



4.2.18 Maintenance and Operations Facility Sites

The proposed locations for future vehicle storage and maintenance are shown on Figure 2-48. Additional storage and maintenance capacity is proposed to be developed as an expansion of the existing Division 20 Maintenance and Storage Facility (see Figure 2-49) or as an alternate, at the Union Pacific Los Angeles Transportation Center Rail Yard (see Figure 2-50).

4.2.18.1 Existing Division 20 Maintenance and Storage Facility Site and Proposed Expansion Area

The existing Division 20 Maintenance and Storage Facility site contains several buildings, including a main building for major repair, an adjoining service and inspection building, and an open building for outside blow down next to the service and inspection building. The main building contains track bays for repair and bays for wheel truing. The rest of the site contains several rows of rail tracks.

The site is mostly paved and does not contain any landscaped areas. It is in a heavily industrial area, characterized by large blocks and large industrial buildings. The site sits between two bridges that pass over the LA River on First and Fourth Streets. These bridges were built in 1929 and 1930 and are prominent visual features in the area. They have concrete arches and are exemplary of the City Beautiful style.

The Southern California Institute of Architecture is located west of the site in a north-south oriented building along Santa Fe Avenue. The site is visible from this school. There are no notable views from the site and the area's existing visual quality is low due to its lack of visual coherence and compositional harmony. In addition, the area also contains heavy industrial-type land uses that typically include elements that are considered visual eyesores such as overhead power lines and flood lights on tall standards (Figure 4-36).

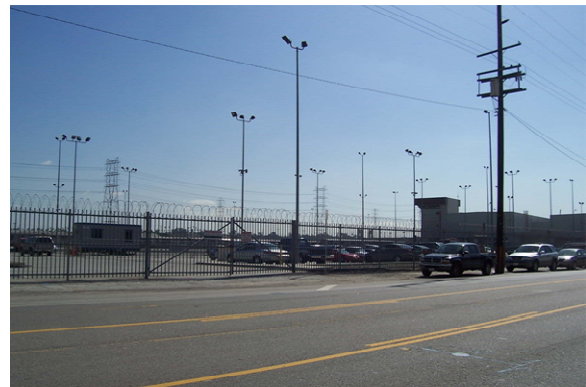


Figure 4-36. View looking north toward the existing Maintenance Facility

The expansion area is adjacent to the southern boundary of the Division 20 Yard, between Fourth Street (on the north) and Sixth Street, and immediately adjacent to the LA River. It is configured in a narrow, funnel shape and was once used as a junction point for railway spur tracks serving nearby industries. The existing Metro rail tracks run east of the site.

There are no buildings on the site, which is entirely paved. Buildings east of the site consist of one- to three-story industrial-type buildings.

The Fourth and Sixth Street Bridges over the LA River frame each boundary of the site. These bridges were built in 1930 and 1932, respectively, and are prominent visual features in the area. The Fourth Street Bridge has concrete arches and is exemplary of the City Beautiful style. The Sixth Street Bridge has concrete columns, bent caps, girders, and abutments.



Santa Fe Avenue, immediately west of the site, is a wide, two-lane road with informal parking areas along its sides, some of which are dirt. Views from the Fourth Street Bridge to the site are limited for passing motorists by the thick bridge walls, but pedestrians can see the site from the bridge that passes immediately over the site. The existing maintenance and storage facility site and the expansion area are of low visual quality due to a lack of visual coherence and compositional harmony. In addition, these areas also contain heavy industrial-type land uses with elements that are considered visual eyesores, such as tall overhead power lines and floodlights (Figure 4-37).



Figure 4-37. View looking north toward the Fourth Street Bridge from Santa Fe Avenue

4.2.18.2 Union Pacific Railroad Los Angeles Transportation Center Rail Yard

This alternative site is a portion of the larger Union Pacific Railroad Los Angeles Transportation Center Rail Yard, which is over 120 acres. It is surrounded by the Union Pacific Railroad Los Angeles Transportation Center Rail Yard, the Los Angeles River, and I-5.

The site is mainly concrete open space parking and circulation areas for trucks; however, one main large rectangular warehouse-type building is located along the site’s western edge. The site contains and is surrounded by railroad tracks and heavy industrial uses. It is also adjacent to the LA River, which is channelized within a concrete waterway. While the LA River area is currently heavily industrialized, plans for revitalization through the recent LA River Revitalization Master Plan call for greening and open space improvements along the river and across the river to the west, toward the new State Historical Park at the Cornfields.

I-5, U.S. Highway 101, and the LA River visually isolate the site, but the grade increases to the east permitting views to and from the east side of the river (Figure 4-38). These views include the LA County Hospital; the USC Medical Center area; and commercial, industrial, and residential buildings.



Figure 4-38. View looking east toward the LA County Hospital and the USC Medical Center on the hill



There are also views to and from the south that include some of the tall buildings in Downtown LA, including the Los Angeles Metro building (Figure 4-39). Figure 4-40 shows a view from the yard looking south down Lamar Street, toward the 101 Freeway.



Figure 4-39. View looking west toward Downtown LA



Figure 4-40. View from the Yard looking south down Lamar Street toward the 101 Freeway

Most of the site is paved in concrete and asphalt with little to no landscaping. Overhead power lines and flood lights on tall standards are common elements in views to and from the site. The site's existing visual quality is low due to its lack of visual coherence and compositional harmony. In addition, the area also contains heavy industrial-type land uses that typically include elements that are considered visual eyesores.



5.0 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES

This section evaluates the potential effects of the project alternatives on existing visual character and aesthetic resources.

5.1 Methodology

The assessment of visual and aesthetic resources focuses on areas where changes in the visual environment would be greatest, such as at station entrances and at the maintenance and operation facility site(s). The assessment of potential visual impacts addresses the following:

- Conflicts or complements to the existing visual character
- Changes in visual quality
- Likely impact on viewers with consideration of viewer sensitivity
- Visual intrusion and blockage of sensitive views with an emphasis placed on views that are identified by local jurisdictions as requiring protection
- Creation of shadows
- Increases in light and glare

The degree of visual impact was determined by assessing the visible changes that would be introduced by the project alternatives. The assessment focuses on areas where changes in the visual environment would be greatest, such as at station entrances and where maintenance and operation facility sites are proposed, as well as areas with higher viewer sensitivity and/or where sensitive views would be affected. Consideration has been given for removal of existing buildings as well as well as affects to open plazas adjacent to buildings.

According to CEQA, a proposed project would have a significant visual impact if it would result in any of the following:

- Adversely affect a scenic vista
- Substantially damage a scenic resource, including but not limited to, trees, rock outcroppings, historic buildings, and culturally significant sites within a state or locally designated scenic highway
- Substantially degrade the existing visual character or quality of the site and its surroundings
- Create a new source of light or glare that would adversely affect day or nighttime views in the area

A high impact is defined as a reduction of the existing visual quality by one or more of the three categories (high, moderate, or low). For example, if the visual quality category of an area is reduced from high to moderate or changes from moderate to low, the impact would be considered a significant impact under CEQA.



5.2 Operational Impacts

The Westside Subway Extension is primarily a subway project where the train would travel underground. Because the visual impacts would be primarily limited to station areas, most of the visual setting discussion is focused on these areas. However, the maintenance facility sites are also discussed.

Operational impacts of varying degrees would occur at each of the station areas, as discussed in the following subsections. The station components and tunnel ventilation structures would be visible to varying degrees. However none of these project elements is expected to significantly change the visual character of the area where they would be located.

Based on the urban design analysis conducted for the project, the stations may contribute to increasing the visual quality of the neighborhood where they would be located (*Station Planning & Urban Design Concept Report*, METRO, 2009). These guidelines include, but are not limited to, the following: (1) Preserve and enhance the unique cultural identity of each station area and its surrounding community by implementing art and landscaping; and (2) Promote a sense of place, safety, and walkability by providing street trees, walkways or sidewalks, lighting, awnings, public areas, and /or street furniture.

The typical station components that would be visible at all stations include signage; defining lighting; streetscape amenities such as benches, information map cases, landscaping, special paving, and art; and bike facilities such as racks or lockers. The belowground station components visible to viewers would include escalators, elevators, and stairs, as well as linear station waiting area platforms.

In addition to the typical station components, three entrance types would be used for stations: plazas with covered entries, entries integrated with existing buildings, and entries incorporated into future joint developments. Open plazas adjacent to the buildings would be affected by some station entrances. In most of the cases, the entrances would impact the landscaping and plaza design. The landscape designs in these plazas would be removed and replaced in kind. The plazas would be redesigned to accommodate the station entrance area and the associated canopy structure.

The following subsections discuss potential visual changes at each station area. Table 5-1 summarizes the visual impacts at stations and for each Build Alternative. No stations would adversely impact a scenic highway or alter scenic vistas. However, project components would be seen by viewers, such as residents, in views that they value. The view of these components is not expected to result in a lower visual quality. To represent the range of visual impacts that would occur, visual simulations illustrating how the station area may appear after construction were prepared for the six stations listed below.

- Wilshire/La Brea Station (Figure 5-2)
- Wilshire/Fairfax Station (Figure 5-4)
- Wilshire La Cienega Station (Figure 5-8)
- Wilshire/Rodeo Station (Figure 5-10)



- Wilshire/4th Station (Figure 5-21)
- Hollywood/Highland Station (Figure 5-23)

Other support facilities such as traction power substations would be located within the stations. The location of these support facilities would be noticeable when located at the surface, but would not result in dramatic effects to the visual environment. Emergency generators would be visible facilities on the surface near the following stations: Wilshire/La Brea, Wilshire/Rodeo, Century City (either Santa Monica Boulevard or Constellation Boulevard), Westwood/VA Hospital, and Wilshire/26th Street. The emergency generators would be completely enclosed in small metal buildings, about 20 feet by 60 feet in size, and sited on property of about 50 feet by 100 feet. Although they would be noticeable in views, the buildings would be screened from public view with a wall or fence. In addition, exterior landscaping would be installed around the site per the regulations of the jurisdiction where the facilities would be located.

Table 5-1. Visual Impacts

Alternatives and Stations	Scenic Highway	Scenic Vista	Visual Character	Light and Glare
Alternative 1—Westwood/UCLA Extension				
Wilshire/Crenshaw	No impact. Not designated.	Scenic vistas would not be altered.	Design of the entrance plaza area is expected to complement the cultural, historic, geographic, and aesthetic character of the low-density residential areas to the north and south of Wilshire Boulevard and the local aesthetic of Hancock Park and the area’s Art Deco history.	Impacts from portal-defining lighting and signage would be minimal.
Wilshire/La Brea	Within Miracle Mile Corridor, but no adverse impacts to the scenic highway would occur. The station entrance may contribute to improving visual quality along the Miracle Mile Corridor.	Scenic vistas would not be altered.	Design of the entrance plaza area is expected to complement the aesthetic of the area’s Art Deco character.	Impacts from portal-defining lighting would be minimal.



Table 5-1: Visual Impacts (continued)

Alternatives and Stations	Scenic Highway	Scenic Vista	Visual Character	Light and Glare
Wilshire/Fairfax	Within Miracle Mile Corridor, but no adverse impacts to the scenic highway would occur. The station entrance may contribute to improving visual quality along the Miracle Mile Corridor.	Scenic vistas would not be altered	The aboveground station components are expected to complement the regional visual resources along Wilshire Boulevard, such as the West LACMA building and Petersen Automotive museum buildings.	Impacts from portal-defining lighting would be minimal.
Wilshire/La Cienega	No impact. Not designated.	Scenic vistas would not be altered.	The Flynt building and the iconic statue of John Wayne are prominent visual features, and the station entrance would change the setting and visual character at the intersection of Wilshire Boulevard and S. Hamilton Drive. However, this change would not be significant.	Impacts from portal-defining lighting would be minimal.
Wilshire/Rodeo	No impact. Not designated.	Scenic vistas would not be altered.	The design of the entrance is expected to complement the eclectic, Modern, Neo-Traditional, International, Art Deco, and less distinguishable buildings that contribute to the area's visual character.	Impacts from portal-defining lighting would be minimal.



