Burbank where there is a mix of commercial retail, restaurants, and the Burbank Civic Center. Building mass throughout the LU is generally low-scale ranging from one- to two-story structures with some low-rise commercial office buildings (four to ten stories) concentrated in the southwestern portion of the LU in the Burbank Media District and in the Downtown Burbank area in the northeast portion of the LU.

Typical views in LU-2 include the Olive Avenue corridor, bordered by parking, sidewalks, street trees, commercial buildings, signs on both sides, and additional buildings visible in the background. Visual resources include historic properties such as the Mentzer House, Burbank City Hall, Burbank Post Office, and the Olive Avenue Recreation Center, all of which are visible from the roadway. In the eastbound direction, the San Gabriel Mountains are a visible and prevalent natural feature; in the southbound direction, the Santa Monica Mountains and Griffith Park are visible though distant from a majority of accessible views within the LU. RV-3 illustrates typical land uses along the corridor and the presence of the San Gabriel mountains in the background (see **Figure 11**), with some public and private landscape features along the roadway. RV-3 provides a representative view along Olive Avenue and depicts land uses within the Burbank Media District which are similar in size and design to those found in Downtown Burbank to the northeast. Accordingly, RV-3 depicts the highest density uses within the LU and some of the design elements that are present within the LU.

The visual character of LU-2 is typical of a major thoroughfare in the San Fernando Valley with a wide, sprawling avenue fronted by local businesses and office buildings at the southwest and northeast ends of the LU. The pattern of development within the LU is suburban and commuter-oriented with relatively few visual amenities or points of interest accessible within the LU. RV-3 demonstrates that the contrasting building styles and heights within the Media District as well as the Hollywood Hills that serve as a backdrop for south-facing views. The San Gabriel Mountains are the primary visual component for north-facing views. RV-3 also illustrates the way in which Olive Avenue frames the natural features in the distance providing contrast between the urban and natural landscapes.

Figure 11 - Representative View 3 – Olive Avenue Looking Southwest



The visual quality of LU-2 has been quantified in **Table 10**. Overall, on a scale of 1 to 7, the visual quality of LU-2 is rated at approximately 3.3, which is moderate.

Table 10 – Landscape Unit 2: Existing Visual Quality

Category	Description	Rating
Vividness	LU-2 has minimal streetscape value with some visual access to visual resources such as the Mentzer House and natural features in the distance such as the San Gabriel Mountains. Short portions at the southwest and northeast ends of the LU provide designed district settings associated with the Burbank Media District and Downtown Burbank, but the majority of the LU does not provide visually memorable features. Some land uses display visually appealing architecture (e.g. Saint Finbar Church) and the Olive Recreation Center is a visually appealing open space, but the majority of land uses throughout the LU are nondescript commercial buildings with limited visual value. Sweeping views of the San Gabriel Mountains in the background lend to a more vivid setting and as a result, vividness is considered moderate.	4
Intactness	LU-2 is comprised entirely of manmade elements, including landscaping features. The building styles and sizes vary, and the landscaping is intermittent, which detract from the integrity of the visual setting. Intactness is considered moderately low.	3
Unity	The district design and feel of the Downtown Burbank and Burbank Media District portions of the LU create some level of uniformity at these locations, but these short segments do not provide unity for the entire corridor. The building sizes, styles, and landscaping features vary substantially throughout the LU. Unity is considered moderately low.	3

Category	Description	Rating
Overall	LU-2 includes several features that improve visual quality including the design elements within the Burbank Media District and Downtown Burbank, visual access to historic buildings, and sweeping views of the San Gabriel Mountains to the north. However, the varying styles of buildings and intermittent landscaping detract from the overall views. Visual quality is considered moderately low.	10/3 = 3.3

SOURCE: Terry. A. Hayes Associates Inc., 2020

4.2.3 LU-3 West Glendale, Glenoaks Boulevard

LU-3 includes the Glenoaks Boulevard corridor from Olive Avenue in Burbank to Central Avenue in Glendale. There are no known historic properties within LU-3 though the development along the roadway is one of the oldest established communities within the City of Glendale. Glenoaks Boulevard is three lanes in each direction with a landscaped median running along the middle. The LU is developed with a mixture of commercial and residential development with multi-family residential development located along the northwest stretch of the LU; however, development immediately adjacent to Glenoaks Boulevard is predominately commercial. Commercial properties are generally low-density one- and two-story structures with store fronts and consist of a mix of local-serving restaurants and shops. Commercial development is mostly within strip malls with dedicated parking areas as well single-storefront developments with rear parking/alleyways. The eastern portion of the LU is more residential in the immediate surroundings of Glenoaks Boulevard and development consists of two- to three-story apartment and duplex structures. Major land uses within the LU include Kaiser Permanente Glendale, Thomas Jefferson Elementary School, and the Department of Motor Vehicles Glendale office. On-street parking and street trees along sidewalks are present throughout the LU and the City of Glendale is in the planning stages of improving the bicycle lanes along the Glenoaks Boulevard corridor.

Typical views in LU-3 include the Glenoaks Boulevard corridor bordered by parking, sidewalks, street trees, and commercial buildings. A majority of the LU includes a wide landscaped median with mature trees and other landscaping. Views of the San Gabriel Mountains to the north of Glenoaks Boulevard are accessible from the entire LU and views of the Santa Monica Mountains are available in the southwestern facing direction though the mountains are distant and obstructed by most buildings along Glenoaks Boulevard. The Downtown Glendale skyline can be seen in the distance for eastbound travels. RV-4 illustrates typical land uses along the corridor and the presence of the median (see **Figure 12**). The San Gabriel mountains are present off the left-hand side of the frame; however, due to the natural slope of the area, the view from Glenoaks Boulevard is less dramatic than in other LUs.

Figure 12 - Representative View 4 – Glenoaks Boulevard Looking Southeast

The visual character of LU-3 is defined by the width of the roadway and dominant streetscape elements including the landscaped median and proximity of land uses to the roadway and each other. These qualities give the LU a “small town” feel which is consistent with the historic development pattern within the City of Glendale where Glenoaks Boulevard was the major east-west thoroughfare in the City prior to development of SR-134 in the late 1950’s. The landscaped median, which includes several large trees, is the most prevalent visual element within the LU and provides considerable quality to LU-3. RV-4 demonstrates the way in which the median and landscaping complement the small-scale land uses fronting Glenoaks Boulevard giving the LU an inviting quality that is memorable for a major thoroughfare that is primarily travel oriented.

The visual quality of LU-3 has been quantified in **Table 11**. Overall, on a scale of 1 to 7, the visual quality of LU-3 is rated at approximately 4.7, which is moderately high.

4.2.4 LU-4 South Glendale, Broadway and Colorado Street

LU-4 is entirely within the City of Glendale and includes Central Avenue between Glenoaks Boulevard and Colorado Street, Broadway between Central Avenue and Colorado Boulevard, and Colorado Street between Central Avenue and the City of Los Angeles. Central Avenue is two lanes in the southbound direction and three lanes in the northbound direction with a center/turn lane throughout and bicycle lanes along both sides of the street. Broadway is two lanes in both directions with a center/turn lane between Central Avenue and Louise Street where it narrows to only two lanes in each direction. Colorado Street is two lanes in each direction with a center/turn lane throughout. There are no bicycle lanes along Broadway or Colorado Street and on-street parking is provided intermittently on each street within the LU where right-turn lanes are not required.

Table 11 – Landscape Unit 3: Existing Visual Quality

Category	Description	Rating
Vividness	The landscaped median and wide roadway create a contained corridor that inhabits the full frame of views along Glenoaks Blvd. In the more residential areas at the eastern end of the LU, residential development is of a consistent style but with a variety of color, with long stretches of lawn and driveways fronting Glenoaks Blvd. which adds to the vividness of the LU. There are limited views of natural features and distant features such as Downtown Glendale which add little to the visual environment. Vividness is considered moderately high.	5
Intactness	LU-3 is comprised entirely of manmade elements, including landscaping features. The landscaped median includes multiple mature trees and street trees along sidewalks which are equally mature and intact with little evidence of changes to the streetscape for many years. The building styles and sizes vary widely particularly in the commercial portion of the LU with older storefronts interspersed between strip malls and “box” store developments. The residential portion of the LU is more intact with consistent design and quality. Intactness is considered moderate.	4
Unity	The length and size of the landscaped median which runs almost the entire length of the LU provides for a unified feel to the LU. The building sizes and styles vary throughout the LU; however, there is unity in the pattern and scale of development throughout. From west to east, the LU transitions from commercial corridor to a residential corridor and then to a commercial/office area as Glenoaks Blvd. nears Downtown Glendale, which diminishes the overall unity of the LU. Unity is considered moderate.	5
Overall	LU-3 includes several features that improve visual quality, most notably the large landscaped median which extends through much of the LU. There is a unified development pattern of small- to medium-scale commercial development and medium density residential development with consistent frontages along the length of the LU. Visual quality is considered moderately high.	14/3 = 4.8

SOURCE: Terry. A. Hayes Associates Inc., 2020

Historic properties within the LU include the Security Trust and Savings Bank (100 North Brand Boulevard), Hotel Glendale (701 East Broadway), and Glendale City Hall (613 East Broadway). In addition, an historic property survey conducted by GPA Consulting has identified potentially historic streetlights along Central Avenue and Broadway. The LU includes Downtown Glendale which is a mix of high-density residential development along Central Avenue and regional activity centers, including the Glendale Galleria along Central Avenue, Broadway, and Colorado Street, and the Americana along Central Avenue and Colorado Street. The Central Avenue portion of the LU is a mix of large-scale commercial development and office buildings and high density residential; however, Central Avenue forms the “backside” of Downtown Glendale which is developed around Brand Boulevard two blocks to the east of Central Avenue. From Central Avenue, the LU follows the Broadway corridor which, beyond Brand Boulevard, is a mostly

small-scale commercial corridor that also includes public/civic land uses including the Glendale Post Office, Glendale Police Department, Glendale City Hall, and Glendale High School. Much of the development along Broadway between Brand Boulevard and Glendale Avenue is older than other portions of the LU, with City Hall and the Post Office being constructed in the 1930s along with the historic streetlights lining portions of Broadway. East of Glendale Boulevard land uses along Broadway remain commercial but consist of newer strip mall developments. The eastern portion of the LU in the vicinity of Glendale High School is more residential with two story apartment buildings fronting the roadway east of Chevy Chase Drive. The Colorado Street portion of the LU is similarly commercial with one- and two-story structures lining the entire corridor.

