Los Angeles County
Metropolitan Transportation Authority

West Santa Ana Branch Transit Corridor

Draft EIS/EIR Appendix I
Final Visual and Aesthetic Impact Analysis Report

Metro®

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Draft EIS/EIR Appendix I Final Visual and Aesthetic Impact Analysis Report

Prepared for:

Metro

Los Angeles County
Metropolitan Transportation Authority

Prepared by:

WSP USA, Inc.
444 South Flower Street
Suite 800
Los Angeles, California 90071

taha
environmental planners

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AUTHOR(S)

Terry A. Hayes, AICP

Teresa Li, AICP

Allyson Dong

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ACRONYMS AND ABBREVIATIONS

Acronyms	Definition
AA	Alternatives Analysis
BNSF	Burlington Northern Santa Fe Railroad
BRT	Bus Rapid Transit
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HCM	Historic-Cultural Monument
HSR	High-Speed Rail
I-	Interstate
LA	Los Angeles
LADWP	Los Angeles Department of Water and Power
LAUS	Los Angeles Union Station
LED	Lighting-emitting diode
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
LRVs	Light Rail Vehicles
Metro	Los Angeles County Metropolitan Transportation Authority
MRDC	Metro Rail Design Criteria
MSF	Maintenance and Storage Facility
National Register	National Register of Historic Places
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
OCS	Overhead Catenary System
OCTA	Orange County Transportation Authority
PEROW	Pacific Electric Right-of-Way
ROW	Right-of-Way
SCAG	Southern California Association of Governments

Acronyms	Definition
SR	State Route
TPSS	Traction Power Substation
TRS	Technical Refinement Study
UPRR	Union Pacific Railroad
WSAB	West Santa Ana Branch

1 INTRODUCTION

1.1 Study Background

The West Santa Ana Branch (WSAB) Transit Corridor (Project) is a proposed light rail transit (LRT) line that would extend from four possible northern termini in southeast Los Angeles (LA) County to a southern terminus in the City of Artesia, traversing densely populated, low-income, and heavily transit-dependent communities. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

1.2 Alternatives Evaluation, Screening, and Selection Process

A wide range of potential alternatives have been considered and screened through the alternatives analysis processes. In March 2010, the Southern California Association of Governments (SCAG) initiated the Pacific Electric Right-of-Way (PEROW)/WSAB Alternatives Analysis (AA) Study (SCAG 2013) in coordination with the relevant cities, Orangeline Development Authority (now known as Eco-Rapid Transit), the Gateway Cities Council of Governments, the Los Angeles County Metropolitan Transportation Authority (Metro), the Orange County Transportation Authority, and the owners of the right-of-way (ROW) other than the PEROW—Union Pacific Railroad (UPRR), BNSF Railway, and the Ports of Los Angeles and Long Beach. The AA Study evaluated a wide variety of transit connections and modes for a broader 34-mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana in Orange County. In February 2013, SCAG completed the PEROW/WSAB Corridor Alternatives Analysis Report[1] and recommended two LRT alternatives for further study: West Bank 3 and the East Bank.

Following completion of the AA, Metro completed the WSAB Technical Refinement Study in 2015 focusing on the design and feasibility of five key issue areas along the 19-mile portion of the WSAB Transit Corridor within LA County:

- Access to Union Station in downtown Los Angeles
- Northern Section Options
- Huntington Park Alignment and Stations
- New Metro C (Green) Line Station
- Southern Terminus at Pioneer Station in Artesia

In September 2016, Metro initiated the WSAB Transit Corridor Environmental Study with the goal of obtaining environmental clearance of the Project under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Metro issued a Notice of Preparation (NOP) on May 25, 2017, with a revised NOP issued on June 14, 2017, extending the comment period. In June 2017, Metro held public scoping meetings in the Cities of Bellflower, Los Angeles, South Gate, and Huntington Park. Metro

[1] Initial concepts evaluated in the SCAG report included transit connections and modes for the 34-mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana. Modes included low speed magnetic levitation (maglev) heavy rail, light rail, and bus rapid transit (BRT).

provided Project updates and information to stakeholders with the intent to receive comments and questions through a comment period that ended in August 2017. A total of 1,122 comments were received during the public scoping period from May through August 2017. The comments focused on concerns regarding the Northern Alignment options, with specific concerns related to potential impacts to Alameda Street with an aerial alignment. Given potential visual and construction issues raised through public scoping, additional Northern Alignment concepts were evaluated.