Table 5-1: Visual Impacts (continued)

Alternatives and Stations	Scenic Highway	Scenic Vista	Visual Character	Light and Glare
Century City: Santa Monica Option and Constellation Option	Both of the Century City station options are located along scenic highways—Avenue of the Stars and Santa Monica Boulevard. No adverse impacts to the scenic attributes of either highway would occur.	Scenic vistas would not be altered.	The designs for the aboveground station components are expected to complement the prominent buildings that contribute to the area’s visual character.	Impacts from portal-defining lighting would be minimal.
Westwood/UCLA	No impact. Not designated.	Scenic vistas would not be altered.	Designs of the aboveground station components for both options would complement the surrounding mid- to high-rise residential towers, hotels, and office buildings.	Impacts from portal-defining lighting would be minimal.
Alternative 2—Westwood/VA Hospital Extension				
This alternative extends from the existing Metro Purple Line Wilshire/Western Station to the Westwood/Veterans Affairs Campus. This alternative includes the six stations described above under Alternative 1, plus one additional station at the VA Hospital.				
Westwood/VA Hospital	No impact. Not designated.	Scenic vistas would not be altered.	Designs of the aboveground station components for both options would complement the surroundings. None of the station components for either option would conflict with the area’s character, which includes large parking lots and other buildings on the VA property.	Impacts from portal-defining lighting would be minimal.



Table 5-1: Visual Impacts (continued)

Alternatives and Stations	Scenic Highway	Scenic Vista	Visual Character	Light and Glare
Alternative 3—Santa Monica Extension				
This alternative includes the same stations and options that are described above for Alternative 2, plus the additional stations on Wilshire at Bundy, 26th Street, 16th Street, and 4th Street that are described below.				
Wilshire/Bundy	No impact. Not designated.	Scenic vistas would not be altered.	The designs for the aboveground station components are expected to complement the surrounding office towers and smaller one- and two-story buildings that contribute to the area’s visual character.	Impacts from portal-defining lighting would be minimal.
Wilshire/26th	No impact. Not designated.	Scenic vistas would not be altered.	The designs for the aboveground station components are expected to complement the eclectic mix of architectural styles of varying heights, shapes, and sizes that contribute to the area’s visual character.	Impacts from portal-defining lighting would be minimal.
Wilshire/16th	No impact. Not designated.	Scenic vistas would not be altered.	The designs for the aboveground station components are expected to complement the variety of low- and mid-rise commercial buildings, as well as the distinctive UCLA Medical Center.	Impacts from portal-defining lighting would be minimal.
Wilshire/4th	No impact. Not designated.	Scenic vistas would not be altered.	The designs for the aboveground station components are expected to complement the area’s eclectic mix of Modern, Post-Modern, Art Deco, and Streamline Modern architecture.	Impacts from portal-defining lighting would be minimal.



Table 5-1: Visual Impacts (continued)

Alternatives and Stations	Scenic Highway	Scenic Vista	Visual Character	Light and Glare
Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension				
This alternative encompasses all of the stations described above under Alternative 2, from the existing Metro Purple Line Wilshire/Western Station to Westwood/VA Hospital, and the stations along an alignment that extends from the existing Metro Red Line Highland/Hollywood Station to the Wilshire/La Cienega Station. The additional stations are described below.				
Hollywood/Highland	No impact. Not designated.	Scenic vistas would not be altered.	The designs for the aboveground station components are expected to complement the area’s diverse visual character, which includes an eclectic mix of building shapes and sizes.	Impacts from portal-defining lighting would be minimal.
Santa Monica/La Brea	No impact. Not designated.	Scenic vistas would not be altered.	The designs for the aboveground station components are expected to complement the area’s tightly knit commercial character.	Impacts from portal-defining lighting would be minimal.
Santa Monica/Fairfax	No impact. Not designated.	Scenic vistas would not be altered.	The designs for the aboveground station components are expected to complement the area’s diverse visual character, which includes a diverse mix of shops, restaurants, and bars.	Impacts from portal-defining lighting would be minimal.
Santa Monica/San Vicente	No impact. Not designated.	Scenic vistas would not be altered.	The designs for the aboveground station components are expected to complement the area’s eclectic, varied buildings and the Santa Monica Boulevard “Main Street” beautification project.	Impacts from portal-defining lighting would be minimal.



Table 5-1: Visual Impacts (continued)

Alternatives and Stations	Scenic Highway	Scenic Vista	Visual Character	Light and Glare
Beverly Center Area	No impact. Not designated.	Scenic vistas would not be altered.	The designs for the aboveground station components are expected to complement the commercial buildings in the area.	Impacts from portal-defining lighting would be minimal.
<p>Alternative 5—Santa Monica Extension plus West Hollywood Extension This alternative is the combination of Alternative 3 (Santa Monica Extension), plus the West Hollywood Extension described in Alternative 4 (see descriptions above). This alternative therefore extends from the existing Metro Purple Line Wilshire/Western Station to Santa Monica/Fourth in the City of Santa Monica, and from the existing Metro Red Line Hollywood/Highland Station to the Wilshire/La Cienega Station. This alternative includes the 12 stations that are described above for Alternative 3, plus the five additional stations that are described as part of the West Hollywood Extension (described above under Alternatives 3 and 4).</p>				

Other support facilities such as traction power substations would be located within the stations. The location of these support facilities would be noticeable when located at the surface, but would not result in dramatic effects to the visual environment. Emergency generators would be visible facilities on the surface near the following stations: Wilshire/La Brea, Wilshire/Rodeo, Century City (either Santa Monica Boulevard or Constellation Boulevard), Westwood/VA Hospital, and Wilshire/26th Street. The emergency generators would be completely enclosed in small metal buildings, about 20 feet by 60 feet in size, and sited on property of about 50 feet by 100 feet. Although they would be noticeable in views, the buildings would be screened from public view with a wall or fence. In addition, exterior landscaping would be installed around the site per the regulations of the jurisdiction where the facilities would be located.

5.2.1 No Build Alternative

Because the No Build Alternative would not result in visual changes beyond those previously considered for approved projects, no visual impacts would occur.

5.2.2 Transportation System Management (TSM) Alternative

The TSM Alternative includes adding 65 Rapid and local busses in the peak commute period. This increase in service would have no impacts to visual resources and community character.

5.2.3 Alternative 1—Westwood/UCLA Extension

This alternative extends from the existing Metro Purple Line Wilshire/Western Station to a Westwood/UCLA Station. The alternative extends westerly from the Wilshire/Western Station, centered below Wilshire Boulevard, to the Wilshire Boulevard/Santa Monica Boulevard intersection. At this location, the alignment curves northwesterly from Wilshire Boulevard to Santa Monica Boulevard, traversing first along the northern edge



of Santa Monica Boulevard, then the center, and then the southern edge of Santa Monica Boulevard to the station in Century City.

From there, the alignment crosses Beverly Glen Boulevard, turns northwesterly at Pandora Avenue toward Thayer Avenue, and traverses under the properties at a northwest angle until Westholme Avenue, where it turns westerly under Wilshire Boulevard to Malcolm Avenue. At Malcolm Avenue, the alignment angles northward toward Lindbrook Drive and extends under the center of Lindbrook Drive, crossing under Gayley Avenue and terminating under UCLA’s Lot 36 (bordered by Veteran, Kinross, and Gayley Avenues and Wilshire Boulevard).

Alternative 1 includes the six stations described below.

5.2.3.1 Wilshire/Crenshaw Station

The Wilshire/Crenshaw Station would be located between Bronson Avenue and Lorraine Boulevard. The potential station entrance is on the south side of Wilshire Boulevard on a vacant lot between Crenshaw Boulevard and Lorraine Boulevard (Figure 5-1). The entrance would include a plaza with a canopy-covered entrance that would be highly visible and prominent in the open lot. Other aboveground station components that could be visible include signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers. The belowground station components visible to viewers would include escalators, elevators, and stairs, as well the station waiting and boarding areas. Regardless of a station at this location, a vent shaft would be constructed mid-way between Crenshaw Boulevard and Lorraine Boulevard but would be designed to blend with the other station components.

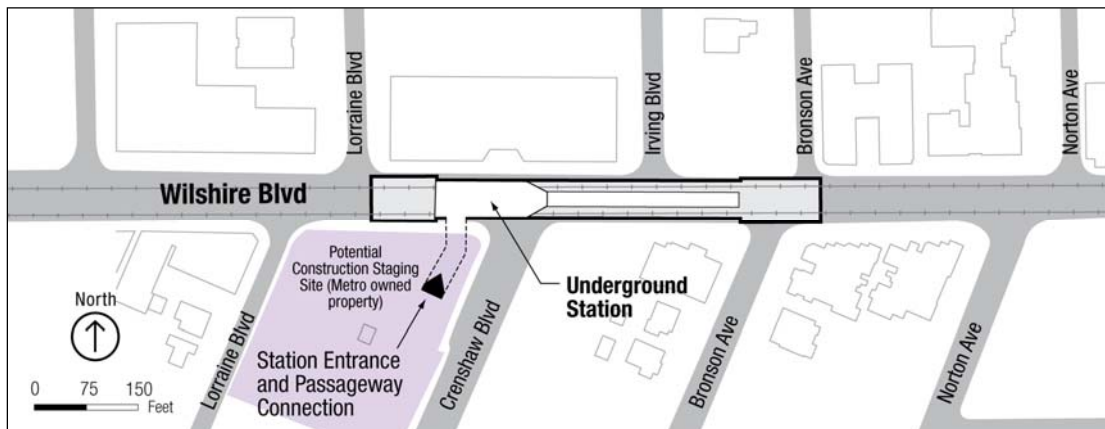


Figure 5-1. Wilshire/Crenshaw Station Site Plan

The station entrance would likely be integrated with future development when it occurs, and the design of the entrance would be clearly marked as the station entrance. The entrance area is expected to complement the cultural, historic, geographic, and aesthetic character of the low-density residential areas to the north and south of Wilshire Boulevard and the local aesthetic of Hancock Park and the area’s Art Deco history. The station entrance structure may improve visual quality along Wilshire Boulevard. Scenic vistas would not be adversely altered by any of the potential entrances, and no impacts to scenic highways would occur.



5.2.3.2 Wilshire/La Brea Station

The Wilshire/La Brea Station would be located between S. La Brea Avenue and Cloverdale Avenue. The potential station entrances are shown on Figure 5-2. The entrances shown on the south side of Wilshire Boulevard would be integrated within the existing Bank of America building and, other than signage, the potential entrances would not be highly visible from the street. The former Columbia Savings building site is a potential redevelopment site where the station design could be integrated with the design of a future building. The potential station entrance on the north side of Wilshire Boulevard would require removal of the existing Blockbuster Video building.

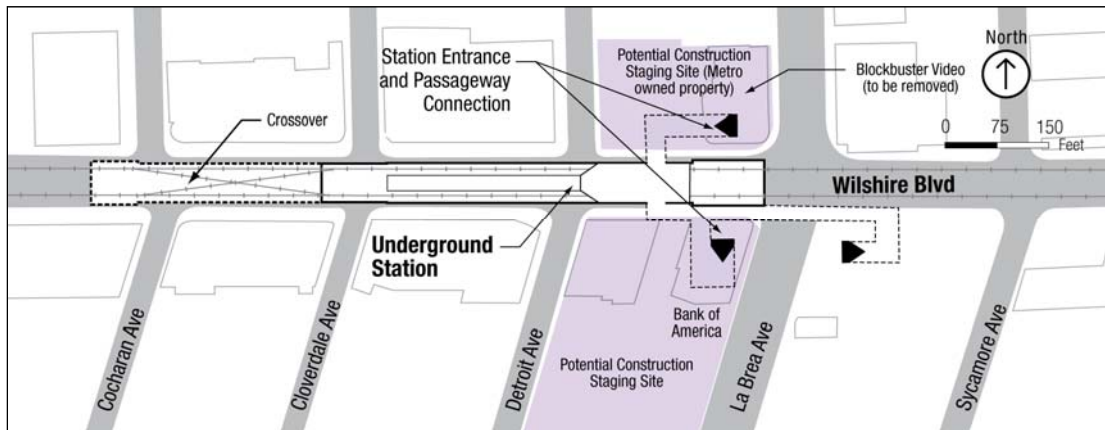


Figure 5-2. Wilshire/La Brea Station Site Plan

The existing view of the Blockbuster Video building and a simulated view showing the building replaced by the station entrance and canopy are shown on Figure 5-3. The canopy would be a prominent visible structure on the corner of Wilshire Boulevard and S. La Brea Avenue but would blend with the varied scale of existing streetscape elements. Other aboveground station components that would be visible include signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers. The belowground station components visible to viewers would include escalators, elevators, and stairs, as well as the station waiting and boarding areas.