Typical views in LU-4 include the Central Avenue, Broadway, and Colorado Street corridors which are all bordered by sidewalks, street trees, and commercial and residential buildings. The Central Avenue portion of the LU includes street trees and the historic streetlights mentioned previously; however, the streetscape elements are not dominant features within this portion of the LU due to relatively narrow sidewalks and large buildings lining the street. In this regard, Central Avenue is geared toward travel to and from major shopping areas including the Americana and the Glendale Galleria. In contrast, the Broadway portion of the LU includes several streetscape elements that add to the visual character of the LU, including street trees, decorative and historic streetlights, and decorative sidewalk and crosswalk pavement. In particular, portions of Broadway have sidewalks that consist of a red brick paving material which matches many of the buildings lining the street which results in a designed feel and memorable viewer experience. In addition, historic buildings such as the Post Office, Hotel Glendale, and Glendale City Hall provide architectural points of interest along the Broadway corridor. Colorado Street is similar to Central Avenue, as it has relatively few street trees other than within intermittent curb extensions that are landscaped with small shrubs and palm trees, which are dispersed east of Glendale Avenue. Architectural elements along Colorado Street vary widely and the corridor is catered to local commercial activity. The San Gabriel mountains are visible to north facing views and portions of the San Rafael Hills can be seen from east facing views along Broadway, though these natural features are generally obscured by buildings in the foreground. RV-5 illustrates the architectural elements within the LU along Broadway as well as some of the dominant streetscape elements including street trees and decorative paving in the distance (see **Figure 13**).

The visual character of LU-4 is defined primarily by the architectural elements within the LU which range from modern, high density development in the Downtown Glendale area to historic civic buildings near the Glendale Civic Center. Central Avenue's varying architectural styles and dense commercial development give the LU a high level of visual diversity with no common theme. However, the portion of the LU along Broadway elicits a strong theme due to the decorative street paving and colorful street trees which provide a vivid and strong visual character that complements the older buildings along the roadway. Colorado Street is the least visually memorable of the corridors within the LU, with varying building heights and styles, relative lack of streetscape elements beyond the intermittent curb extensions, and an overall visually dissident character.

Figure 13 - Representative View 5 – Broadway Looking West

The visual quality of LU-4 has been quantified in **Table 12**. Overall, on a scale of 1 to 7, the visual quality of LU-4 is rated at approximately 4.7 for Broadway, which is moderately high and approximately 4.0 for Colorado Street, which is moderate.

Table 12 – Landscape Unit 4: Existing Visual Quality

Category	Description	Rating
Vividness	LU-4 features a wide range architectural styles and building heights which range from modern high-rise buildings along Central Ave. to older one- and two-story commercial storefronts along Broadway and Colorado St. Streetscape elements, particularly along Broadway, are both attractive and integrated with the surrounding buildings, which creates a memorable viewer experience; however, these elements are limited to just several blocks of the LU. Colorado St. lacks many of the architectural and streetscape elements available along Broadway and generally has lower vividness than that of Broadway. Vividness is considered high for the Broadway portion of the LU and moderate for Colorado St. portion of the LU.	6 (Broadway) - 4 (Colorado St.)
Intactness	LU-4 is comprised entirely of manmade elements, including landscaping features. As discussed much of the highest quality streetscape and architectural elements within the LU are concentrated within a few blocks along Broadway. While these areas are heavily intact demonstrating a unified theme of design, the portions of the LU beyond the Glendale Civic Center vary greatly in design and visual consistency. Intactness is considered moderate throughout the LU.	4

Category	Description	Rating
Unity	As discussed, the portion of the LU along Broadway, between Brand Blvd. and Glendale Blvd. is heavily unified in architectural and streetscape theme; however, the remaining portions of the LU have limited unity due to the varying nature of streetscape design and building design. Unity in the LU is considered moderate throughout.	4
Overall	LU-4 includes several notable features including historic buildings and streetlights and decorative streetscape features. There is a downtown district which provides visually attractive buildings and a Civic Center district which provides a unified themed streetscape that compliments the historic buildings lining the roadway. However, these visually appealing features are not consistent throughout the LU and are intermittent resulting in a LU that lacks unity and intactness. Visual quality is considered moderately high along Broadway and moderate along Colorado St.	14/3 = 4.7 (Broadway) 12/3 = 4 (Colorado St.)

SOURCE: Terry. A. Hayes Associates Inc., 2020

4.2.5 LU-5 Eagle Rock, Colorado Boulevard

LU-5 is entirely within the Eagle Rock neighborhood of the City of Los Angeles and consists of Colorado Boulevard from the Glendale city limit on the west to Figueroa Street on the east. Colorado Boulevard is two lanes in each direction with a center/turn lane between the City limit and Caspar Avenue. East of Caspar Avenue there is a landscaped median along the center of the roadway. Parking and bicycle lanes run along both sides of the street throughout the LU. Historic properties and cultural monuments within the LU include the Arts Center Eagle Rock (2225 Colorado Boulevard), the Los Angeles City Council office (2035 Colorado Boulevard) and the Women's 20th Century Club building (5105 Hermosa Avenue). In addition to these historic and cultural monuments, the Eagle Rock, a major granite monolith that is important to the community and a notable visual resource, is not visible from the LU but is viewable from the SR-134, an associated route option which is not analyzed in detail in the document. Street elements along Colorado Boulevard include on-street parking, bicycle lanes and intermittent street trees along sidewalks.

Colorado Boulevard is an entirely commercial corridor within the self-contained community of Eagle Rock. Land uses along the corridor include small scale commercial uses consisting of restaurants, shops, and some neighborhood serving businesses (i.e., liquor stores, groceries, etc.). Residential land uses within the LU are located to the north and south of Colorado Boulevard, behind commercial buildings and extending up and down arterials perpendicular to Colorado Boulevard. The portion of the LU to the west of Eagle Rock Boulevard is less neighborhood-oriented with transitory land uses that cater to a more regional population such as Eagle Rock Plaza, motels, and car washes. In addition, this portion of the LU is less pedestrian oriented as evidenced by the lack of streetscape features and relative distance between land uses. East of Eagle Rock Boulevard, the LU becomes more neighborhood-oriented with pedestrian-friendly streetscape treatments and commercial uses spaced more closely together.

Within this portion of the LU, commercial buildings are of a consistent height and scale with similar facades. The landscaped median extends from Caspar Avenue on the west to Townsend Avenue on the east and consists of an approximately 20-foot wide median with trees scattered throughout and simple landscaping (i.e., grass and small shrubs). There are multiple gaps along the length of the median to provide pockets for left turns at each intersection. In addition to the median, mature street trees line the south side of Colorado Boulevard and are dispersed intermittently along the north side of the street. East of Townsend Avenue, development within the LU becomes less dense as the topography of the area is more varied and pedestrian circulation is less convenient. RV-6 illustrates the landscaping along the median and south side of Colorado Boulevard as well as the unified scale and design of commercial land uses fronting the roadway (see **Figure 14**). RV-6 also illustrates the wide, straight, and gradual slope of the Boulevard heading east, which frames the Arroyo Canyon uplands and associated development in the distance.

The visual character of LU-5 is most memorable in the “heart” of the LU between Caspar Avenue and Townsend Avenue where there is a high degree of unity among land uses and streetscape amenities are most concentrated. Punctuated by historic buildings along the north side of the street and residential development overlooking the Boulevard, this notable stretch of Eagle Rock gives viewers the impression of an established old town neighborhood harkening back to the 1930’s development pattern of the community.

Figure 14 - Representative View 6 – Colorado Boulevard Looking East

The portions of the LU to the west of Caspar Avenue and to the east of Townsend Avenue have lower visual quality due to the absence of streetscape elements and nature and spacing of the land uses along the roadway. In addition, topographic differences in these areas reduce the depth of views as Colorado Boulevard curves dramatically to the west of Caspar Avenue and east of Townsend, such that viewers in these areas do not have access to the remaining portions of the corridor which condenses views making them less memorable or dramatic.

The visual quality of LU-5 has been quantified in **Table 13**. Overall, on a scale of 1 to 7, the visual quality of LU-5 is rated at approximately 5, which is moderately high.

Table 13 – Landscape Unit 5: Existing Visual Quality

Category	Description	Rating
Vividness	LU-5 features a wide landscaped median, mature street trees, and a centralized downtown area with consistent architectural styles and building mass consistent with the community's original development. Access to views of historic buildings is available at several locations within the LU and views of the surrounding San Rafael Hills and distant topography of the lower Arroyo Canyon add to the vividness within the LU. The portions of the LU to the east and west of the "heart" of the community provide less vivid visual quality as land uses are spaced farther apart, there are fewer streetscape elements, and the varying topography makes views of surrounding landforms unavailable. Vividness is considered moderately high.	5
Intactness	LU-5 is comprised entirely of manmade elements, including landscaping features. As discussed much of the highest quality streetscape and architectural elements within the LU are concentrated between Caspar Ave. and Townsend Ave. East of Townsend Ave., overhead utility wires are present for the remainder of the LU and several billboards and other signage detract from the intactness of the LU. Intactness is considered moderately high.	5
Unity	The LU generally displays a high level of unity as land uses are of similar scale and consistently designed along a predominantly commercial corridor. The portion of the LU between Caspar Ave. and Townsend Ave. display particularly high unity as the inviting store frontages and mature trees provide a character and illicit viewer response that is memorable. However, the portions of the LU to the east and west are less memorable due to the differing nature of the land uses and relative lack of landscape features. Unity in the LU is considered moderately high.	5
Overall	LU-5 includes several notable features and mature streetscape features including a wide median and consistent commercial development both in design and scale. However, these visually appealing features are concentrated within a relatively small area and the portions of the LU to the east and west are most accurately considered as visually transitional between neighboring communities and the Eagle Rock community. Visual quality is considered moderately high.	15/3 = 5

SOURCE: Terry. A. Hayes Associates Inc., 2020

4.2.6 LU-6 Pasadena, Colorado Boulevard

LU-6 is entirely within the City of Pasadena and consists of the Proposed Project route along Colorado Boulevard, Raymond Avenue, and Walnut Street as well as the route option that utilizes Green Street and Union Street. A majority of the Proposed Project route through LU-6 utilizes Colorado Boulevard but a short stretch from between the SR-134 freeway would follow