In February 2018, the Metro Board of Directors approved further study of the alignment in the Northern Section due to community input during the 2017 scoping meetings. A second alternatives screening process was initiated to evaluate the original four Northern Alignment options and four new Northern Alignment concepts. The *Final Northern Alignment Alternatives and Concepts Updated Screening Report* was completed in May 2018 (Metro 2018b). The alternatives were further refined and, based on the findings of the second screening analysis and the input gathered from the public outreach meetings, the Metro Board of Directors approved Build Alternatives E and G for further evaluation (now referred to as Alternatives 1 and 2, respectively, in this report).

On July 11, 2018, Metro issued a revised and recirculated CEQA NOP, thereby initiating a scoping comment period. The purpose of the revised NOP was to inform the public of the Metro Board's decision to carry forward Alternatives 1 and 2 into the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). During the scoping period, one agency and three public scoping meetings were held in the Cities of Los Angeles, Cudahy, and Bellflower. The meetings provided Project updates and information to stakeholders with the intent to receive comments and questions to support the environmental process. The comment period for scoping ended on August 24, 2018; over 250 comments were received.

Following the July 2018 scoping period, a number of Project refinements were made to address comments received, including additional grade separations, removing certain stations with low ridership, and removing the Bloomfield extension option. The Metro Board adopted these refinements to the project description at their November 2018 meeting.

1.3 Report Purpose and Structure

This Impact Analysis Report examines the environmental effects of the Project as it relates to visual quality and aesthetics. The report is organized into nine sections:

- Section 1 – Introduction
- Section 2 – Project Description
- Section 3 – Regulatory Framework
- Section 4 – Affected Environment / Existing Conditions
- Section 5 – Environmental Impacts / Environmental Consequences
- Section 6 – California Environmental Quality Act Determination
- Section 7 – Construction Impacts
- Section 8 – Project Measures and Mitigation Measures
- Section 9 – References

1.4 General Background

Visual and aesthetic impact assessments generally deal with the issue of contrast, or the degree to which elements of the environment differ visually. This contrast or difference may be perceived as neutral, beneficial, or adverse. Aesthetic features occur in a diverse array of environments, ranging from urban centers to rural regions and wildlands. Scenic vistas, scenic resources, lighting, and glare contribute to the aesthetic character of an identified area.

Scenic vistas are views considered to be aesthetically pleasing and unique to the area and generally include panoramic views associated with a large geographic area for which the field of view can be wide and extend into the distance. Panoramic views are typically associated with vantage points that provide a sweeping geographic orientation not commonly available and can include views of urban skylines, mountain ranges, or large bodies of water (such as the ocean). Public access to these views is typically from public ROWs, parklands, and other publicly-owned sites.

Scenic resources are areas, features, and sites that contribute to the distinct character of an area. Scenic resources may include natural or urban features. Natural features can include open space, native or ornamental vegetation/landscaping, topographic or geologic features, and natural water sources. Urban features can include structures of architectural or historic significance or visual prominence; public plazas; art or gardens; heritage oaks and other trees or landscaping protected by the city; and park areas. Project-related visual effects on historic resources are discussed in the *West Santa Ana Branch Transit Corridor Project Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report* (Metro 2021b).

Scenic vistas and views of scenic resources may vary depending on elements in the landscape (e.g., terrain, vegetation, and buildings that can block views of objects). Generally, the closer a resource is to the viewer, the more dominant and visible it is to the viewer. To identify the importance of views within the Affected Areas, views are categorized as foreground, middle ground, or background. Although the distances defining foreground, middle ground, and background views may vary depending on the geographic region and terrain, foreground views are typically defined as views that are generally less than 0.5 miles from the viewer, middle ground views generally extend from the foreground zone to approximately three to five miles, and background views typically extend from the middle ground to the limit of visibility.

Light and glare are typically associated with outdoor artificial light during the evening and nighttime hours. Glare may also be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets.

Visual character of an area is generally described by the topography, land uses, scale, form, materials, natural resources found within the area, lighting, and glare.

1.5 Methodology

The Affected Area for the purposes of evaluating visual and aesthetic effects consists of the viewsheds for the Build Alternatives. A viewshed is a geographical area that is normally visible from an observer's location, including all surrounding points that are in line-of-sight with the location. Viewsheds are typically limited to the screening and obstruction effects of vegetation, terrain, or structures. For this analysis, viewsheds include locations that are likely to be affected by visual changes associated with the Project components, which are areas

where Project-related infrastructure, including the proposed alignment, traction power substation (TPSS), parking facilities, stations, and maintenance and storage facilities (MSF) could be viewed. The viewsheds for the Project generally include the areas encompassing the proposed alignments and stations; areas that would be acquired for Project-related infrastructure (including TPSS, parking facilities, and MSF); adjacent parcels and any additional parcels that would have views of and across the proposed alignments and Project-related infrastructure; and adjacent street rights-of-way that parallel, intersect, or face the Build Alternatives.