The station would be within the section of Wilshire Boulevard that is designated scenic (the Miracle Mile); however, no adverse impacts to the scenic highway would occur. The canopy design is expected to complement the aesthetic of the area’s Art Deco character. Overall, the station entrance may contribute to improving visual quality along the Miracle Mile section of Wilshire Boulevard. Scenic vistas of the Santa Monica Mountains would not be adversely altered by any of the potential entrances. The existing Metro customer service center would be incorporated into the new station design.

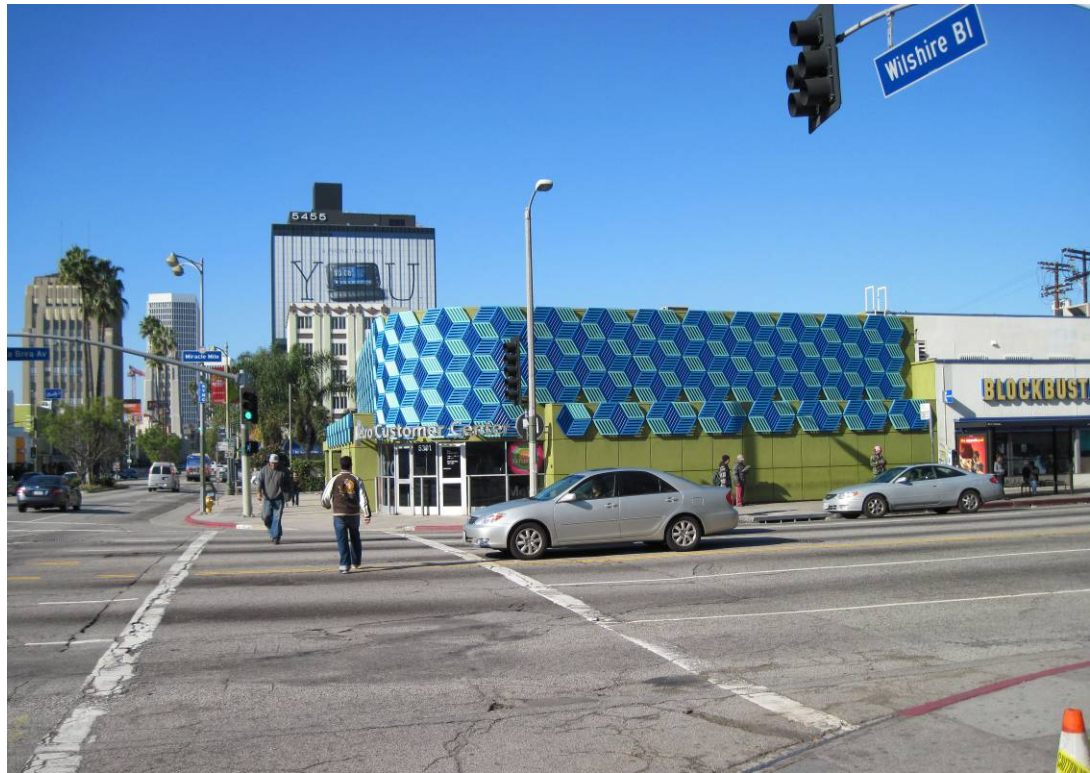


Figure 5-3. Wilshire/La Brea Station-Potential Blockbuster Video Site Entrance (Existing and Simulation)



5.2.3.3 Wilshire/Fairfax Station

There are two options for the Wilshire/Fairfax Station, both of which would generally be located at the Wilshire Boulevard/S. Fairfax Avenue intersection (Figure 5-4 and Figure 5-5).

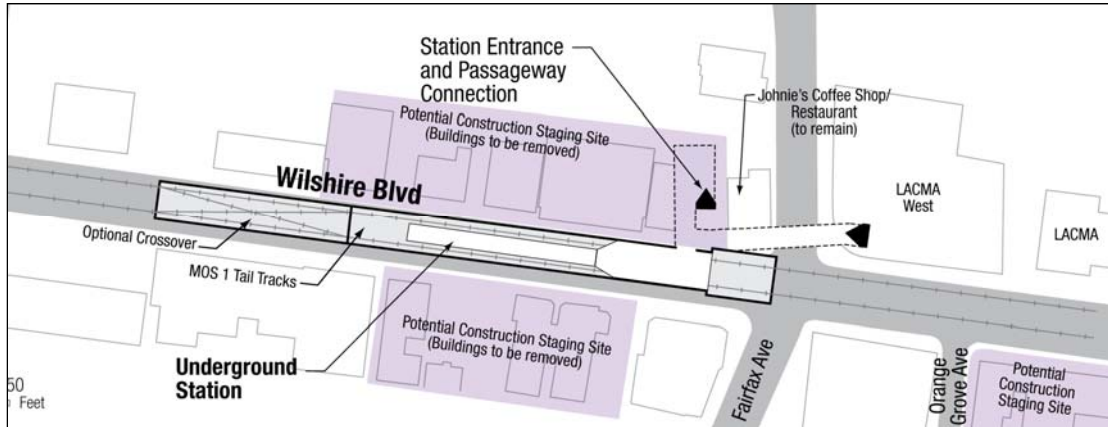


Figure 5-4. Wilshire/Fairfax Station (West) Site Plan

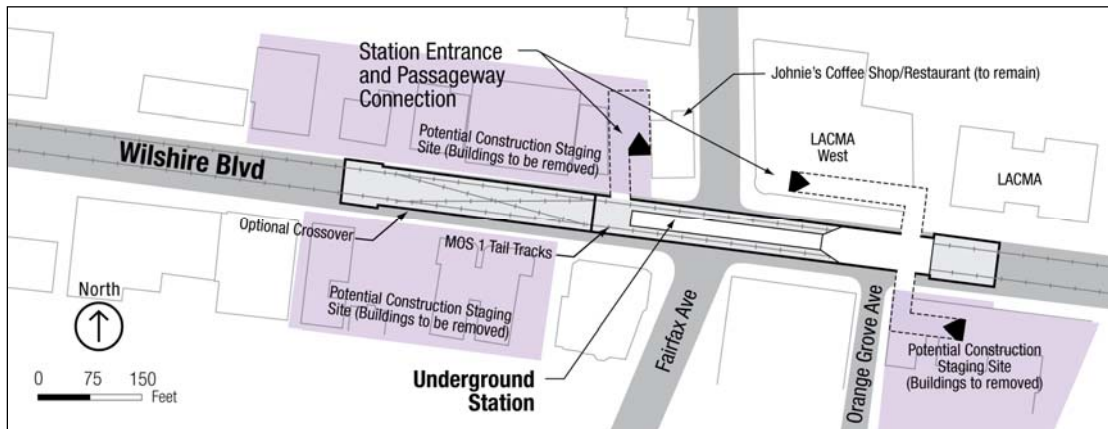


Figure 5-5. Wilshire/Fairfax Station (East) Site Plan

The potential station entrances for the West Option are shown on Figure 5-5. One of the entrance possibilities is on the northwest corner of Wilshire Boulevard and S. Fairfax Avenue. Five buildings directly west of Johnnie’s Coffee Shop would be removed to allow construction of one potential entrance. The station entrance between Johnnie’s and the retail stores would be located to avoid intrusion on the structure. The station entrance at this location would likely be integrated with future development. The other potential entrance for this option is at the northeast corner of Wilshire Boulevard and S. Fairfax Avenue. This entrance would be incorporated in the historic West LACMA building. Removal of existing buildings can improve or detract from visual settings depending on the building’s condition, style, scale, and color. Removing the five buildings west of Johnnie’s Coffee Shop would be a notable loss, changing the visual setting along that section of Wilshire Boulevard. However, it is not expected to reduce the area’s visual character or quality, as the potential entrance would likely be integrated into future development.



The potential station entrances for the East Option are shown on Figure 5-6. For this option, the entrance west of Johnie's Coffee Shop would be in an area where three buildings would be removed, and the station entrance would likely be incorporated into future development visual impacts would be similar to those discussed above for the West Option. The other two potential entrances with this option would be integrated within existing buildings. Other than signage, the integrated entrances would not be highly visible or prominent from the street. Figure 5-7 shows existing and simulated views of the potential entrance in the LACMA building.

The aboveground station components that would be visible under both options include signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers. The designs of these station components are expected to complement the regional visual resources along Wilshire Boulevard, such as the West LACMA building and Petersen Automotive museum buildings. This section of Wilshire Boulevard is also designated scenic (the Miracle Mile); however, no adverse impacts to the scenic highway would occur with either option. Scenic vistas of the Santa Monica Mountains would not be adversely altered by any of the potential entrances.



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



5.2.3.4 Wilshire/La Cienega Station

There are two options for the Wilshire/La Cienega Station. The station option that would not connect with the West Hollywood alignment is between S. Gale Drive and S. Le Doux Road and is shown on Figure 5-7. The station option with a transfer to the West Hollywood alignment is farther west but in the same general vicinity (Figure 5-8).

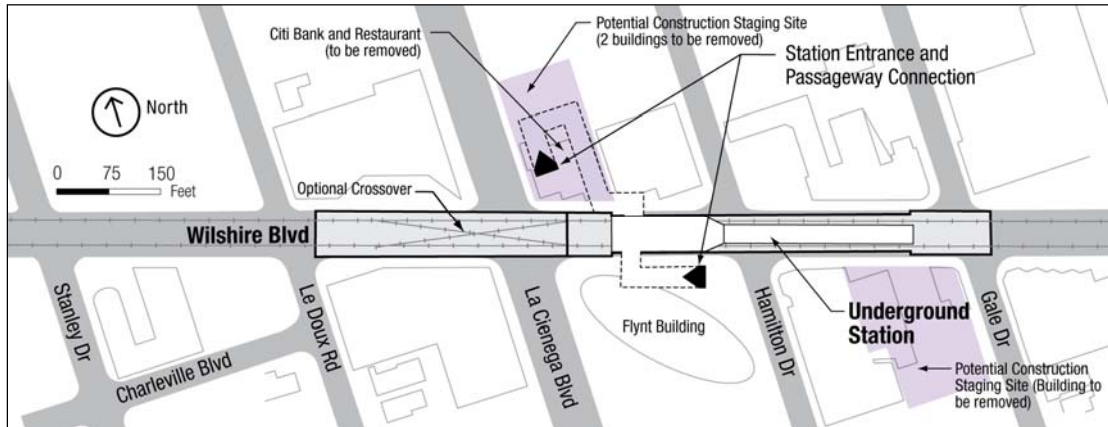


Figure 5-7. Wilshire/La Cienega Station Site Plan (with no connection)

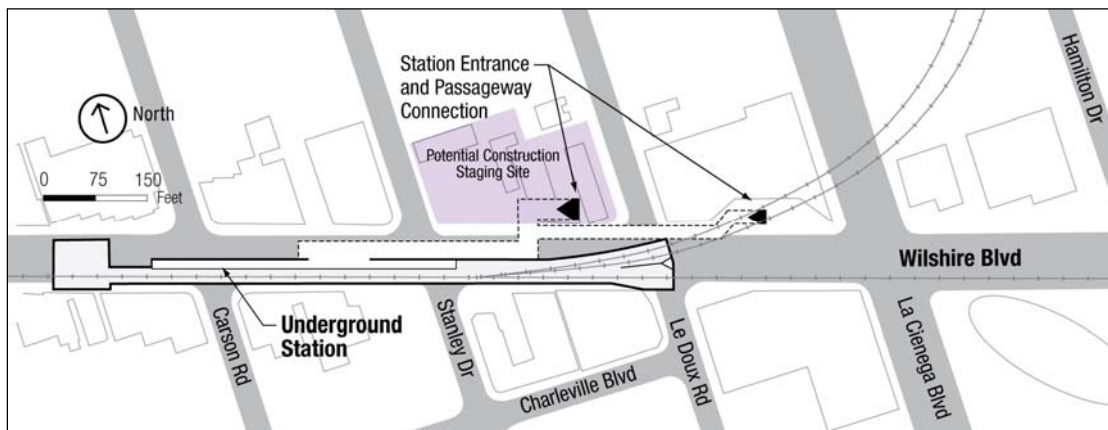


Figure 5-8. Wilshire/La Cienega Station Site (with transfer)