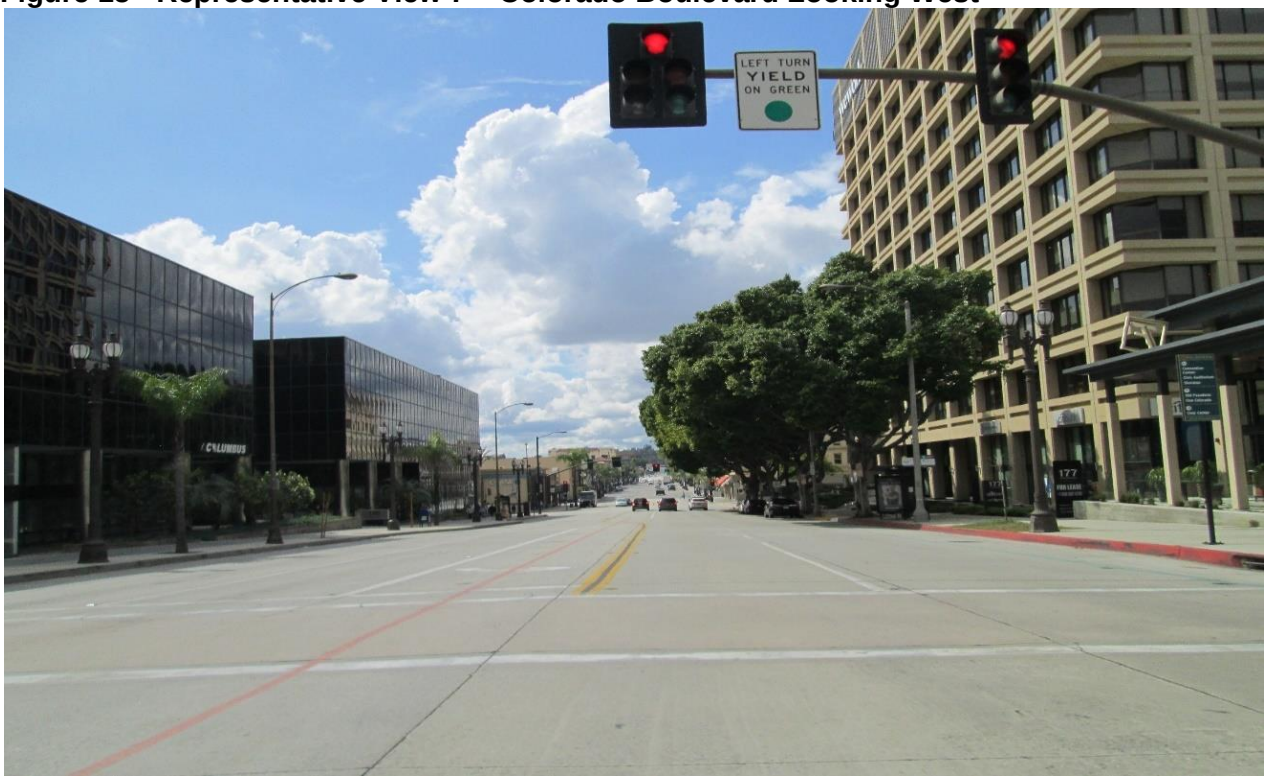
Fair Oaks Avenue to Raymond Avenue via Walnut Street. Colorado Boulevard is two lanes in each direction with a center/left-turn lane throughout the LU. Both sides of the roadway also include the “blue stripe” which demarcates the boundary for the annual Rose Parade route through the City of Pasadena as well as on-street parking. Both Green Street and Union Street are one-way streets (Green Street is eastbound and Union Street is westbound) with lane configurations that range from two lanes to four lanes depending on the location. There are no bicycle lanes along either Green Street or Union Street. Historic properties within the LU are numerous and consist primarily of the Old Pasadena National Register of Historic Places (NRHP) District, the Pasadena Civic Center NRHP District and the Pasadena Playhouse NRHP District, with contributing and individual resources interspersed throughout the LU.

From SR-134 to Colorado Boulevard, the LU consists of a portion of Fair Oaks Avenue, Walnut Street, and Raymond Avenue, all of which are two lanes in each direction with a center/left-turn lane. This short segment includes Memorial Park, which is a NRHP designated historic property. In addition to its historic value, the park also has several visual resources including a variety of exotic plants, a Romanesque stone building constructed in 1890, an art deco band shell, and a civil war memorial statue. Other than Memorial Park, this portion of the LU is defined by architectural elements which are consistent with Pasadena’s Central District and Old Pasadena Historic District. Buildings are two- to four-stories with consistent façade treatments and adaptive re-use historic-period structures.

Colorado Boulevard, a part of the original Route 66, makes up the majority of the LU and traverses Pasadena’s major activity centers popularly known as Old Pasadena, the Civic Center, and the Playhouse District. Colorado Boulevard is an important scenic corridor in the City of Pasadena for its focused views east and west through the City’s Central District and adjacent neighborhoods. Colorado Boulevard showcases historic commercial architecture in Old Pasadena and provides views of major cultural institutions such as Pasadena City College. Visually, the corridor ties together a long sequence of neighborhoods. Due to its prominence in the City’s hierarchy of streets, it is also commonly used for wayfinding by motorists, pedestrians, and others. Land uses along Colorado Boulevard are primarily commercial with activity-oriented businesses such as restaurants and shops within the Central District, transitioning to more office uses and destination shopping and businesses such as office supply and department stores to the east. Buildings in the Central District are generally of a similar scale and mass, and façade treatments depict a consistent theme of restoration and reuse of historic buildings as determined by the design guidelines of the Central District Specific Plan. Visual resources within the LU include the following historic and architectural elements: All Saints Episcopal Church, Castle Green/Green Hotel Apartments, Pasadena City Hall, Civic Auditorium, Colorado Boulevard, Memorial Park, Pasadena Public Library, Pasadena Playhouse, St. Andrews Catholic Church, and Holliston Community Church (City of Pasadena, 2015). Landforms including the San Gabriel Mountains to the north and the San Rafael Hills to the west are visible from the LU and serve as the backdrop for the urban setting of the LU.

RV-7 depicts a west-facing view along Colorado Boulevard looking toward Old Pasadena from Marengo Avenue. This RV illustrates the dense commercial development and variety of architectural elements within the LU, as well as the clean and upscale character of the Central District within the City (see **Figure 15**).

Figure 15 - Representative View 7 – Colorado Boulevard Looking West



The visual character of LU-6 is defined by the substantial number of historic buildings and downtown character illustrated best by the Pasadena's Central District. The Central District and its surroundings are a strong example of historic preservation and adaptive reuse geared toward establishing a vibrant downtown area and commercial activity center. Mature trees line portions of the LU, but the LU is generally free of visual interruption of the primary visual resources which are historic buildings and development. In addition to the numerous historic buildings, the visual character of the LU is further improved by the scenic backdrop of the San Gabriel Mountains to the north.

The visual quality of LU-6 has been quantified in **Table 14**. Overall, on a scale of 1 to 7, the visual quality of LU-6 is rated at approximately 6, which is high.

Table 14 – Landscape Unit 6: Existing Visual Quality

Category	Description	Rating
Vividness	LU-6 features numerous historic buildings and other architectural elements that create a vivid sense of place and memorable viewer experience through much of the LU. The straight nature of Colorado Blvd., Green St., and Union St. lined with buildings of similar scale and design creates a district character throughout the LU with multiple points of interest and activity centers at various locations along the Project route. Vividness is considered high.	6
Intactness	LU-6 is comprised entirely of manmade elements, including landscaping features. Throughout the LU there are numerous well-preserved historic buildings and clear efforts by the City to prioritize historic preservation and commercial activity within the LU. There are limited instances of visual intrusion from inconsistent elements. Intactness is considered high.	6
Unity	The LU generally displays a high level of unity as land uses are of similar scale and consistently designed along a predominantly commercial corridor. While there is a high degree of unity within Pasadena's Central District, the portion of the LU east of Lake Ave. transitions to a less high activity area with land uses that are less consistent and with fewer visual resources in general. Unity in the LU is considered high.	6
Overall	LU-6 includes several notable features, namely a high concentration of historic buildings and architecturally interesting development. The conscious effort throughout the LU to preserve these resources and highlight the historic character and development of the City creates a high-quality visual environment that is vibrant and well maintained. Visual quality is considered high.	18/3 = 6

SOURCE: Terry A. Hayes Associates Inc., 2020

4.3 EXISTING VIEWERS

This section describes viewer groups and viewer response to the potential changes in visual character resulting from the Proposed Project. A change in visual character cannot be determined without considering the viewer response to that change. Public opinion regarding the existing visual character of the landscape, and the Project elements that would affect visual character, are the basis for measuring the contrast in the visual character.

4.3.1 Viewer Groups and Sensitivity

Viewer groups were identified by researching and observing the land uses and circulation patterns throughout the Proposed Project with route options. Viewers in the Project Area may shift between viewer groups at different times of the day. Viewer sensitivity is defined as both the viewers' concern for scenic quality and the viewers' response to change in the visual resources that make up the view. Local values and goals may confer visual significance on landscape components and areas that would otherwise appear unexceptional in a visual

resource analysis. Even when the existing appearance of a project site is uninspiring, a community may still object to projects that fall short of its visual goals. Analysts can learn about these special resources and community aspirations for visual quality through public outreach, as well as from local publications and planning documents.

Drivers

The Project Area is heavily used by single-passenger cars, particularly commuters travelling to and from places of employment. Drivers include those traveling to and from land uses in the Project Area as well as those traveling through the area from other parts of the City and region. Drivers include bus, train, and other transit drivers as well.

Drivers in the Project Area are moving along roadways and would therefore not be expected to notice changes in visual character as much as viewers who are stationary. Drivers would also be travelling at a maximum of 35 miles per hour (mph) and would remain in the Project Area for a shorter period of time than people on bicycles or pedestrians. In addition, all of the roadway corridors in the Project corridor are busy roadways and demand the careful attention of drivers using these roadways. Viewer sensitivity is considered low.

Transit Riders

Multiple transit lines, including Metro Local and Rapid bus service, the Metro G Line (Orange), the Metrolink Antelope Valley and Ventura County lines commuter rail service, Metro B Line (Red), and Metro L Line (Gold) all run along or across the Project Area. Transit riders include those riding the bus or train to/from or through the area.

Transit riders may have a higher concern for their visual surroundings, depending on what activities they choose to do during their trips within the Project Area. Because riding the bus is a passive activity, riders have the opportunity to read or do some other activity that would allow them to focus their eyes away from their surroundings. However, it is likely that many riders would spend some or all of their time looking out the window at their surroundings. These riders would be expected to be more concerned with changes in visual character. Viewer sensitivity is considered moderate.