To satisfy NEPA requirements, the visual and aesthetic impact analysis presented in this document follows principles contained within the Federal Highway Administration's (FHWA's) *Guidelines for the Visual Impact Assessment of Highway Projects*, adopted in January 2015. To evaluate potential visual and aesthetic effects of the Build Alternatives, the existing views, scenic resources, and visual character along and surrounding the proposed alignments, stations, TPSS, and MSF were surveyed to identify important visual resources that could be noticeably altered by the Build Alternatives. Visual resources include major scenic views and scenic resources; predominant land uses; scale of buildings; and substantive visual elements, such as the presence or absence of landscaping and open space resources. These evaluations were used to create landscape units specific to this Project. Landscape unit is the geographic unit on which impacts on visual character, viewers, and visual quality are assessed and defined by viewsheds and landscape type.

Primary viewer groups (e.g., residents, motorists, pedestrians, people who work in the area) found along and surrounding the proposed alignments and stations were identified and used to characterize potential viewer sensitivity and the value that viewer groups may place on views and visual elements. Typically, viewer sensitivity is based on the visibility of resources in the landscape, proximity of viewers to the visual resource, relative elevation of the viewers compared to the visual resource, frequency and duration of views, number of viewers, types and expectations of viewers, and the amount of lighting and glare. Visual sensitivity varies with the type of viewer groups and is generally determined by the viewer's exposure, awareness, and distance to changes in the visual environment. Viewer sensitivity can also be affected by the movement of the viewer. The faster a person moves, the smaller the area on which they are able to focus their attention.

Viewer groups that are sensitive to changes in the visual environment are referred to as "sensitive viewers" and are typically viewer groups that seek the visual resource, to which their activity is enhanced by the presence of such resource, or to which their activity would be affected by changes in lighting levels or glare. Changes to the visual environment would have the greatest effect on sensitive viewers. For the Project, residents, tourists, and users of parklands and other public places are assumed to be the most sensitive to visual and aesthetic changes either because their activities are elective or because they spend a large amount of time in the area. These viewer groups are likely to be very aware of and concerned about their views and are likely to have expectations of the visual environment. Users and employees of commercial, industrial, and office facilities are less sensitive to changes in the visual environment because these users generally do not utilize these facilities for their visual and aesthetic values. Motorists and bicyclists on streets are not considered sensitive viewers unless the roadway on which the viewers are traveling is an officially designated scenic highway, a highway with a designated scenic overlook available to the public, or offers views of distinctive built or natural features. Motorists and bicyclists on streets generally have lower

expectations and sensitivity with regards to visual quality than other viewer groups due to the speed at which they move through the environment.

Existing visual character and quality were obtained through a mix of field observations and aerial photographs. Potential adverse effects on visual character and quality are based on analyses of photographs, field observations, Project data, and visual simulations of project components. Adverse effects on visual character and quality are typically associated with the removal of features with aesthetic value, introduction of contrasting urban features into a local area, and the degree to which project elements detract from the visual character of an area. The introduction of new Project-related features may influence the scale, character, or visual quality of the existing visual environment.

When assessing the effect on visual quality along the Project alignment, each Project component is evaluated based on its compatibility with the existing visual character of the Affected Area and the viewer groups' sensitivity to the changes in the visual character associated with project components. The height, mass, form, and lighting of each Project component, as well as its potential to be a source of glare, were compared to the existing visual character of the built and natural environment in the Affected Area to determine whether the components are visually compatible with the visual character of the Affected Area. Project components are considered compatible with the visual character of the Affected Area if the components' scale, massing, form, lighting, and potential to cause glare do not contrast or conflict with the visual elements of the Affected Area. In addition, visual simulations of selected areas where the Build Alternatives would introduce visually prominent features that could potentially result in the most change to the visual environment are used to assist in determining how the Build Alternatives would affect visual character and quality. Locations for the visual simulations were selected based on areas where Project components could potentially differ from the existing visual character (e.g., mass, scale, and new visual features that do not exist in the Affected Area) and/or locations with sensitive viewers.

Viewer sensitivity is evaluated based on how viewer groups would react to changes to the visual environment. It is ranked as either low (little to no reaction to changes in the visual environment), moderate (notice changes to visual environment but would not be sensitive to the change), or high (highly sensitive to changes in the visual environment and would likely react to the change). Changes in the visual environment that could affect viewer sensitivity include incompatible scale, massing, form, and lighting levels, as well as reflective surfaces that cast glare.