The two potential entrances for the station without a connection are shown on Figure 5-7. The entrance north of Wilshire Boulevard would require removal of the exiting Citi Bank building, which includes a restaurant. The entrance would be an open portal that could eventually be part of a joint-development project. Demolishing this building is not expected to reduce the area’s visual quality. The existing view of the Citi Bank site and a simulated view showing the potential plaza and entrance are provided in Figure 5-9. As shown by the simulated view, the station entrance would be a prominent feature on the corner. Aboveground station components would include the station portal structure, signage, defining lighting, benches, landscaping, special paving, art, and bike facilities. The other potential entrance for this station option is in the Plaza of the Flynt building, where the iconic John Wayne statue is located. The Flynt building and the iconic statue of John Wayne are prominent visual features, and the station entrance would change the setting and visual character at the intersection of Wilshire Boulevard and S. Hamilton



Drive from an open plaza to a more developed character, with station components. The statue and landscape in front of the Flynt building will have to be relocated and reinstalled in kind. The entrance to the building will be visually hidden and access area to the building will be reduced. This change would not be significant, however. The aboveground station components that would be visible from the street and buildings include signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers. The belowground station components visible to viewers would include escalators, elevators, and stairs, as well as the station waiting and boarding areas.. Although the setting of the Flynt building plaza would change, the above-ground station components are expected to complement the area's character. Scenic vistas along S. La Cienega Boulevard to the Santa Monica Mountains would not be adversely altered by any of the potential entrances.

The potential entrances for the station option with a connection are shown on Figure 5-8. Visual impacts would be similar to, but less than, those for the station without a connection since no buildings would be removed and the building settings where the entrances would be located do not include any iconic visual resources such as the John Wayne statue. In addition, the settings for the entrances under this option are not notably unique.



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

5.2.3.5 Wilshire/Rodeo Station

The Wilshire/Rodeo Station would be located between N. Canon Drive and South El Camino Drive. The two potential station entrances on the south side of Wilshire Boulevard are on sites where existing buildings would be removed (Figure 5-10). Removal of existing buildings can improve or detract from visual settings depending on building condition, style, scale, and color. However, the buildings that would be removed do not have distinct visual features, and their loss is not expected to reduce the area’s visual quality. The two potential entries south of Wilshire Boulevard would have plazas with canopy-covered portals. The canopy-covered entrance would be highly visible and prominent from the street. Other aboveground station components that would be visible at these sites include signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers.

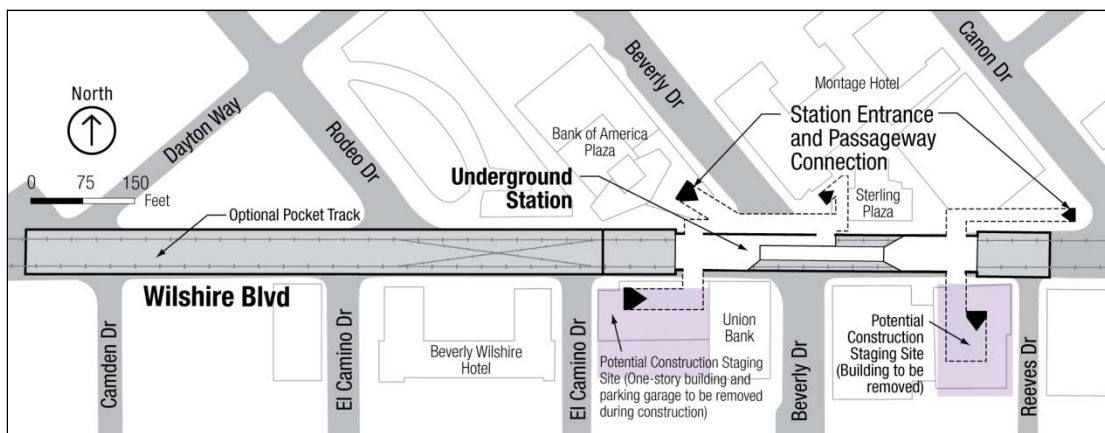


Figure 5-10. Wilshire/Rodeo Station Site Plan

The potential entrance at the northwest corner of Wilshire Boulevard and N. Canon Drive would be on the entrance plaza to the Bank of America plaza and would have the same visible station components that are mentioned above. The landscape design at the plaza will be removed and replaced in kind. The canopy-covered entrance would also be highly visible and prominent from the street.

The potential entrances at the northeast and northwest corners of Wilshire Boulevard and N. Beverly Drive would be incorporated into the existing buildings. Other than signage for the station, the potential entrances would not be highly visible or prominent from the street. The existing view of the potential entrance at the Sterling Building at the northeast corner of Wilshire Boulevard and N. Beverly Drive and the simulated view are shown on Figure 5-11.

The belowground station components visible to viewers would include escalators, elevators, and stairs, as well as the station waiting and boarding areas. The design of the potential entrance is expected to complement the eclectic, Modern, Neo-Traditional, International, and Art Deco styles that contribute to the area’s visual character. Scenic vistas east and west down Wilshire Boulevard would not be adversely altered by any of the potential entrances, and no impacts to scenic highways would occur.



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



5.2.3.6 Century City Station

There are two options for the Century City Station, one at Santa Monica Boulevard and the other at Constellation Boulevard. The station option at Santa Monica Boulevard is shown on Figure 5-12. The potential station entrances for the Santa Monica Boulevard option are at various locations on the south side of Santa Monica Boulevard. Consistent with Metro’s canopy design, each of these entrances would include a plaza with a canopy-covered entrance that would be highly visible and prominent in this area of mid- and high-rise buildings, including from the Los Angeles Country Club golf course on the north side of Santa Monica Boulevard. The landscape and water fountain in front of office building on the southeast corner of Santa Monica/ Avenue of Stars will be removed and relocated/ replaced to accommodate a station entrance.

Other aboveground station components that would be visible include signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers. The belowground station components visible to viewers would include escalators, elevators, and stairs, as well as the station waiting and boarding areas. The designs for the aboveground station components are expected to complement the prominent buildings that contribute to the area’s visual character.

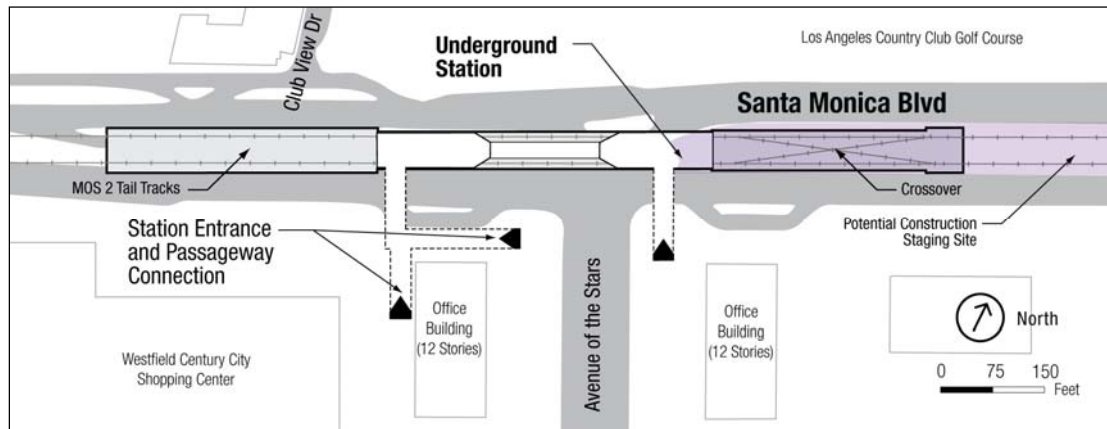


Figure 5-12. Century City/Santa Monica Station Site Plan



The potential entrances for the Constellation Option are shown on Figure 5-13. Visual impacts would be similar to the potential entrances for the Santa Monica Boulevard option, since each would include a plaza with a canopy-covered entrance that would be highly visible from the street and upper floors of surrounding buildings. However, the Constellation Option is located at a busy intersection that is surrounded by office towers, and the canopy in this setting would be less prominent than the canopy for the Santa Monica Boulevard Option.

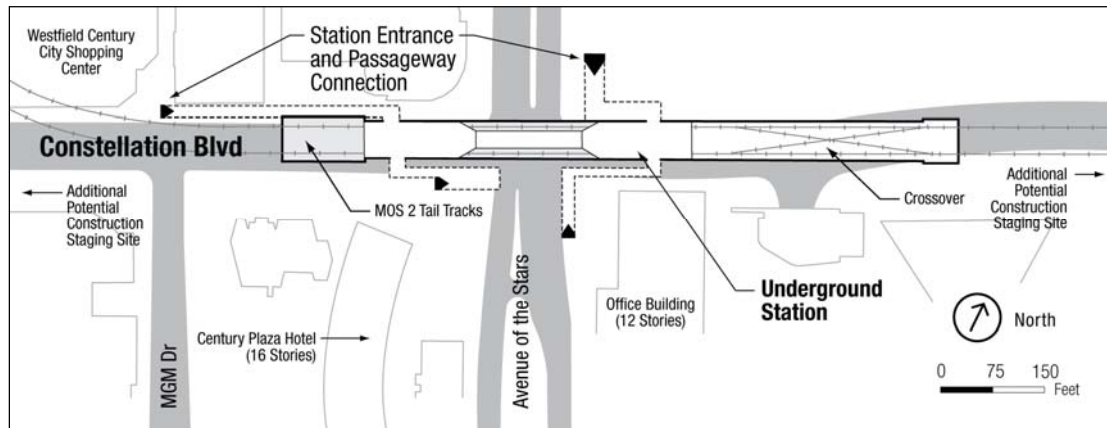


Figure 5-13. Century City/Constellation Station Site Plan

Both of the Century City station options are located along scenic highways. However, no adverse visual impacts to the scenic attributes of either highway would occur. The station entrance components, including the canopy, may improve visual quality in Century City. Scenic vistas of the Santa Monica Mountains and the iconic Hollywood sign would not be adversely altered by any of the potential entrances.



5.2.3.7 Westwood/UCLA Station

There are two options for the Westwood/UCLA Station, one off-street and the other on-street. The Off-Street Option would be north of Wilshire Boulevard, between Veteran Avenue and Gayley Avenue (Figure 5-14). Two of the potential entrances for this option are at the east end of Lot 36 where a building would be removed. Demolishing this building is not expected to reduce the area’s visual quality as it is a low-rise structure that lacks unique features. In addition, Lot 36 is a potential redevelopment site where the station design could be integrated with the design of a future building. The other potential entrance with the off-street option is in the UCLA parking lot, west of the UCLA Police Department Building. The aboveground station components that would be visible with all of these entrances include signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers. The belowground station components visible to viewers would include escalators, elevators, and stairs, as well as the station waiting and boarding areas.