Bicyclists

The Project Area includes bicycle lanes; additionally, people on bicycles may use sections that do not have bike lanes. Therefore, people on bicycles that may be traveling along the Project route and/or intersecting roadways have been included as a viewer group. According to community outreach completed for the Proposed Project, there is a high level of interest for bicycle lanes and other bicycle amenities.

People on bicycles riding through the Project Area are moving along roadways and would therefore not be expected to notice changes in visual character as much as viewers who are stationary. In addition, roadways are busy and demand the careful attention of people on bicycles. However, people on bicycles are travelling at a slower speed (an average of 10 mph)

than automobiles and would be in the Project Area during a longer period of time. Therefore, people on bicycles would be more sensitive to visual changes than drivers. Viewer sensitivity is considered moderate.

Pedestrians

Pedestrians include people walking either to or from land uses, or those traveling through the Project Area.

Pedestrians may have a higher concern for their visual surroundings, in particular those that are in the area shopping or standing/sitting at one location waiting for a bus. For those that spend a lot of time in the Project Area, the ability to observe their surroundings may be of importance, and these users would be expected to be more concerned with changes in visual character. Viewer sensitivity is considered high.

Residents

There are several residential neighborhoods within the Project Area, as well as others located on adjacent blocks that are within the Project Area. Residential viewers are considered to be those who reside along the Project route itself and would see the Project from their homes.

Residents may have a higher concern for their visual surroundings since they may be able to view the roadway from their front yards and/or from inside their homes. In addition, residents tend to experience their community as pedestrians and are therefore more affected by visual changes to their surroundings beyond what is visible from their homes. Typically, people feel strongly about the visual character of areas surrounding their homes, and these viewers would be expected to be more concerned with changes in this character. Viewer sensitivity is considered very high.

Employees/Students

There are a number of employment centers within the Project Area. Employees at these businesses may view the Project when arriving at or departing work, during lunch breaks, and potentially from inside their workplaces. There are also several schools in the Project Area. Students may have similar viewing patterns as employees.

Employees and students may be concerned about their visual surroundings, especially if they have views from their offices or classrooms. In addition, students may also spend time outdoors for recess or physical education activities. Because employees and students are pursuing activities during the day that would likely take some attention away from their surroundings (e.g., looking at computers, reading), their concern about their visual surroundings may not be as high as for those viewers, such as residents, who may not be engaged in those types of activities throughout the day. However, employees and students are likely returning to the Project Area day after day and would therefore be expected to have some concern about changes in the visual quality of their surroundings. Viewer sensitivity is considered moderately high.

Visitors

The Project Area is primarily commercial, and as such, there are a number of retail businesses, as well as government offices. There are a number of churches, libraries, and other community centers within the Project Area. Visitors, which would include shoppers, restaurant-goers, and civic building users, may view the Project while arriving at or leaving a particular building.

Visitors to the area may be more or less concerned with the visual character of an area, depending on the purpose of their visit, but they would not be as familiar with the existing visual character because they do not return to the Project Area on a daily basis, and therefore may not be as concerned with whether there has been a visual change. Viewer sensitivity is considered low to moderate.

Recreational Users

There are a number of parks within the Project Area. Recreational users may view the Project when arriving at or leaving the facilities or from the facilities themselves.

Recreational users may be more concerned about their visual surroundings because they either are pursuing passive activities or are specifically seeking a pleasant visual setting. Viewer sensitivity is considered high.

4.4 EXISTING LIGHTING, GLARE, AND SHADOW

Existing lighting, glare, and shading in the Project Area are characteristic of a typical urban environment that includes the Proposed Project route, adjacent commercial and residential buildings, and streetscape elements (light poles, street trees). Existing sources of light in the Project Area include streetlights, headlights and tail lights on cars and other vehicles in the roadway, and interior and exterior lighting from adjacent buildings. There are no major sources of glare in the Project Area. Existing shading in the Project Area is from vehicles on the roadway, adjacent buildings, streetlights, and street trees.

5. Significance Thresholds and Methodology

5.1 SIGNIFICANCE THRESHOLDS

In accordance with Appendix G of the State CEQA Guidelines, except as provided in Public Resources Code Section 21099, the Proposed Project would have a significant impact related to aesthetics if it would:

a) Have a substantial adverse effect on a scenic vista;
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
c) 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 a 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; and/or
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

5.2 METHODOLOGY

The following steps were used to assess the existing visual setting of the Project corridor:

- The existing visual resources, character and quality were identified;
- Maps were prepared and photographs were taken to illustrate existing visual character and quality;
- Existing viewers, viewer exposure, and viewer response were evaluated; and
- An assessment of the potential impacts on visual resources was conducted using architectural renderings and visual simulations.

Background research was conducted to identify the regulatory and planning context for visual resources in the Project Area. Existing land use and aerial maps, as well as other available background information, were reviewed to identify the general visual setting and context of the Project, including major geographical features, vegetated areas, water features, and patterns of development.

Field surveys were performed of the Project Area on February 19, 2020, and March 5, 2020, to identify distinct landscape units and to describe associated landform, visual resources, vegetation patterns, and manmade development.

Views from representative viewpoints were digitally photographed to depict the Project Area and for potential use in creating visual simulations. Adjacent property types and associated uses were also catalogued in order to identify users/viewers and their exposure to the Project. After identifying existing viewsheds and visual resources, maps were created using Geographic Information Systems to convey the location and spatial distribution of these resources in the Project Area.

To illustrate the existing visual setting, each LU has been delineated on maps and numbered from LU-1 to LU-6 (see Section 4.0). In addition, seven RVs are included to illustrate the typical viewshed in each LU and are numbered RV-1 to RV-7.

Photo-realistic visual simulations were created to illustrate potential impacts that could result from the Proposed Project (see Section 4.0). For each LU, visual simulations were created, with exception to LU-6 in the City of Pasadena because physical improvements within the LU would be limited. To illustrate visual changes within LU 1 and LU-5, aerial imagery, rather than on-the-ground photographs has been used to generate visual simulations to allow for a more illustrative image depicting a larger portion the respective LUs. Design details for the visual simulations were based on standard Metro bus imagery and Metro's Systemwide Station Design document.

In addition to the visual representation, a textual description for the existing visual setting was completed. Section 4.0 describes the visual setting and visual quality for each LU in the Project Area. Figure references are located in parentheses and denote the relevant map segment.

The existing visual quality of the Project Area was evaluated using the methodology described in the FHWA guidance document, Visual Impact Assessment for Highway Projects (FHWA, 1981). According to the guidance document, visual quality is evaluated by identifying the vividness, intactness, and unity present in the viewshed. Each of these elements was assessed to support subsequent comparisons with post-project conditions. The FHWA states that this method should correlate with public judgments of visual quality well enough to predict those judgments. This approach is particularly useful in roadway planning because it does not presume that a highway project is necessarily an eyesore. This approach to evaluating visual quality can also help identify specific methods for mitigating impacts resulting from the Project.

For the purpose of this report, a numerical rating between 1 and 7 was assigned to the vividness, intactness, and unity for each of the LUs (see Table 8 – Visual Quality Numeric Ratings).

6. Impact Analysis

The following section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation measures (if applicable).

Impact a) Would the Proposed Project have a substantial adverse effect on a scenic vista?

While there are no formal or designated scenic vistas within the Project Area, scenic viewing areas are available at higher elevations in the San Gabriel Mountains and Santa Monica Mountains. These vistas generally provide views of the Los Angeles Basin and are not formally intended for viewing the Project Area or individual components contained within it. In this regard, views from vista points at high elevations would likely remain unaffected by the Proposed Project as structures associated with the Project are relatively small and unobtrusive as compared to urban development throughout the Project Area and would likely not be visible from vista points in the San Gabriel Mountains or Santa Monica Mountains. This discussion focuses on vistas within the Project Area.

Scenic vistas in the Project Area include views of the surrounding mountains, which are visible from various locations and include the Santa Monica Mountains/Hollywood Hills to the south, the Verdugo Mountains to the north and east, the San Gabriel Mountains to the north, and the San Rafael Hills to the north and east. As discussed in Section 4.2, views of surrounding mountains are visible in each of the LUs. In some LUs, the surrounding mountains are minimally visible due to the orientation of the subject roadway and intervening land uses and development, such as in LU-3 and LU-5. In some LUs the surrounding mountains are a visually dominant feature in the background, such as in LU-1 and LU-6.

Drivers, transit riders, people on bicycles, and pedestrians would be expected to have more fleeting views of scenic vistas because they are moving along the Project corridor, while residents, pedestrians, employees/students, and visitors would be expected to have longer views.

Construction

Less-Than-Significant Impact. The presence of construction vehicles, equipment, visual signs of construction, and personnel would present visually disruptive elements in each of the LUs but would be temporary. Construction activities could include station construction, street reconstruction, tree removal, and street restriping. Activities could introduce heavy equipment to the area (i.e., bulldozers, scrapers, and trucks), security fencing, barricade materials, stockpiled building materials, and safety and directional signage into the Project Area, which would result in some obstructed views of visual elements in the foreground such as buildings and landscape elements; however, views of surrounding mountains and landscapes would remain unaffected from view corridors of public streets, sidewalks, and properties where construction would occur. It is not anticipated that cranes or other tall construction equipment would be required to construct the Proposed Project and thus no obstruction of the physical landscape surrounding

the Project Area would occur. Construction activities along sidewalks would restrict visual access to the pedestrian viewer group, which would be most affected by construction activities given their exposure and sensitivity. Impacts to scenic vistas would be temporary and not adverse given the nature of construction activities and general lack of high-quality vistas within the Project Area. Project construction would result in a less than significant impact to scenic vistas.

Operations

Less-Than-Significant Impact. There are no formal scenic vistas in the Project Area and views of surrounding landscapes and topography are available but generally low quality and not the primary focus of affected viewer groups. The primary visual elements of the Proposed Project include the addition of BRT vehicles, changes to existing parking and vehicle lanes, bus stations and platforms, curb and sidewalk modifications, and changes to street configurations including bus-only lanes, new or relocated bus stops, and modifications to existing medians. The addition of buses in any of the proposed configurations would not be expected to substantially affect existing views in the Project Area. Stations would include canopies, potential monument signs, and other vertical features which could limit views for viewers directly adjacent to or underneath the canopies; however, views in the Project Area as a whole would not be substantially affected. Operation of the Project would result in a less than significant impact to scenic vistas.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant.

Impact b) Would the Proposed Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no designated state scenic highways within the Project Area. Scenic resources in the Project Area include existing landscaping elements, including rows of mature trees along the medians in LU-1, LU-3, and LU-5, and historic properties located throughout the Project Area.

Construction

Less-Than-Significant Impact. Construction activities are not anticipated to result in damage to any scenic resources. Certain construction activities associated with modifications to the medians along Glenoaks Boulevard and Colorado Boulevard as well as placing stations along sidewalks may require trimming of existing street trees and temporary removal of streetscape features (i.e., decorative streetlights and paving), but such resources would be replaced or maintained where feasible. The Historic Resources Technical Report prepared for the Proposed Project did not identify any historic properties that have the potential to be damaged during

construction as a result of vibration impacts. Permanent removal of street trees and other landscape elements as well as historic properties are addressed in the following discussion under Operations. Construction-related impacts to visual resources are considered less than significant.

Operations

Less-Than-Significant with Mitigation. The Proposed Project would result in permanent alterations to the street where bus lanes are proposed and along sidewalks and medians where station platforms are proposed. In general, such modifications would not result in substantial effects on visual resources which, in the Project Area, consist mainly of typical street trees and streetscape amenities such as decorative paving. Certain station locations may conflict with existing street trees but further design refinement during the Preliminary Engineering phase would avoid most conflicts with existing street trees located within sidewalks. Station footprints have been assumed to be approximately a 100 foot by 10-to 12-foot area which in LU-4 may affect decorative brick paving at the proposed Broadway/Brand Boulevard Station and Broadway/Glendale Avenue Station. In addition, the Historic Resources Technical Report identified potential impacts to the Central Avenue and Broadway Streetlights in LU-4, which may include demolition or relocation of these historic resources. There is some speculation as to whether all of the affected streetlights are historic or reproductions; however, as visual resources they contribute to the visual character of the LU regardless of their designation as historic properties because the reproductions are indiscernible from their historic counterparts. Based on current concept engineering plans station, platforms conflict with approximately three historic streetlights on Central Avenue and approximately three on Broadway. The final platform locations are subject to refinement during the Preliminary Engineering phase to meet site-specific conditions. Metro is developing a standard “kit of parts” for station features, which will be further refined in the Preliminary Engineering phase. The selection of specific station features as well as final platform locations are also subject to refinement during the Preliminary Engineering phase to meet site-specific conditions. During Preliminary Engineering and Final Design, Metro will coordinate station design with the City of Glendale to ensure stations are incorporated into the streetscape in a manner that does not substantially alter the visual quality of the LU. Such design incorporation may include but is not limited to relocating historic streetlights in close proximity to their existing locations, paving the station areas with similar brick treatments, or inclusion of additional streetscape features to offset losses in streetscape amenities. Additionally, the Project will integrate site-specific public art during final design. The aesthetic design of stations and related transit facilities will promote a sense of place and minimize adverse visual impacts on surrounding neighborhoods.

Regarding historic properties, other than impacts to the historic streetlights along Central Avenue and Broadway in Glendale, the Historic Resources Technical Report did not identify any potential conflicts between stations or roadway modifications and existing historic resources that may result in damage or destruction. Impacts to historic resource setting as a result of BRT operations were also assessed in the report and it was determined that impacts to the historic setting of known historic resources would be less than significant and would not materially alter

in an adverse manner those physical characteristics of an historical resource that convey its historical significance.

The landscaped medians along Glenoaks Boulevard in LU-3 would undergo modifications as a result of the Proposed Project. In LU-3, portions of the median along Glenoaks Boulevard would be removed to allow for station platforms as well as left-turn pockets. Some trees within the landscaped median as well as existing landscaping would be removed as a result; however, the majority of the median and associated landscaping would remain unaffected by the Project. In addition, the Proposed Project would install additional landscaping and median extensions at left-turn approaches to both improve safety and compensate for the loss of portions of the median.

In the case of Colorado Boulevard in the Eagle Rock community, under the center-running bus lanes configuration, the median would be replaced with the center-running bus lanes along with station platforms in the center area at Caspar Avenue and Townsend Avenue. While the existing median and associated landscaping would be removed as a result of the center-running bus lanes configuration, new medians and landscaping amenities would be installed throughout the LU for safety purposes and to offset some of the loss in visual resources within LU-5. Given the Eagle Rock community's expressed sensitivity to the loss of the median and associated visual resources and the substantial degree to which visual resources in LU-5 would be affected, impacts to visual resources within LU-5 are potentially significant under the center-running bus lanes configuration.

Mitigation Measures

VIS-1: Plant material removed from center medians and sidewalks shall be replaced within the existing street/curb right-of-way based on the following requirements:

- Plant two new trees and/or shrubs for every street tree removed (2:1 tree replacement ratio). Replacement tree species should be the same as that removed where feasible or to the satisfaction of the affected jurisdiction's Bureau of Street Services and located within the street right-of-way along station approaches or within the sidewalk where feasible.
- Plant groundcover using similar replacement species or to the satisfaction of the affected jurisdiction's Bureau of Street Services.
- A Landscape Replacement Study shall be prepared by a licensed landscape architect during final design. The study shall identify the location, species, and landscape design elements for all replacement landscaping associated with the Project and subject to local jurisdiction review.

VIS-2: Replacement median, barriers, or other divider shall be enhanced with patterns or decorative features in accordance with the local jurisdiction's streetscape design guidelines and approved by local jurisdiction Street Services bureau or similar entity.

Significance of Impacts after Mitigation

Mitigation Measures **VIS-1** and **VIS-2** would reduce potential visual impacts by requiring landscaping and streetscape beautification. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to aesthetics.

Impact c) In non-urbanized areas, would the Proposed Project 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 a 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?

In 2019, the State CEQA Guidelines were updated to reduce the scope of Aesthetic impact analysis. Under the new guidelines, aesthetic impacts related to visual quality no longer need to be considered for projects located in urbanized environments such as the Project Area and consideration only to a project's consistency with applicable zoning and other regulations governing scenic quality need be addressed. For the purposes of this report, analysis of the potential to affect visual character and quality is presented for information purposes. The following discussion presents an analysis of the Project's effect on the existing visual character and quality within each LU followed by the CEQA impact analysis for impact criterion c) which assesses whether the Project would conflict with applicable zoning or other regulations governing scenic quality.

Visual character and quality vary by LU, as discussed in Section 4.2. The addition of buses along center-running, curb-running, side-running, or mixed-flow configurations would not be expected to substantially affect visual character of the Project Area, because they would operate within existing transportation ROW and the affected area would remain dedicated to transportation. However, in certain locations such as LU-5 where visual resources such as the landscaped median along Colorado Boulevard would be removed, visual quality and character would degrade somewhat. Station upgrades, site-specific public art, and curb extensions could also result in a more cohesive landscape design with canopies, additional street trees, and benches that would provide a more unified appearance in station areas, as illustrated in **Figure 16** through **Figure 21**.

Post-project visual quality, and change from pre-project conditions, is summarized in **Table 15**.

Figure 16 - Illustrative View of LU-1 Post-Project

Figure 17 - Illustrative View of LU-2 Post-Project

Figure 18 - Illustrative View of LU-3 Post-Project

Figure 19 - Illustrative View of LU-4 Post-Project

SOURCE: Kilograph, 2020

Figure 19 - Illustrative View of LU-5 Post-Project

Figure 21 - Illustrative View of LU-5, Post Center-Running Configuration Option

Table 15 – Post-Project Change in Visual Quality

Landscape Unit	Pre-Project Character and Quality	Post-Project Character and Quality	Change in Visual Quality
LU-1	LU-1 has several features including street trees, landscaped medians, and a mix of architectural features and styles that are memorable to viewers. Vineland Ave. is oriented more toward travel as a wide avenue with strong bicycle and pedestrian amenities, while Lankershim Blvd. is, by design, oriented more toward pedestrian viewers with a planned feel and quality. Visual quality in LU-1 is considered moderate along Vineland Ave. and moderately high along Lankershim Blvd.	The Proposed Project would not be expected to affect vividness in LU-1 as no changes to visual resources, streetscape amenities, or the urban development pattern of the LU would occur. Removal of on-street parking and addition of the proposed two-way cycle track would result in a slight increase in unity in LU-1. Stations would provide a unified theme of transit amenities to the already heavily transit-oriented LU resulting in more unity. Route Option A2 which utilizes Lankershim Blvd. would result in similar benefits to the unity and intactness of the corridor while leaving the primary visual resources unaffected. Visual quality along Vineland Ave. would improve slightly to moderately high and would remain high along Lankershim Blvd.	Vineland Ave. Pre-Project: 4.3 Post-Project: 4.7 Lankershim Blvd. (Route Option A2) Pre-Project: 5.7 Post-Project: 6
LU-2	LU-2 includes several features that improve visual quality including the design elements within the Burbank Media District and Downtown Burbank, visual access to historic buildings, and sweeping views of the San Gabriel Mountains to the north. However, the varying styles of buildings and intermittent landscaping detract from the overall views. Visual quality is considered moderately low.	The Proposed Project would not result in substantial changes to the visual character or quality of LU-2. The Project would operate in dedicated curb-running lanes which would remove on-street parking resulting in a minor improvement in intactness. Visual quality within LU-2 would continue to be moderately low.	Pre-Project: 3.3 Post-Project: 3.3

Landscape Unit	Pre-Project Character and Quality	Post-Project Character and Quality	Change in Visual Quality
LU-3	LU-3 includes several features that improve visual quality, most notably the large landscaped median which extends through much of the LU. There is a unified development pattern of small- to medium-scale commercial development and medium density residential development with consistent frontages along the length of the LU. Visual quality is considered moderately high.	The Proposed Project would result in a reduction in the physical footprint of the landscaped median through LU-3 at station locations and at intersections. This would result in some loss of vividness; however, the Project would also install replacement landscaping such that viewer response to the reduced median would be unchanged and vividness would remain rated at 5. The presence of bus lanes along the median and the new element of stations within the median would reduce the intactness of LU resulting in a reduction in visual quality.	Pre-Project: 4.7 Post-Project: 4.3
LU-4	LU-4 includes several notable features including historic buildings and streetlights and decorative streetscape features. There is a Downtown district which provides visually attractive buildings and a Civic Center district which provides a unified themed streetscape that compliments the historic buildings lining the roadway. However, these visually appealing features are not consistent throughout the LU and are intermittent resulting in a LU that lacks unity and intactness. Visual quality is considered moderately high along Broadway and moderate along Colorado St.	The Proposed Project would result in a loss of historic and streetscape elements that contribute to visual quality including historic streetlights and decorative paving along Broadway. Stations would be designed to integrate with existing streetscape elements and it is likely that the displaced streetlights could be replaced as well as the decorative paving. As a result, no change in the overall visual quality of the LU along Broadway would result. Along Colorado St. under Route Option E2, the proposed bus lanes and improved stations would increase the unity of corridor resulting in a modest improvement in visual quality.	Broadway Pre-Project: 4.7 Post-Project: 4.7 Colorado St. (Route Option E2) Pre-Project: 4 Post-Project: 4.3