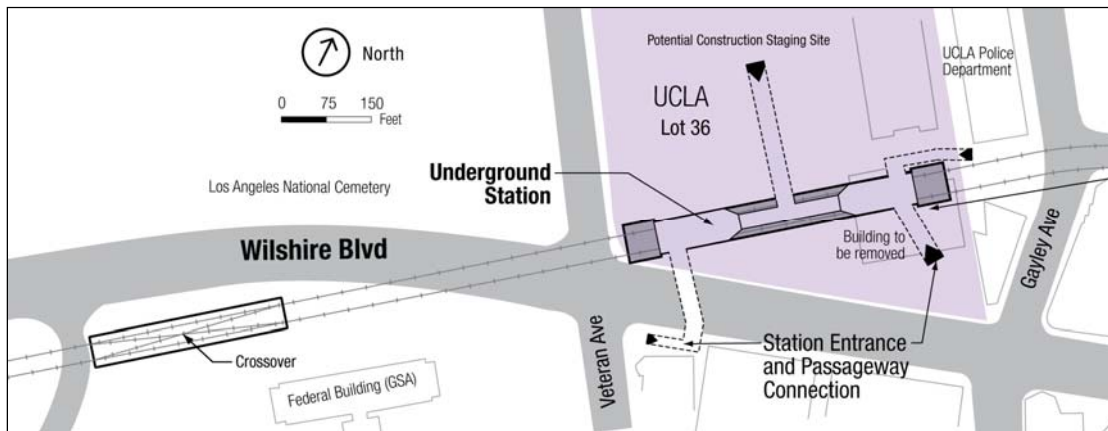


Figure 5-14. Westwood/UCLA Station Site Plan (off-street)

The potential entrances for the on-street option are shown on (Figure 5-15). Visual impacts would be similar to the off-street option. However, no buildings would be demolished and the potential entrances would be incorporated into existing sidewalks and plaza spaces of buildings along Wilshire Boulevard.

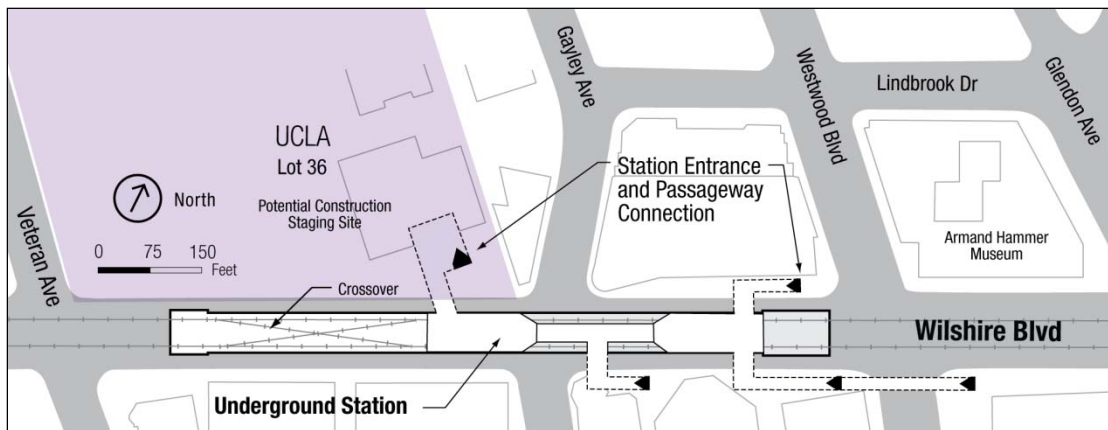


Figure 5-15. Westwood/UCLA Station Site Plan (on-street)



Designs of the aboveground station components for both options would complement the surrounding mid- to high-rise residential towers, hotels, and office buildings. Views in the Westwood area are limited by high-rise buildings. No scenic vistas would be adversely altered by either station option. In addition, none of the potential station entrances are located in Westwood Village, where they could contrast with the village character created by wide sidewalks, street-facing retail shops, and shade trees.

5.2.4 Alternative 2—Westwood/VA Hospital Extension

This alternative extends from the existing Metro Purple Line Wilshire/Western Station to the Westwood/Veterans Affairs Campus. This alternative includes the six stations described above under Alternative 1, plus one additional station at the VA Hospital. The additional station is described below.

5.2.4.1 Westwood/VA Hospital

There are two options for the Westwood/VA Hospital Station: one north of Wilshire Boulevard and the other south of Wilshire Boulevard. The north station option would be just west of Bonsall Avenue (Figure 5-16).

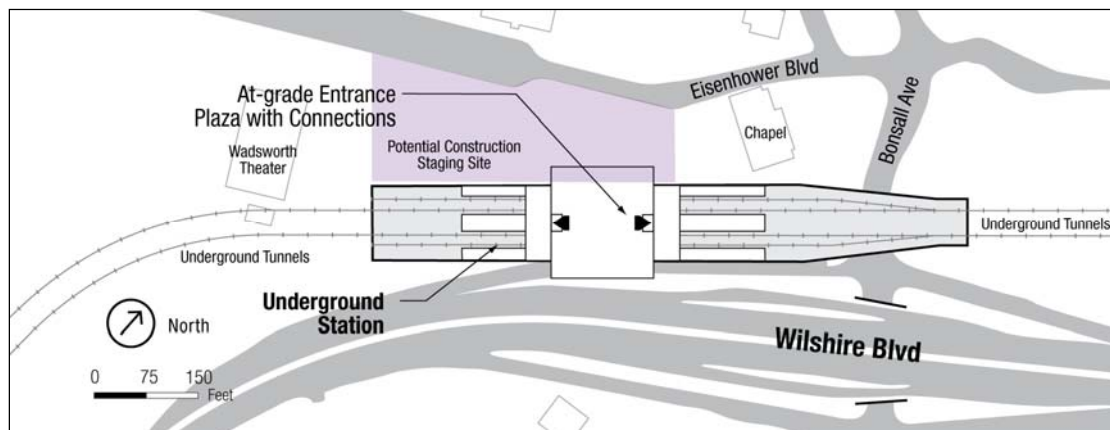


Figure 5-16. Westwood/VA Hospital Site Plan (north)



The south station option would be east of Bonsall Avenue (Figure 5-17). The station under both options includes a plaza with a canopy-covered entrance. For both station options, the belowground components visible to viewers would include escalators, elevators, and stairs, as well as the station waiting and boarding areas. With both options, wide sidewalks would provide pedestrian connections to the VA Hospital Building and Bonsall Avenue. Tail tracks and a vent shaft would be located west of the station.

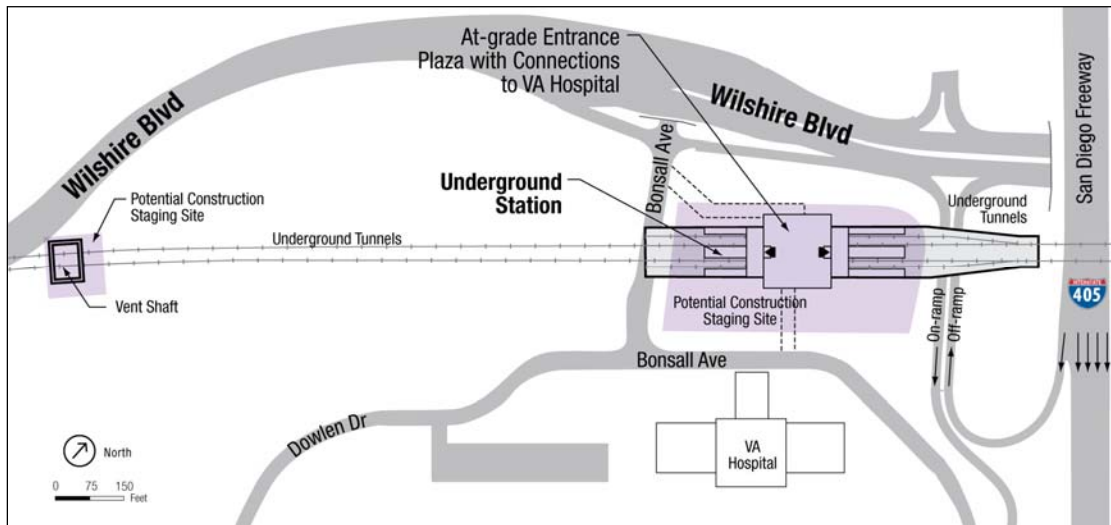


Figure 5-17. Westwood/VA Hospital Site Plan (south)

The canopy at each entrance would be highly visible and prominent along Wilshire Boulevard. The vent shaft would also be a prominent feature; however, it would be designed to blend with the other station components. The other aboveground station components such as signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers would be integrated into the station design and would not be as visible. Most open-space areas surrounding the parking lot sites are well-landscaped with palms or other mature trees and lawn. Designs of the aboveground station components for both options would complement the surroundings. None of the station components for either option would detract from the area’s visual character.

Views in this area are limited by the I-405 overpass over Wilshire Boulevard. However, views to the north include the Santa Monica Mountains and Hollywood Hills. Views to the south include the taller buildings in Century City. No scenic vistas would be adversely altered by any of the potential entrances.



5.2.5 **Alternative 3—Santa Monica Extension**

Alternative 3 extends from the existing Metro Purple Line Wilshire/Western Station to the Santa Monica/Fourth Street Station in Santa Monica. This alternative follows the same alignment as Alternative 1 (see Alternative 1 alignment description above) but extends beyond the Westwood/UCLA Station, terminating at the Santa Monica/Fourth Street Station (see description below).

From the Westwood/UCLA Station, under UCLA Parking Lot 36, the alignment travels westerly under Veteran Avenue, angling toward the southern edge of Wilshire Boulevard once across Veteran Avenue. The alignment travels under the I-405 ramps on the eastern side of the freeway, under I-405, under ramps on the western side of the freeway, and under the VA Hospital property. It then connects back to Wilshire Boulevard at San Vicente Boulevard where the alignment continues westerly under the center of Wilshire Boulevard to the City of Santa Monica, terminating at the Santa Monica/Fourth Street Station between Third and Fifth Streets.

This alternative includes the same stations and options that are described above for Alternative 2 plus the additional stations on Wilshire at Bundy, 26th Street, 16th Street, and 4th Street that are described below.

5.2.5.1 **Wilshire/Bundy**

The Wilshire/Bundy Station would be located on Wilshire Boulevard, between S. Saltair Avenue and S. Bundy Drive. The potential entrances are shown on Figure 5-18.

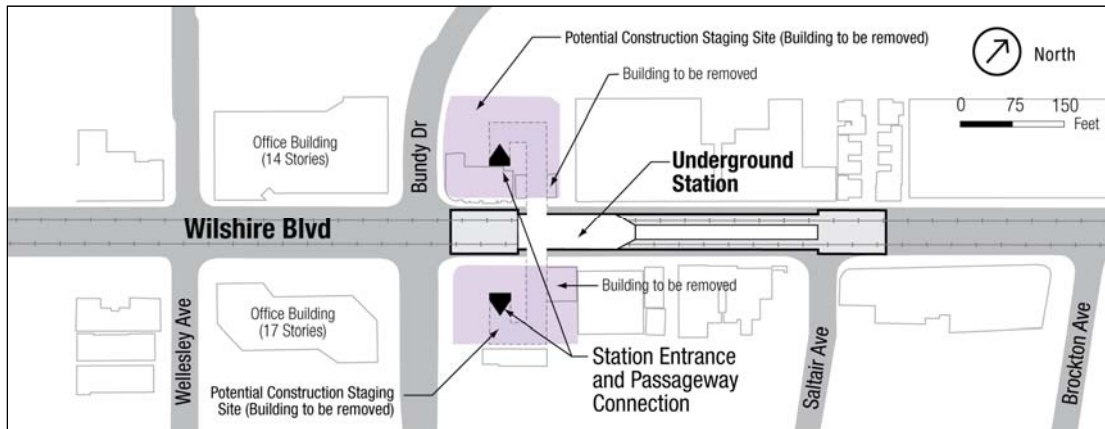


Figure 5-18. Wilshire/Bundy Station Site Plan

The entrance at the northwest corner of Wilshire Boulevard and S. Bundy Drive would require removal of two buildings that front on Wilshire Boulevard and have parking in back. This is not expected to reduce the area’s visual quality as the buildings are single-story structures that lack unique features. The potential entrance south of Wilshire Boulevard is on a vacant undeveloped lot. The canopy at both entrances would be highly visible and prominent from the street and upper stories of surrounding office towers. However, taller buildings around the potential entrances would limit the canopy’s visibility from more distant viewpoints. Other aboveground station components that would be visible include signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers.



The belowground station components visible to viewers would include escalators, elevators, and stairs, as well as the station waiting and boarding areas. The designs for the aboveground station components are expected to complement the surrounding office buildings and smaller one- and two-story businesses that contribute to the area’s visual character. No scenic vistas would be adversely altered by either of the potential entrances.