Landscape Unit	Pre-Project Character and Quality	Post-Project Character and Quality	Change in Visual Quality
LU-5	LU-5 includes several notable and mature streetscape features including a wide median and consistent commercial development both in design and scale. However, these visually appealing features are concentrated within a relatively small area and the portions of the LU to the east and west are most accurately considered as visually transitional between neighboring communities and the Eagle Rock community. Visual quality is considered moderately high.	The Proposed Project would replace the existing bicycle lanes and maintain the existing median. Curb extensions would result in some improvement in the unity of the LU. Visual Quality would improve slightly under Route Option F1 but remain moderately high. Under Route Option F1, an alternative configuration of bus lanes would replace the existing landscaped median along Colorado Blvd. with bus lanes and stations. This change would result in reduced vividness and unity through the LU and an overall reduction in visual quality. This change would reduce the visual quality to moderate.	Proposed Project Pre-Project: 5 Post-Project: 5.3. Colorado Blvd. (Route Option F1) Pre-Project: 5 Post-Project: 4.3
LU-6	LU-6 includes several notable features, namely a high concentration of historic buildings and architecturally interesting development. The conscious effort throughout the LU to preserve these resources and highlight the historic character and development of the City creates a high-quality visual environment that is vibrant and well maintained. Visual quality is considered high.	The Proposed Project would not include any physical alterations within LU-6 other than stations which may include curb extensions and the “kit of parts” for station elements. The stations would be consistent with existing bus facilities within the LU and would not result in a noticeable change in the visual quality of the LU. Route Options G2 and H2 would similarly result in no change to the visual quality of the LU. Visual quality within the LU would remain high under the Proposed Project and Route Options.	Pre-Project: 6 Post-Project: 6.

SOURCE: Terry A. Hayes Associates Inc., 2020

Construction

Less-Than-Significant Impact. None of the jurisdictions in the Project Area have policies or plans that govern visual quality during construction activities as visual quality is typically a permanent condition that Cities regulate. However, the South Coast Air Quality Management District Rules 401 and 403 would have the potential to beneficially affect visual quality during construction by reducing the amount of visible emissions that are released into the air (Rule 401) and the amount of fugitive dust that are entrained into the air (Rule 403). Project-related construction activities would be required to comply with these rules. No impact related to conflicts with zoning and other regulations governing scenic quality would occur during construction of the Project.

Operations

Less-Than-Significant Impact. While each jurisdiction in the Project Area has a zoning ordinance that regulates the scenic quality of development projects, the zoning ordinances do not directly regulate the design of transportation infrastructure elements including bus facilities such as stations. No property acquisitions are anticipated, and all Project elements would be located within the street ROW. As such, the Project would be consistent with zoning requirements.

The Project would follow Metro's Transit Service Policies & Standards, Public Art Policy, Systemwide Station Design Standards, and Standard/Directive Drawings. The Metro Transit Service Policies & Standards identifies policies, principles and requirements that will be used by Metro staff in the design or modification of the transit network. The Metro Public Art Policy mandates the inclusion of art in the design of its transit systems; the Systemwide Station Design Standards Policy provides a consistent, streamlined systemwide design approach for Metro stations that include sustainable design features and sustainable landscaping. In locations where there are specific design guidelines or ordinances, including the North Hollywood Redevelopment Project Commercial Core Urban Design Guidelines, Glendale Downtown Specific Plan, Glendale Town Center Specific Plan, Glendale Comprehensive Design Guidelines, Pasadena Citywide Design Principles and Design Guidelines, or Pasadena Central District Specific Plan, the Project would comply with applicable design requirements including undergoing mandated design review. Metro has been and continues to coordinate with the affected jurisdictions regarding Project design to ensure the Project is consistent with all applicable local jurisdiction zoning and other regulations governing scenic quality. As discussed, the Project will integrate site-specific public art during final design. The aesthetic design of stations and related transit facilities will promote a sense of place and minimize adverse visual impacts on surrounding neighborhoods. Thus, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant.

Impact d) Would the Proposed Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

No Impact. Nighttime construction activities are not anticipated to be required as Project construction would comply with general hours of construction established per jurisdiction. Generally, construction activities would not result in a substantial source of light or glare during daytime hours. Thus, no impact related to light glare would result from the Proposed Project.

Operations

No Impact. Because the Project is located in a developed, urban area, there is a substantial amount of existing lighting and glare. Current lighting and glare sources in the Project Area include streetlights, buildings and other structures, vehicles, and other various sources. Shading sources include buildings, other structures, utilities, and vegetation. The primary elements of the Project that could result in lighting, glare, and shading are the station upgrades and additional buses. These elements would not be expected to result in a substantial change in existing lighting, glare, or shading along the Project corridor. Shading related to the bus station canopies would be a beneficial change for station users and would not result in impacts on adjacent land uses, as canopies would be relatively low profile compared to surrounding development. No impact related to light or glare would result from the Proposed Project.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

7. Cumulative Analysis

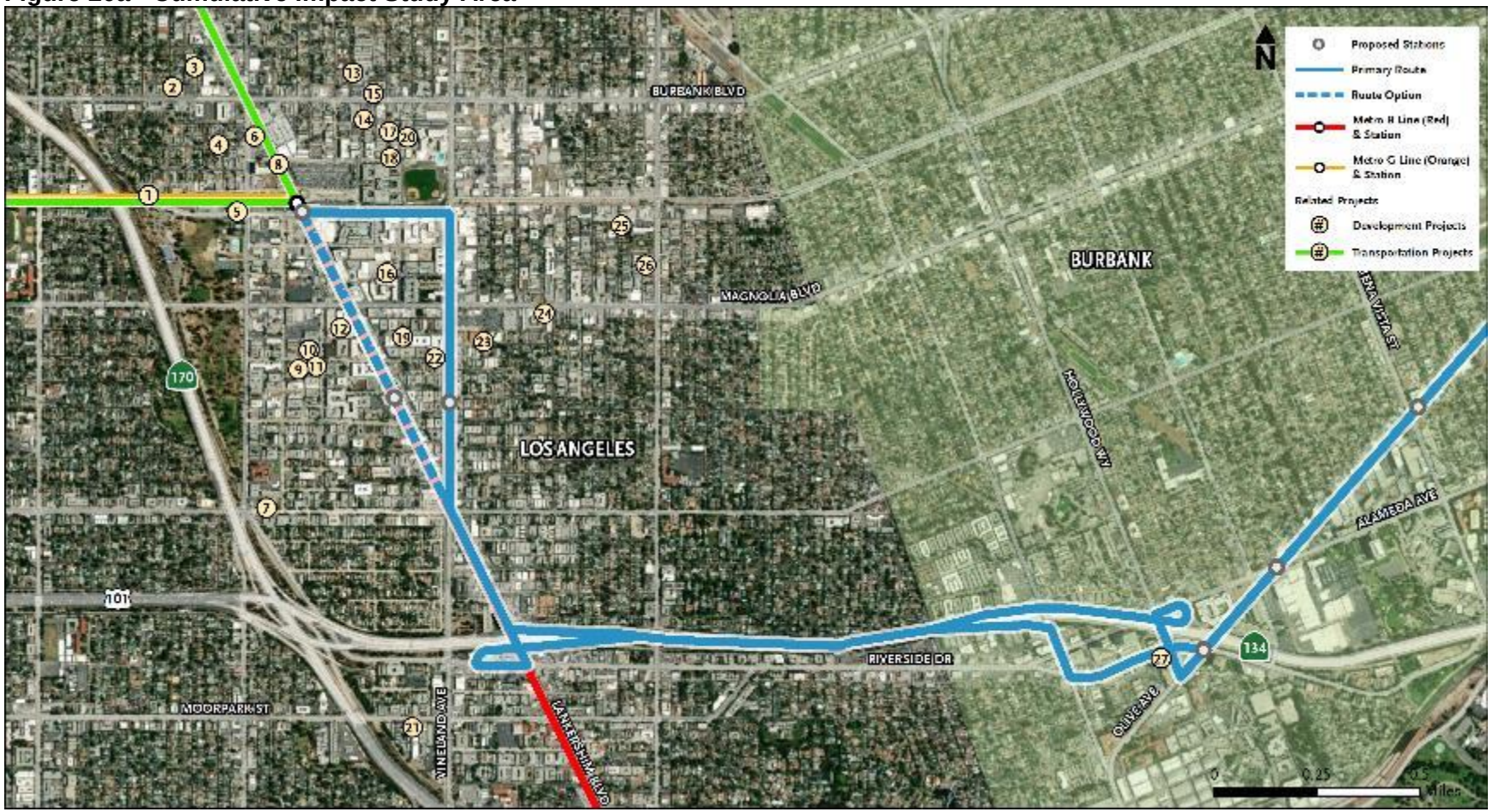
CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual actions that, when considered together, are considerable or would compound other environmental impacts. CEQA Guidelines Section 15130(a) requires that an Environmental Impact Report (EIR) discuss the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." As set forth in CEQA Guidelines Section 15065(a)(3), "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Thus, the cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions to more accurately gauge the effects of multiple projects.

In accordance with CEQA Guidelines Section 15130(a)(3), a project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. In addition, the lead agency is required to identify facts and analysis supporting its conclusion that the contribution would be rendered less than cumulatively considerable.

CEQA Guidelines Section 15130(b) further provides that the discussion of cumulative impacts reflects "the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." Rather, the discussion is to "be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute." CEQA Guidelines Sections 15130(b)(1)(A) and (B) include two methodologies for assessing cumulative impacts. One method is a list of past, present, and probable future projects producing related or cumulative impacts. The other method is a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document that describes or evaluates conditions contributing to the cumulative effect. Such plans may include a general plan, regional transportation plan, or plans for reducing greenhouse gas emissions. The cumulative effect on aesthetics and visual resources of the Project Area is best addressed through consideration of Related Projects.

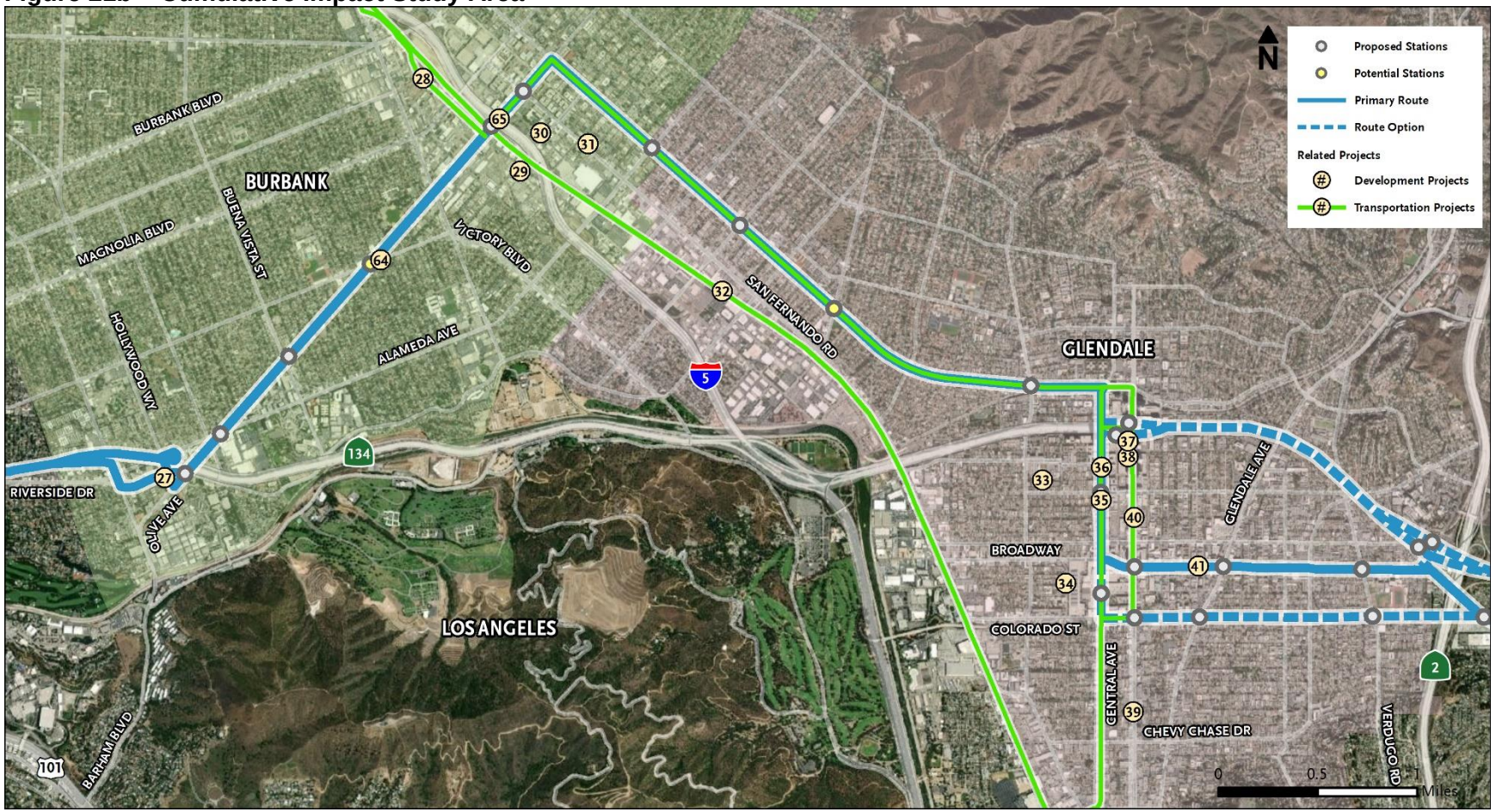
Related Projects that are considered in the cumulative impact analysis are those projects that may occur in the Project Site's vicinity within the same timeframe as the Proposed Project. In this context, "Related Projects" includes past, present, and reasonably probable future projects. Related Projects associated with this growth and located within half a mile of the Project Site are depicted graphically in **Figures 21a** through **21c** and listed in **Table 16**. The figures do not show Eagle Rock as no related projects have been identified in the Project Area. Related projects of particular relevance to the Proposed Project are discussed below.

Figure 20a - Cumulative Impact Study Area



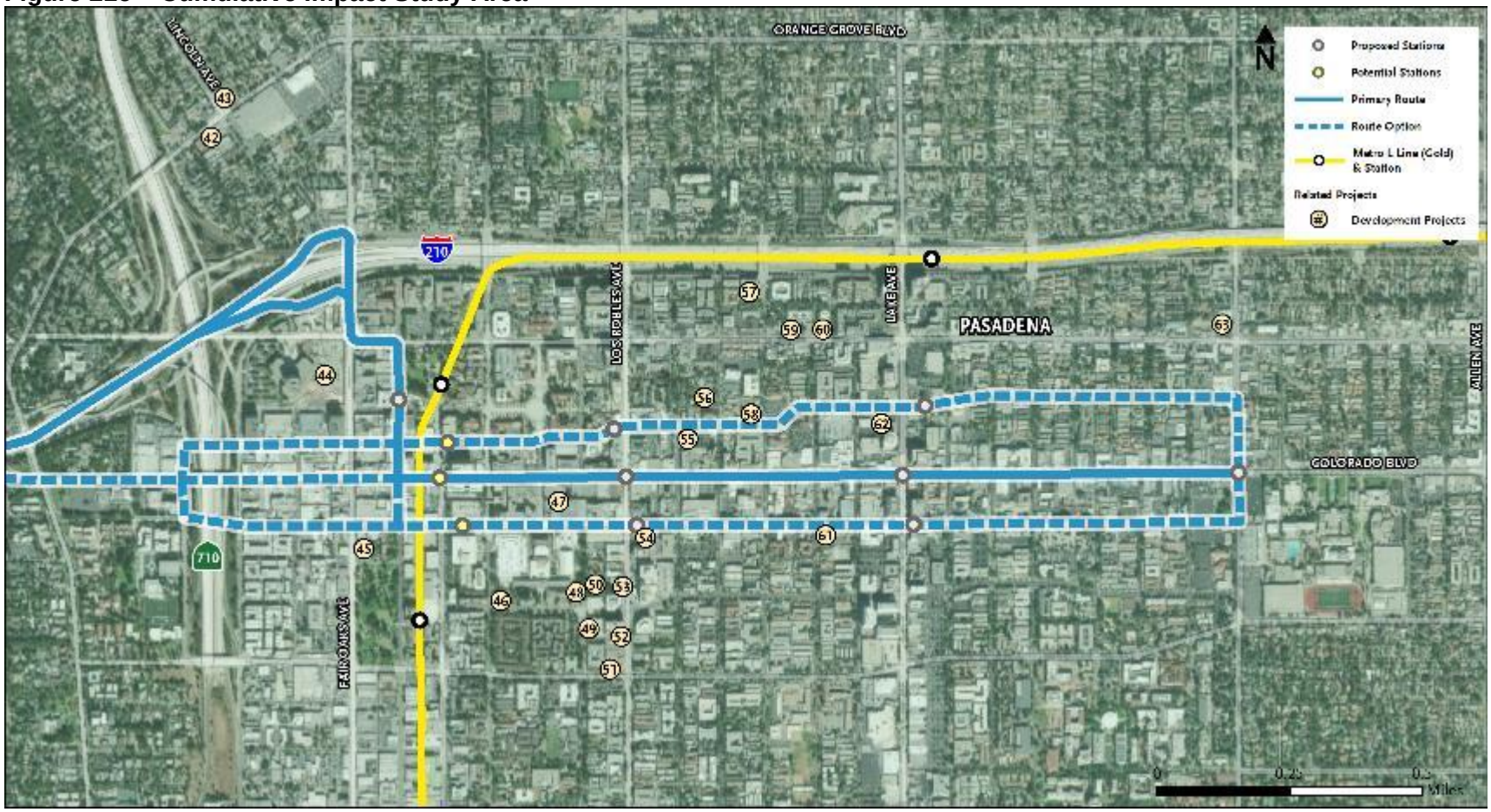
Metro

Figure 21b – Cumulative Impact Study Area



Metro

Figure 21c – Cumulative Impact Study Area



Metro

Table 16 – Related Projects

Map ID	Project Name	Location	Description	Status
REGIONAL				
N/A	NextGen Bus Plan	Los Angeles County	The NextGen Bus Plan will revise the existing Metro bus network to improve ridership and make bus use more attractive to current and future riders. The Plan will adjust bus routes and schedules based upon existing origin/destination ridership data with a phased approach to future infrastructure investments in transit convenience, safety, and rider experience.	Implementation early 2021
N/A	East San Fernando Valley LRT Project	San Fernando Valley	New 9-mile LRT line that will extend north from the Van Nuys Metro G Line (Orange) station to the Sylmar/San Fernando Metrolink Station.	Planning
8	North San Fernando Valley BRT Project	San Fernando Valley	New 18-mile BRT line from North Hollywood B/G Line (Red/Orange) Station to Chatsworth.	Planning
32	Los Angeles – Glendale-Burbank Feasibility Study	Amtrak corridor from Los Angeles Union Station to Bob-Hope Airport	Metro is studying a 13-mile transit corridor between Los Angeles Union Station and the Hollywood Burbank Airport. A range of options are under study including both light rail and enhanced commuter rail.	Planning and feasibility
BURBANK				
27	Mixed-Use Development	3700 Riverside Dr.	49-unit residential condominium and 2,000 sq. ft. of retail	Active Project Submission
28	San Fernando Bikeway	San Fernando Blvd. Corridor	Three-mile Class I bike path along San Fernando Blvd. near the Downtown Metrolink Station in the City of Burbank. This project will complete a 12-mile long regional bike path extending from Sylmar to the Downtown Burbank Metrolink Station along the San Fernando Blvd. rail corridor	Planning