5.2.5.2 Wilshire/26th

The Wilshire/26th Station would be located on Wilshire Boulevard, between 26th Street and 25th Street. The potential entrances are shown on Figure 5-19.

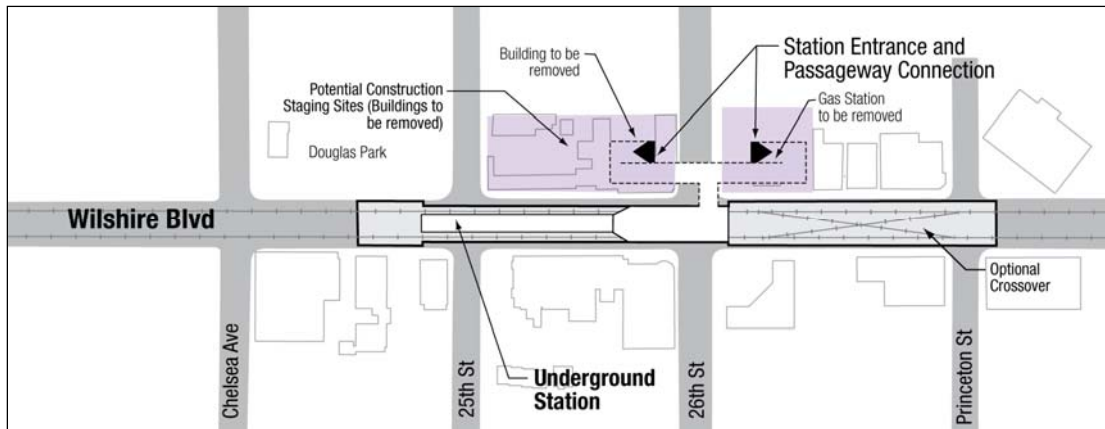


Figure 5-19. Wilshire/26th Station Site Plan

A one-story retail building would be removed to allow for construction of the potential entrance at the northwest corner of Wilshire Boulevard and 26th Street. A gas station would be removed to allow for construction of the potential entrance, east of 26th Street. Removal of existing bindings can improve or detract from visual settings depending on building condition, style, scale, and color. The buildings that would be removed do not have distinct visual features, and their loss is not expected to reduce the area’s visual quality. Each potential entry would have a plaza with a canopy-covered portal. Other aboveground station components that would be visible include signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers. The belowground station components visible to viewers would include escalators, elevators, and stairs, as well as the station waiting and boarding areas. The designs for the aboveground station components are expected to complement the eclectic mix of architectural styles of varying heights, shapes, and sizes that contribute to the area’s visual character. No scenic vistas would be adversely altered by either of the potential entrances.



5.2.5.3 Wilshire/16th

The Wilshire/16th Station would be located on Wilshire Boulevard, between 16th Street and 14th Street. The potential entrances are shown on Figure 5-20.

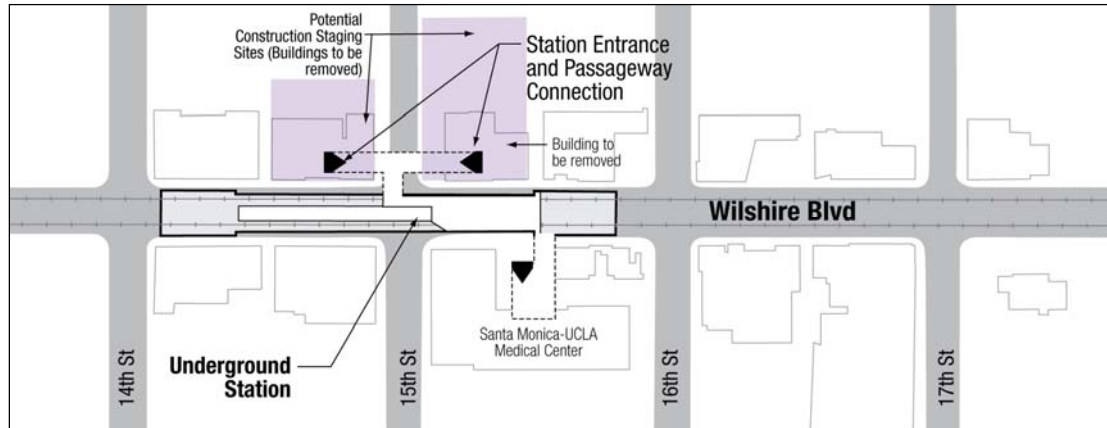


Figure 5-20. Wilshire/16th Station Site Plan

Two one-story retail buildings would be removed to allow for construction of the potential entrances north of Wilshire Boulevard at 15th Street. These buildings do not have distinct visual features, and their loss is not expected to reduce the area’s visual quality. Each potential entry would have a plaza with a canopy-covered portal. Other aboveground station components that would be visible include signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers.

The potential entrance south of Wilshire Boulevard would be incorporated into the entrance plaza of the Santa Monica/UCLA Medical Center. The plaza in front of the Medical Center would be reconfigured to accommodate the southwest entrance to the station. The canopies at each of the potential entrances would be highly visible and prominent along Wilshire Boulevard. However, taller buildings around these sites would limit the canopy’s visibility from more distance viewpoints. The belowground station components visible to viewers would include escalators, elevators, and stairs, as well as the station waiting and boarding areas. The designs for the aboveground station components at each portal are expected to complement the variety of low- and mid-rise commercial buildings, as well as the distinctive UCLA Medical Center. No scenic vistas would be adversely altered by any of the potential entrances.



5.2.5.4 Wilshire/4th

The Wilshire/4th Station would be located on Wilshire Boulevard, generally between 6th and 4th Streets. The potential entrances are shown on Figure 5-21.

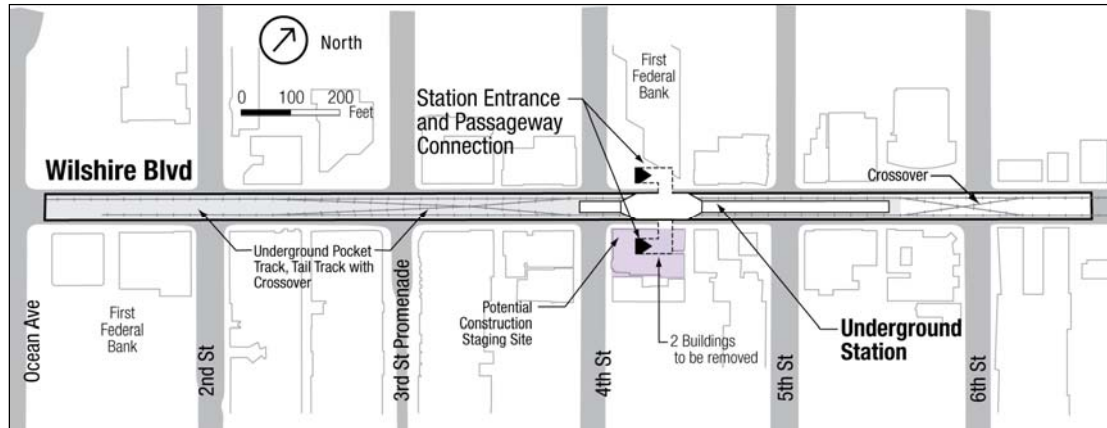


Figure 5-21. Wilshire/4th Station Site Plan

The potential entrance north of Wilshire Boulevard at 4th Street would be incorporated into the entrance plaza of the First Federal Bank Building, which is a prominent visual resource. The plaza structure at the intersection would be removed and redesigned to accommodate a station entrance.

The existing view of this building and a simulated view showing the potential entrance are provided on Figure 5-22. Although highly visible at the street corner, the canopy would complement the contemporary character of the existing plaza and bank building while providing a prominent focal point. The potential entrance south of Wilshire Boulevard would require removal of the two-story building at the southeast corner of Wilshire Boulevard and 4th Street. Although this building adds to Wilshire Boulevard’s commercial character, it does not have unique or distinguishing visual features, and its loss is not expected to reduce the area’s visual quality.

The canopies at both of the potential entrances would be highly visible and prominent along Wilshire Boulevard. However, the surrounding buildings would limit the canopy’s visibility from more distant viewpoints. Other aboveground station components that would be visible at the potential entrances include signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers. The designs for the station components are expected to complement the area’s eclectic mix of Modern, Post-Modern, Art Deco, and Streamline Modern architecture. The belowground station components visible to viewers would include escalators, elevators, and stairs, as well as the station waiting and boarding areas. No scenic vistas would be adversely altered by the potential entrances, including the distinctive rows of palm trees that line Wilshire Boulevard.



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



5.2.6 Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension

Alternative 4 encompasses all of the stations described above under Alternative 2, from the existing Metro Purple Line Wilshire/Western Station to Westwood/VA Hospital, and the stations along an alignment that extends from the existing Metro Red Line Highland/Hollywood Station to the Wilshire/La Cienega Station of Alternative 3. The additional stations that are included with this alternative are described below.

5.2.6.1 Hollywood/Highland

The Hollywood/Highland Station would be located on N. Highland Avenue, between Hollywood Boulevard and Selma Place. The station would provide a transfer option to the existing Hollywood/Highland Station. The potential entrances are shown on Figure 5-23.

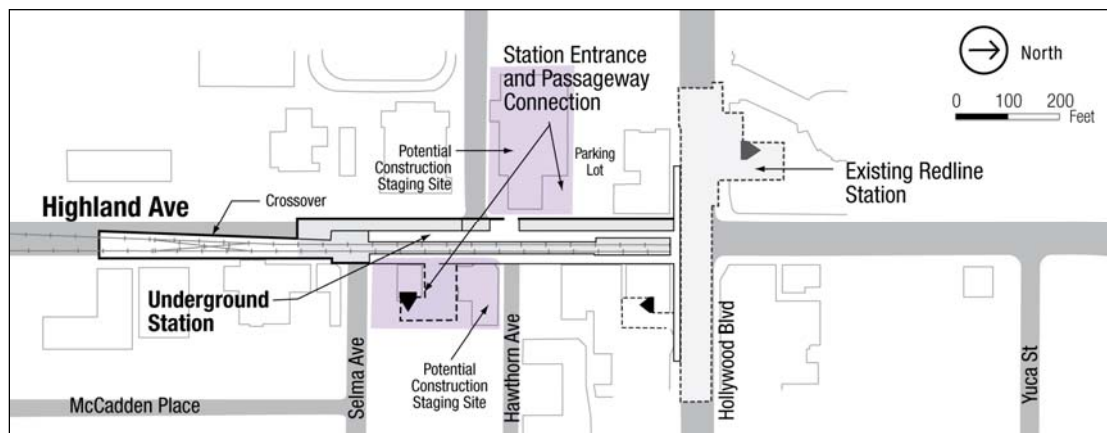


Figure 5-23. Hollywood/Highland Station Site Plan

Each potential entry would have a plaza with a canopy-covered portal. The potential entrance west of N. Highland Avenue would be located on the site of an existing parking lot and the site where a building would be removed. The existing view of this site and a simulated view showing the potential entrance are shown on Figure 5-24. Although highly visible from the street, the canopy would blend with the eclectic mix of building shapes and sizes and contribute to the diverse visual character of the area. The potential entrance east of N. Highland Avenue would be located between a one-story and a two-story building. The height of these buildings would limit the canopy's visibility from more distant viewpoints. Aboveground station components that would be visible at both entrances include signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers. The designs for the aboveground station components are expected to complement the area's diverse visual character, which includes an eclectic mix of building shapes and sizes. The belowground station components visible to viewers would include escalators, elevators, and stairs, as well as the station waiting and boarding areas. No scenic vistas would be adversely altered by either of the station entrances.



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



5.2.6.2 Santa Monica/La Brea

The Santa Monica/La Brea Station would be located on Santa Monica Boulevard, between N. La Brea Avenue and N. Formosa Avenue. The potential entrances are shown on Figure 5-25.

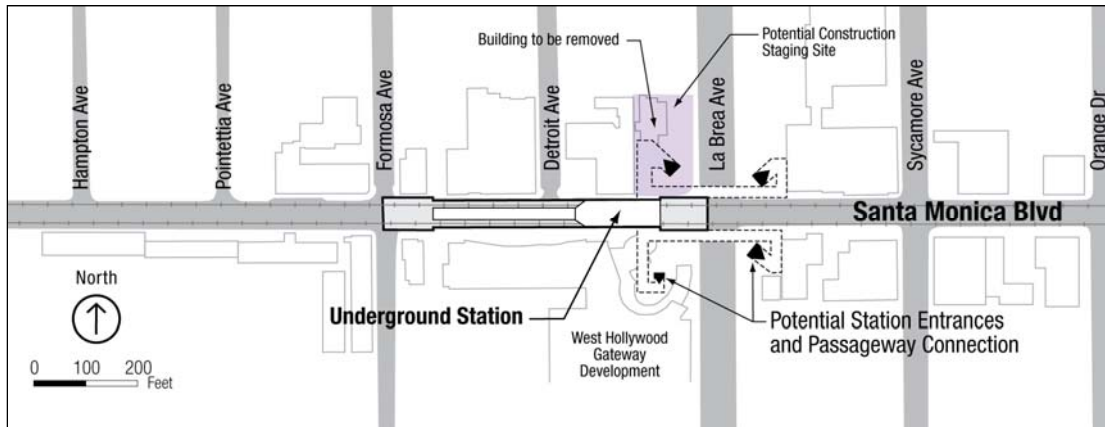


Figure 5-25. Santa Monica/La Brea Station Site Plan

Each potential entry would have a plaza with a canopy-covered portal. The two entrances east of N. La Brea Avenue and the entrance on the northwest corner of Santa Monica Boulevard and N. La Brea Avenue would be sited where existing parking lots for businesses are currently located. The outdoor dining area on the southwest corner of Santa Monica Boulevard and La Brea Avenue would be removed and redesigned to integrate the southwest station entrance. The entrance on the northwest corner of Santa Monica Boulevard and N. La Brea Avenue would require removal of a one-story building near the intersection. This building is set back from the street and does not add any unique features to the area’s visual character. Therefore, its loss is not expected to reduce the area’s visual quality.

The potential entrance at the southwest corner of Santa Monica Boulevard and N. La Brea Avenue would be in the entrance plaza to the West Hollywood Gateway Development. With the existing plaza and wide sidewalks, the potential entrance would complement the area’s retail/shopping character. Aboveground station components that would be visible include signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers. The designs for the aboveground station components are expected to complement the area’s tightly knit commercial character. The belowground station components visible to viewers would include escalators, elevators, and stairs, as well as the station waiting and boarding areas.. No scenic vistas would be adversely altered by any of the potential entrances.



5.2.6.3 Santa Monica/Fairfax

The Santa Monica/Fairfax Station would be located on Santa Monica Boulevard between N. Ogden Drive and N. Fairfax Avenue. The potential entrances are shown on Figure 5-26.

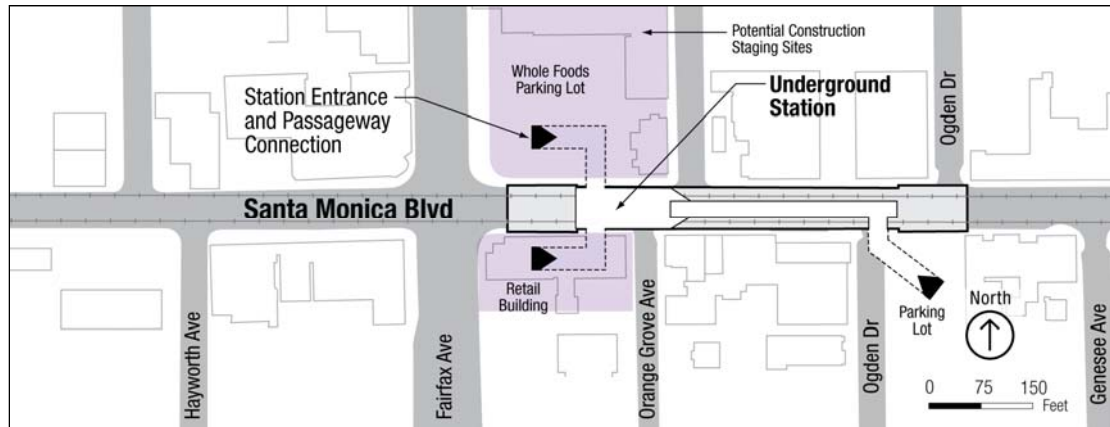


Figure 5-26. Santa Monica/Fairfax Station Site Plan

The potential entry at the Whole Foods parking lot and the parking lot at the intersection of Santa Monica Boulevard and Ogden Drive would have a plaza with a canopy-covered portal. Aboveground station components that would be visible at the parking lot sites include signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers. The designs for the aboveground station components are expected to complement the area’s diverse visual character, which includes a diverse mix of shops, restaurants, and bars. The entrance at the southeast corner of Santa Monica Boulevard and N. Fairfax Avenue would be incorporated into a plaza area this potential entrance would be highly visible and prominent from the street.

The belowground station components visible to viewers would include escalators, elevators, and stairs, as well as the station waiting and boarding areas, and linear station waiting area platforms. Scenic vistas of the Hollywood Hills and Baldwin Hills would not be adversely altered by any of the potential entrances.



5.2.6.4 Santa Monica/San Vicente

The Santa Monica/San Vicente Station would be located on Santa Monica Boulevard, between Westmount Drive and Hancock Avenue. The potential entrances are shown on Figure 5-27.

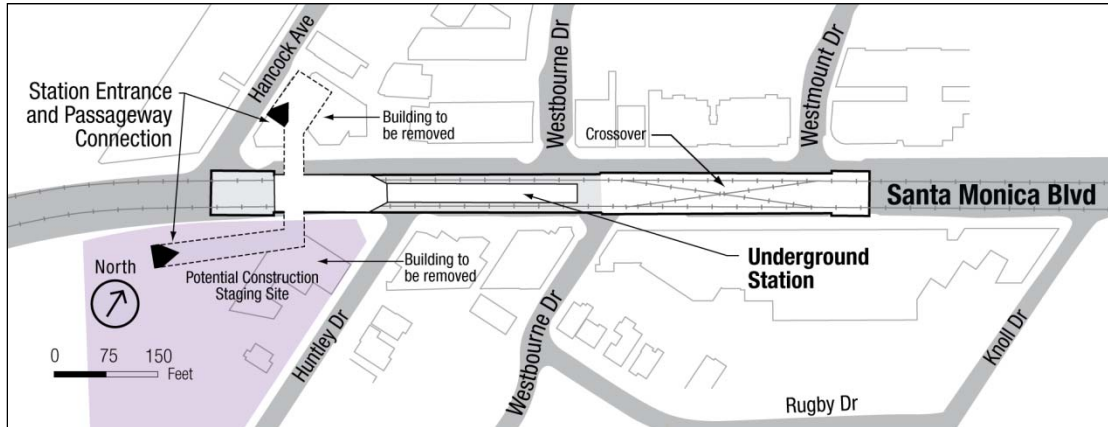


Figure 5-27. Santa Monica/San Vicente Station Site Plan

The potential entries would have a plaza with a canopy-covered portal and both would require the removal of existing buildings on their respective entrance sites. However, these buildings are not visually unique and do not contain any distinguishing visual features, and this loss is not expected to reduce the area’s visual quality. The canopy on either site would be highly visible and prominent from Santa Monica Boulevard. However, taller buildings around the site would limit the canopy’s visibility from more distant viewpoints. Aboveground station components that would be visible at both of the entrances include signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers. The designs for the aboveground station components are expected to complement the area’s eclectic, varied buildings and the Santa Monica Boulevard Main Street Beautification Project. The belowground station components visible to viewers would include escalators, elevators, and stairs, as well as the station waiting and boarding areas. Scenic vistas of the Hollywood Hills and the iconic Emser Tile building would not be adversely altered by either of the station entrances.



5.2.6.5 **Beverly Center Area**

The Beverly Center Area Station would be located at the intersection of N. San Vicente Boulevard and West Third Street. The potential entrances are shown on Figure 5-28.

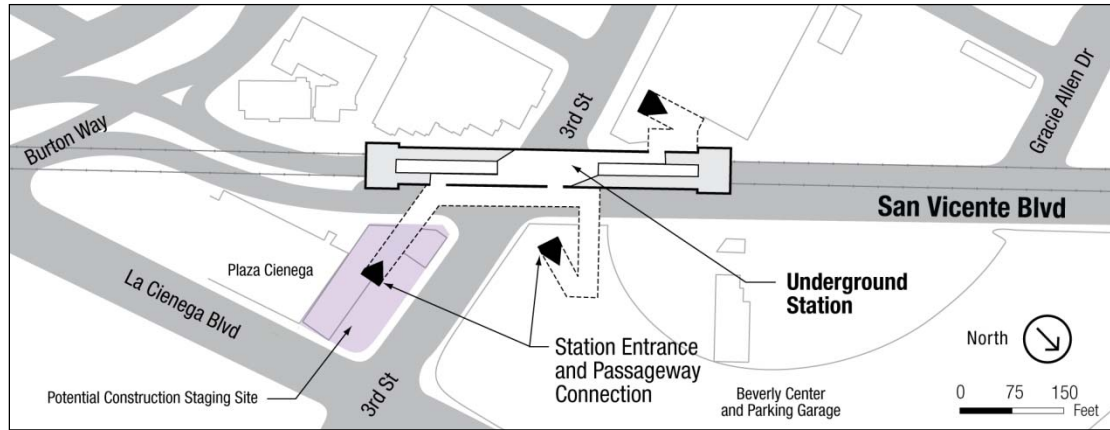


Figure 5-28. Beverly Center Area Station Site Plan

The potential entrance at the southeast corner of N. San Vicente Boulevard and West Third Street would have a plaza with a canopy-covered portal. Aboveground station components that would be visible at this location include signage; defining lighting; streetscape amenities such as benches, landscaping, special paving, and art; and bike facilities such as racks or lockers. The two potential entrances north of West Third Street would be integrated within the existing Beverly Center/parking garage. Other than signage, the entrance at these locations would not be highly visible from the street. The designs for the aboveground station components for each entrance are expected to complement the commercial character of buildings in the area. The belowground station components visible to viewers would include escalators, elevators, and stairs, as well as the station waiting and boarding areas. Scenic vistas of the Hollywood Hills would not be adversely altered any of the station entrances.

**5.2.7 Alternative 5—Santa Monica Extension plus West Hollywood Extension**

This alternative is a combination of Alternative 3 (Santa Monica Extension) plus the West Hollywood Extension described in Alternative 4 (see descriptions above). This alternative therefore extends from the existing Metro Purple Line Wilshire/Western Station to Santa Monica/Fourth in the City of Santa Monica, and from the existing Metro Red Line Hollywood/Highland Station to the Wilshire/La Cienega Station.

This alternative includes the 12 stations that are described above for Alternative 3, plus the five additional stations that are described above as part of the West Hollywood Extension (described above under Alternatives 3 and 4).

5.2.8 MOS 1—Fairfax Extension

This alternative follows the same alignment as Alternative 1 (see description above), but would terminate at the Wilshire/Fairfax Station rather than extending to Westwood/UCLA.

This alternative contains three stations (i.e., the first three stations that are part of Alternative 1, as described above):

- Wilshire/Crenshaw
- Wilshire/La Brea
- Wilshire/Fairfax

The Wilshire Fairfax Station West Option would be constructed under MOS-1. Impacts of the West Option are discussed above in Section 5.2.3.3.

5.2.9 MOS 2—Century City Extension

This alternative follows the same alignment as Alternative 1 (see description above), but terminates at the Century City Station rather than extending to Westwood/UCLA. This alternative contains six stations (i.e., the first six stations that are part of Alternative 1, as described above):

- Wilshire/Crenshaw
- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Beverly
- Century City

One of the Century City Station options would be constructed under MOS-2. Impacts of these options are discussed above in Section 5.2.3.6.



5.2.10 Maintenance and Operation Facility Sites

A maintenance and operations facility can potentially block views or be viewed from above from adjacent areas. However, this facility would have a perimeter fence and/or landscaping where necessary to screen views and would be designed to be aesthetically compatible with surrounding uses. Screening using fences, walls, or vegetation would help the facility blend into the area where it would be located. During design, the building(s) would undergo appropriate design review by the City of Los Angeles.