Map ID	Project Name	Location	Description	Status
29	Commercial Development	411 Flower St.	Commercial building (size unknown)	Active Project Submission
30	Mixed-Use Development	103 Verdugo Ave.	Two mixed-use buildings (size unknown)	Active Project Submission
31	Mixed-Use Development	624 San Fernando Blvd.	42-unit, 4-story mixed-use building with 14,800 sq. ft. of ground-floor commercial	Active Project Submission
64	Olive Ave./Sparks St./Verdugo Ave. Intersection Improvements	Olive Ave./Sparks St./Verdugo Ave.	Various intersection improvements.	Planning
65	Olive Ave. Overpass Rehabilitation	Olive Ave. over Interstate 5	Improvements to operational efficiency, pedestrian safety, and bicycle connections.	Planning
GLENDALE				
33	Multi-Family Development	452 Milford St.	15-unit building	Active Project Submission
34	Multi-Family Development	401 Hawthorne St.	23-unit building	Active Project Submission
35	Commercial Development	340 Central Ave.	14,229 sq. ft. office	Active Project Submission
36	Multi-Family Development	520 Central Ave.	98-unit building	Active Project Submission
37	Commercial Development	611 Brand Blvd.	Hotel (857 hotel rooms and 7,500 sq. ft. of restaurant/retail)	Active Project Submission
38	Multi-Family Development	601 Brand Blvd.	604 units in 3 buildings	Active Project Submission
39	Commercial Development	901 Brand Blvd.	34,228 sq. ft. parking structure for car dealership	Active Project Submission
40	Glendale Streetcar	Downtown Glendale	Streetcar connecting the Larry Zarian Transportation Center with Downtown Glendale	Planning and feasibility
41	Commercial Development	517 Broadway	Medical/office/retail building (size unknown)	Active Project Submission
LOS ANGELES				
N/A	Orange Line Transit Neighborhood Plan	North Hollywood, Van Nuys, and Sepulveda BRT Stations	Develop regulatory tools and strategies for the areas around these three Orange Line stations to encourage transit ridership, enhance the urban built environment, and focus new growth and housing in proximity to transit and along corridors	Undergoing Environmental Review

Map ID	Project Name	Location	Description	Status
N/A	Take Back The Boulevard Initiative	Colorado Blvd.	The mission of the Take Back the Boulevard initiative is to serve as a catalyst for the community-drive revitalization of Colorado Boulevard in Eagle Rock. The Take Back the Boulevard initiative seeks to utilize broad community feedback and involvement to make this central corridor through Eagle Rock a safe, sustainable, and vibrant street in order to stimulate economic growth, increase public safety, and enhance community pride and wellness.	Active Initiative
1	Multi-Family Development	11525 Chandler Blvd.	60-unit building	Active Building Permit
2	Multi-Family Development	5610 Camellia Ave.	62-unit building	Active Building Permit
3	Multi-Family Development	5645 Farmdale Ave.	44-unit building	Active Building Permit
4	Multi-Family Development	11433 Albers St.	59-unit building	Active Building Permit
5	Mixed-Use Development	11405 Chandler Blvd.	Mixed-use building with residential and commercial components (size unknown).	Active Building Permit
6	Mixed-Use Development	5530 Lankershim Blvd.	15-acre joint development at the North Hollywood Metro Station. Includes 1,275-1,625 residential units (275-425 affordable units), 125,000-150,000 sq. ft. of retail, and 300,000-400,000 sq. ft. of office space	Active Project Submission
7	Mixed-Use Development	11311 Camarillo St.	Mixed-use building (size unknown)	Active Building Permit
9	Multi-Family Development	11262 Otsego St.	49-unit building	Active Building Permit
10	Multi-Family Development	11241 Otsego St.	42-unit building	Active Building Permit
11	Multi-Family Development	11246 Otsego St.	70-unit building	Active Building Permit
12	Mixed-Use Development	5101 Lankershim Blvd.	297 units in a mixed-use housing complex	Active Building Permit
13	Multi-Family Development	5630 Fair Ave.	15-unit building	Active Building Permit
14	Multi-Family Development	5550 Bonner Ave.	48-unit building	Active Building Permit

Map ID	Project Name	Location	Description	Status
15	Commercial Development	11135 Burbank Blvd.	4-story hotel with 70 guestrooms	Active Building Permit
16	Commercial Development	11115 McCormick St.	Apartment/Office building (size unknown)	Active Building Permit
17	Multi-Family Development	5536 Fulcher Ave.	36-unit building	Active Building Permit
18	Multi-Family Development	11111 Cumpston St.	41-unit building	Active Building Permit
19	Multi-Family Development	11050 Hartsook St.	48-unit building	Active Building Permit
20	Multi-Family Development	5525 Case Ave.	98-unit building	Active Building Permit
21	Multi-Family Development	11036 Moorpark St.	96-unit building	Active Building Permit
22	Multi-Family Development	11011 Otsego St.	144-unit building	Active Building Permit
23	Multi-Family Development	10925 Hartsook St.	42-unit building	Active Building Permit
24	Multi-Family Development	10812 Magnolia Blvd.	31-unit building	Active Building Permit
25	Multi-Family Development	5338 Cartwright Ave.	21-unit building	Active Building Permit
26	Multi-Family Development	5252 Willow Crest Ave.	25-unit building	Active Building Permit
PASADENA				
42	Mixed-Use Development	690 Orange Grove Blvd.	48-unit building with commercial space	Active Project Submission
43	Multi-Family Development	745 Orange Grove Blvd.	35-unit building	Active Project Submission
44	Mixed-Use Development	100 Walnut St.	Mixed-use planned development: office building, 93-unit apartment building, and a 139-unit building	Active Building Permit
45	Multi-Family Development	86 Fair Oaks Ave.	87-unit building with commercial space	Active Project Submission
46	Commercial Development	190 Marengo Ave.	7-story hotel with 200 guestrooms	Active Project Submission
47	Multi-Family Development	39 Los Robles Ave.	Residential units above commercial space (size unknown)	Active Building Permit
48	Mixed-Use Development	178 Euclid Ave.	42-unit building with 940 sq. ft. of office space	Active Building Permit
49	Multi-Family Development	380 Cordova St.	48-unit building	Active Building Permit
50	Mixed-Use Development	170 Euclid Ave.	42-unit building with 10,000 sq. ft. of commercial space	Active Project Submission
51	Multi-Family Development	399 Del Mar Blvd.	55-unit building	Active Building Permit

Map ID	Project Name	Location	Description	Status
52	Multi-Family Development	253 Los Robles Ave.	92-unit building	Active Project Submission
53	Mixed-Use Development	171 Los Robles Ave.	8-unit building	Active Project Submission
54	Commercial Development	98 Los Robles Ave.	school of medicine building	Active Building Permit
55	Multi-Family Development	530 Union St.	55-unit building with retail space	Active Building Permit
56	Multi-Family Development	119 Madison Ave.	81-unit building	Active Building Permit
57	Multi-Family Development	289 El Molino Ave.	105-unit building	Active Building Permit
58	Multi-Family Development	99 El Molino Ave.	40-unit building	Active Building Permit
59	Commercial Development	711 Walnut St.	Mixed-use building with condominiums, commercial space, food facility, parking structure (size unknown)	Active Building Permit
60	Commercial Development	737 Walnut St.	42-unit building with commercial space	Active Project Submission
61	Mixed-Use Development	740 Green St.	273-unit building	Active Project Submission
62	Mixed-Use Development	83 Lake Ave.	54-unit building with office space	Active Project Submission
63	Multi-Family Development	231 Hill Ave.	59-unit building	Active Project Submission

SOURCE: Terry A. Hayes Associates Inc., 2020.

North San Fernando Valley (SFV) Bus Rapid Transit (BRT) Project. The North SFV BRT Project is a proposed new 18-mile BRT line that is intended to serve the portions of the San Fernando Valley that are north of the Metro G Line (Orange) service area. The project would provide a new, high-quality bus service between the communities of Chatsworth to the west and North Hollywood to the east. The project would enhance existing bus service and increase transit system connectivity.

Joint Development - North Hollywood Station Project. The Joint Development - North Hollywood Station project would construct facilities at the North Hollywood B/G Line (Red/Orange) Station that would be shared by the Proposed Project. The project has been identified in the Measure M Expenditure Plan, with a projected opening date between Fiscal Year 2023-25 and $180 million of funding.

NextGen Bus Plan. In January 2018, Metro began the NextGen Bus Plan aimed at reimagining the bus network to be more relevant, reflective of, and attractive to the diverse customer needs within Los Angeles County. The NextGen Bus Plan will realign Metro's bus network based upon data of existing ridership and adjust bus service routes and schedules to improve the overall network. The Proposed Project would be included in the Plan and replace some select bus services in the region. The NextGen Bus Plan is anticipated to begin implementation in the beginning of 2021.

East SFV Light Rail Transit (LRT) Project. The East SFV LRT Project will be a 9-mile LRT line that will extend north from the Van Nuys Metro G Line (Orange) station to the Sylmar/San Fernando Metrolink Station. Light rail trains will operate in the median of Van Nuys Boulevard for 6.7 miles to San Fernando Road. From San Fernando Road, the trains will transition onto the existing railroad right-of-way that's adjacent to San Fernando Road, which it will share with Metrolink for 2.5 miles to the Sylmar/San Fernando Metrolink Station. The project includes 14 at-grade stations. The Draft EIR/Environmental Impact Statement (EIR/EIS) was published in August 2017 and the Final EIR/EIS is currently being prepared by Metro.

There is an existing cumulative impact in the Project Area related to aesthetics and visual resources. The cumulative setting is the Project Area and existing views from the affected roadways. Past projects have resulted in a highly urbanized landscape from the construction of buildings, transportation infrastructure, and other structures that have adversely affected scenic vistas, scenic resources, and visual character and quality. In addition, other present or reasonably foreseeable future projects could result in the loss of visual resources, particularly street trees and historic buildings, though this is unlikely as the related projects mostly consist of infill development projects that would not drastically change the existing setting. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to the existing cumulative impact. The cumulative effect is best addressed through consideration of Related Projects.

Regarding construction activities, the presence of construction vehicles, equipment, visual signs of construction, and personnel would present visually disruptive elements but would be temporary. Construction activities could include station construction, street reconstruction, tree removal, and street restriping. Effects to visual resources (e.g., scenic vistas, visual character and light/glare) would be temporary and not significant given the nature of construction activities and general lack of high-quality vistas within the Project Area. Therefore, Proposed Project construction activities would not contribute to the existing cumulative impact.

Regarding operational activities, the primary visual elements of the Proposed Project include the addition of BRT vehicles, changes to existing parking and vehicle lanes, bus stations and platforms, curb and sidewalk modifications, and changes to street configurations including bus-only lanes, new or relocated bus stops, and modifications to existing medians. The Proposed Project would result in permanent alterations to the street where bus lanes are proposed and along sidewalks and medians at the locations of station platforms. Mitigation Measures **VIS-1**, and **VIS-2** would reduce potential visual impacts by requiring landscaping and streetscape beautification. Effects to visual resources (e.g., scenic vistas, visual character and light/glare) would not be significant with mitigation. None of the Related Projects are anticipated to result in additional impacts to the visual resources affected by the Proposed Project. Therefore, Proposed Project operational activities would not contribute to the existing cumulative impact.

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9. List of Preparers

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