The alternative sites being considered are located in industrial areas that are already used for rail maintenance and storage; therefore visual impacts in the area are expected to be minimal, with no changes to visual character or quality. In addition, a facility at either site would not be highly visible to a large numbers of people.

5.2.10.1 Existing Division 20 Maintenance and Storage Facility Site and Proposed Expansion Area

Visible changes would include new trackwork and modifications to existing buildings. These changes would not result in significant visual impacts to surrounding viewers because the sites are surrounded by relatively wide streets/highways and paved areas that act as visual buffers. In addition, the surrounding land uses are industrial, and no important visual resources are in proximity to either of the proposed sites. No changes to visual character or quality would occur, and the facility would not be highly visible to large numbers of people. Although the Fourth and Sixth Street Bridges over the LA River are prominent visual features that frame each boundary of the site, their visual setting would not be adversely affected.

5.2.10.2 Union Pacific Los Angeles Transportation Center Rail Yard

Similar to the Existing Division 20 Maintenance and Storage Facility and Proposed Expansion Area discussed above, visible changes would include new trackwork and modifications to existing buildings. However, for this alternative site, a new rail bridge would be constructed over the LA River and the historic Union Pacific Bridge. The new rail bridge would be visible in territorial views to the south from the residential neighborhood northwest of the site, but it would not be a dominant feature or change the neighborhood's visual character or quality. The new rail bridge would, however, change the visual setting of the historic Union Pacific Bridge below it.

Views from areas surrounding the proposed maintenance and storage facility site are already affected by the existing industrial setting, which includes the existing rail yard and the pavement along the LA River. Other than the Union Pacific Bridge, no important visual resources are located in proximity to the site.

5.3 Construction Impacts Common to All Build Alternatives

Construction impacts common to all Build Alternatives include temporary changes in views of and from the construction area. Construction activities may introduce considerable heavy equipment such as cranes and associated vehicles, including bulldozers, graders, scrapers, and trucks, into the view corridor of public streets, sidewalks, and properties where construction would occur. Viewers in the construction area may experience inconveniences due to the presence of this equipment, as well as



dust and stockpiled construction-related materials. Mature vegetation, including trees, would be removed from some areas.

The current estimate is that construction of a typical station would take 34 to 42 months using cut-and-cover construction methods. The primary visual impact to the local neighborhood would be associated with the time it takes to install piles and decking for the station box support system. For stations that would be built under existing streets, the top of the roadway would be removed and decking would be installed. This process would be visible for a three-to-four-month period. Construction of the station would continue while traffic travels on the decking so visual impacts during this period would be reduced.

Staging areas would be necessary for construction of station box excavations, station entrances, crossover boxes, pocket tracks, and ventilation shaft locations. The proposed construction staging areas are listed in Table 5-2. These areas are located in primarily commercial and some residential areas such as the Wilshire/Crenshaw Station area. Views into the proposed construction staging areas may be possible from residential land uses on some of the adjacent parcels, either directly through fencing, through entrance gates, or over fencing from second story and higher windows. If not screened from view, construction staging activities could temporarily affect adjacent viewers. Lighting of the construction staging areas at night could also affect viewers.

Table 5-2. Station Construction Staging Areas

Station Name	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5
Wilshire/Crenshaw Station A potential construction site is proposed for the Metro-owned property between Crenshaw and Lorraine Boulevards.	X	X	X	X	X
Wilshire/La Brea Station Potential construction sites are proposed for the south side of Wilshire Boulevard between La Brea Avenue and Detroit Street, and on the north side of Wilshire Boulevard between La Brea Avenue and Detroit Street on Metro-owned property.	X	X	X	X	X
Wilshire/Fairfax Station Potential construction staging areas are proposed for the south side of Wilshire Boulevard in the block between Orange Grove Avenue and Ogden Drive, and on the north side of Wilshire Boulevard to the west of Fairfax Avenue.	X	X	X	X	X
Option B: Wilshire/Fairfax Station Potential construction staging areas are proposed for the south side of Wilshire Boulevard in the block between Orange Grove Avenue and Ogden Drive, and on the north side of Wilshire Boulevard to the west of Fairfax Avenue.	X	X	X	X	X



Table 5-2: Station Construction Staging Areas (continued)

Station Name	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5
<p>Wilshire/La Cienega Station Potential construction sites are proposed for the southwest corner of the Wilshire Boulevard and Gale Drive intersection, and the northeast corner of the Wilshire Boulevard and La Cienega Boulevard intersection.</p>	X	X	X	X	X
<p>Option C: Wilshire/La Cienega Station—West of La Cienega with Transfer A potential construction site is proposed for the north side of Wilshire Boulevard in the block between Le Doux Road and Stanly Drive.</p>	X	X	X	X	X
<p>Wilshire/Rodeo Station Potential construction sites are proposed for the property on the southwest corner of Wilshire/El Camino intersection.</p>	X	X	X	X	X
<p>Century City Station A potential construction site is proposed within the wide median of Santa Monica Boulevard, extending from Century Park East to Century Park West. The potential construction area is within public right of way and would require the closing of the bus lane in this area.</p>	X	X	X	X	X
<p>Option D: Century City—Constellation Station Potential construction areas are proposed for the property east of Century Park East and on the south side of Constellation Boulevard east of Century Park West on the bus layover area.</p>	X	X	X	X	X
<p>Westwood/UCLA Station A potential construction site is proposed for UCLA Lot 36.</p>	X	X	X	X	X
<p>Option E: Westwood—On-Street Station A potential construction site is proposed for UCLA Lot 36.</p>	X	X	X	X	X
<p>Westwood/VA Hospital Station A Potential construction site is proposed for the parking lot on both sides of the station box.</p>		X	X	X	X
<p>Option F: Westwood/VA Hospital – North of Wilshire A potential construction site is proposed in the parking lot area on the north side of the station box, between the historic chapel and the Wadsworth Theater.</p>		X	X	X	X
<p>Wilshire/Bundy Station Potential construction sites are proposed for the southeast and northeast corners of Wilshire Boulevard and Bundy Drive.</p>			X		X



Table 5-2: Station Construction Staging Areas (continued)

Station Name	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5
Wilshire/26th Station Potential construction sites are proposed for the northeast and northwest corners of Wilshire Boulevard and 26th Street.			X		X
Wilshire/16th Station Potential construction sites are proposed for the northeast and northwest corners of the Wilshire Boulevard and 15th Street intersection.			X		X
Wilshire/4th Station A potential construction site is proposed for the southeast corner of Wilshire Boulevard and 4th Street.			X		X
Hollywood/Highland Station (X Connection) Potential construction sites are proposed on the property on the east side of Highland Avenue in the block between Selma Place and Hawthorn Avenue, and on the west side of Highland Avenue in the block north of Hawthorn Avenue.				X	X
Santa Monica/La Brea Station A potential construction site is proposed for the northwest corner of Santa Monica Boulevard and La Brea Avenue.				X	X
Santa Monica/Fairfax Station A potential construction site is proposed for the property on the north side of Santa Monica Boulevard between Orange Grove and Fairfax Avenues.				X	X
Santa Monica/San Vicente Station A potential construction site is proposed on the south side of Santa Monica Boulevard at the west end of the station, on Metro property.				X	X
Beverly Center Area Station A potential construction site is proposed on the property bounded by 3 rd Street and San Vicente and La Cienega Boulevards.				X	X

5.3.1 Construction Impacts Common to All Maintenance Facility Sites

The Build Alternatives would require a larger new separate maintenance and operations facility that would store vehicles and serve as a service and maintenance location. The location of this facility would be on one of the two sites described in Section 4.2.18.



Construction activities at the selected maintenance and operations facility site would introduce considerable heavy equipment and associated vehicles, including bulldozers, graders, scrapers, and trucks, into the views to and from the sites. However, due to the relatively short duration of construction and the low visual quality of the sites, construction impacts are considered less than significant and no mitigation would be required.



6.0 MITIGATION MEASURES

6.1 Mitigation for Operational Impacts

Mitigation measures, as listed below, are proposed for the Build Alternatives to avoid, minimize, and mitigate impacts related to conflicts between scale and visual character, building removal and right-of-way acquisition, removal of mature vegetation, location of ancillary facilities, and introduction of new sources of light and glare.

- To minimize visual clutter, system components should be integrated and the potential for conflicts reduced between the transit system and adjacent communities; design of the system stations and components should follow the recommendations and guidance developed in the urban design analysis conducted for the project (*Station Planning & Urban Design Concept Report*, Metro 2009). These guidelines include, but are not limited to, the following: (1) preserve and enhance the unique cultural identity of each station area and its surrounding community by implementing art and drought tolerant landscaping; and (2) promote a sense of place, safety, and walkability by providing street trees, walkways or sidewalks, lighting, awnings, public art, and/or street furniture.
- Where mature trees are removed, replacement with drought tolerant landscape amenities of equal value will be implemented to enhance visual integrity of the station area.
- Source shielding in exterior lighting at stations and ancillary facilities, such as the maintenance facility site, should be used to ensure that light sources, such as nearby bulbs, would not be directly visible from residences and streets, as well as to limit spillover light and glare.
- Where redevelopment areas exist, during Preliminary Engineering for the project, the station will be designed to integrate with area redevelopment plans.

6.2 Mitigation for Construction Impacts

To reduce impacts related to construction activities, the following mitigation measures are recommended to be considered and implemented:

- Visually obtrusive erosion-control devices, such as silt fences, plastic ground cover, and straw bales, should be removed as soon as the area is stabilized. Stockpile areas should either be in containers or neatly organized and cleaned.
- Stockpiled areas should be located in less visibly sensitive areas and, whenever possible, not be visible from the road or to residents and businesses.
- Lighting, including “down lighting,” should be directed toward the interior of the construction staging area and be shielded so that it would not spill over into adjacent residential areas.



6.3 CEQA Determination

According to CEQA, a proposed project would have a significant visual impact if it would:

- Adversely affect a scenic vista
- Substantially damage a scenic resource, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
- Substantially degrade the existing visual character or quality of the site and its surroundings
- Create a new source of light or glare that would adversely affect day or nighttime views in the area

The combination of landscaping and design elements already included in the project and implementation of the mitigation measures described in Sections 6.1.1 and 6.1.2 would reduce potential visual impacts of the project to a less-than-significant level.

6.4 Impacts Remaining After Mitigation

By applying the mitigation measures listed in Sections 6.1 and 6.2, visual impacts of the Build Alternatives would be reduced to an insignificant level.

References

- BH 2008 City of Beverly Hills. August 2008. *Beverly Hills draft general plan.*
- CFR 1973 Code of Federal Regulations. 1973. 23 CFR 750. *Highway beautification.*
- CFR 1978 Code of Federal Regulations. 1978. 40 CFR 1500 et seq. *Council on environmental quality.*
- CFR 1987 Code of Federal Regulations. 1987. 23 CFR 771. *Environmental impact and related procedures.*
- LA 1981 City of Los Angeles. November 1981 (adopted). *Century City north specific plan.*
- LA 1987 City of Los Angeles. June 1987 (adopted). *Park Mile specific plan.*
- LA 2001 City of Los Angeles. May 2001 (updated). *West Los Angeles community plan.*
- LA 2002 City of Los Angeles. April 2002 (updated). *West Wilshire Boulevard community design overlay district.*
- LA 2004 City of Los Angeles. October 2004 (adopted). *Westwood Village specific plan.*
- LA 2007 City of Los Angeles. May 2007 (adopted). *Greening of Century City pedestrian connectivity plan.*
- PL 2005 Public Law 109-59. 2005. 119 Stat 1144. *Safe, accountable, flexible, efficient transportation equity act: A legacy for users (SAFETEA-LU).*
- SM 2009 City of Santa Monica. November 2009. *Draft Santa Monica land use and circulation element.*
- USC 1969 United States Code. 1969. 42 USC 4321-4347. *The national environmental policy act of 1969 (NEPA).*
- WH 1998 City of West Hollywood. November 1998 (adopted). *Santa Monica Boulevard master plan*
- WH 2003 City of West Hollywood. 2003. *Pacific Design Center Specific Plan*