Based on the changes to visual character and viewer sensitivity in the Affected Area, the overall visual quality of the Build Alternatives was qualitatively categorized as adverse, beneficial, or neutral:

- Adverse – Project components would negatively affect visual quality. Project components would be visually incompatible with the visual character of the Affected Area, and/or viewer groups would be highly sensitive to changes in visual character or changes to their views of scenic vistas or scenic resources.
- Neutral – Project components would have little to no change to the visual environment. Project components would be compatible with the visual character of the Affected Area, and viewer group sensitivity to the changes in visual character would be low.
- Beneficial – Project components would improve the quality of the visual environment. Project components would be compatible with the visual character of

the Affected Area, and visual character would improve by either enhancing visual resources or by creating better views of those resources, including views of scenic vistas and scenic resources. Additionally, viewer groups would experience beneficial changes due to improvements in the visual environment and/or better views of scenic vistas or scenic resources.

To satisfy CEQA requirements, visual and aesthetic impacts are analyzed in accordance with Appendix G of the *CEQA Guidelines* and considered significant if the Project has the potential to:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings; in urbanized areas, conflict with applicable zoning and other regulations governing scenic quality; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Physical features of the proposed alignments have been considered when assessing changes to scenic vistas, scenic resources, visual character and quality, light, and glare. Potential significant impacts on scenic vistas would occur if the Build Alternatives would introduce physical features that contrast enough with a visually interesting view so that the content and quality of the view is permanently affected. For scenic resources, significant impacts would occur if the Build Alternatives involve the loss or obstruction of a valued public view or a valued scenic resource within a scenic highway. Viewer exposure and sensitivity to visual changes were also considered when determining potential effects on scenic views and scenic resources.

With regards to visual character and quality, *CEQA Guidelines* Section 15387 defines an urbanized area as "a central city or a group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile." Based on this *CEQA Guidelines* definition, the jurisdiction within the Affected Area are considered urbanized areas. The population of the cities of Los Angeles, Huntington Park, South Gate, Downey Paramount, and Bellflower, as well as the unincorporated Florence-Firestone community, are greater than 50,000. While the population of the cities of Bell, Cudahy, Artesia, and Cerritos are less than 50,000 persons, the population of these jurisdictions in combination with one or two other contiguous incorporated cities is greater than 50,000 persons. Each jurisdiction within the Affected Area has a population density greater than 5,000 persons per square mile. Additionally, according to the US Census Bureau *Urbanized Area Outline Map (Census 2000)* for Los Angeles-Long Beach-Santa Ana, all the jurisdictions within the Affected Area are urbanized areas. Since the Project would occur in an urbanized area, a significant impact would occur if the Build Alternatives conflict with applicable zoning and other regulations governing scenic quality.

Significant impacts related to light and glare would occur if Project-related light from station platforms, access pathways, light rail vehicles (LRVs), and parking facilities spills over onto light-sensitive uses, such as residential uses, or if Project-related light causes glare at light-sensitive uses. The introduction of new light sources in low-lit areas and the potential of the Build Alternatives to introduce reflective surfaces were also considered when evaluating light and glare impacts.

2 PROJECT DESCRIPTION

This section describes the No Build Alternative and the four Build Alternatives studied in the WSAB Transit Corridor Draft EIS/EIR, including design options, station locations, and MSF site options. The Build Alternatives were developed through a comprehensive alternatives analysis process and meet the purpose and need of the Project.

The No Build Alternative and four Build Alternatives are generally defined as follows:

- **No Build Alternative** - Reflects the transportation network in the 2042 horizon year without the proposed Build Alternatives. The No Build Alternative includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained Metro 2009 Long Range Transportation Plan (2009 LRTP) (Metro 2009a) and SCAG 2016-2040 RTP/SCS (SCAG 2016a), as well as additional projects funded by Measure M that would be completed by 2042.
- **Build Alternatives**: The Build Alternatives consist of a new LRT line that would extend from different termini in the north to the same terminus in the City of Artesia in the south. The Build Alternatives are referred to as:
  - Alternative 1: Los Angeles Union Station to Pioneer Station; the northern terminus would be located underground at Los Angeles Union Station (LAUS) Forecourt
  - Alternative 2: 7th Street/Metro Center to Pioneer Station; the northern terminus would be located underground at 8th Street between Figueroa Street and Flower Street near 7th Street/Metro Center Station
  - Alternative 3: Slauson/A (Blue) Line to Pioneer Station; the northern terminus would be located just north of the intersection of Long Beach Avenue and Slauson Avenue in the City of Los Angeles, connecting to the current A (Blue) Line Slauson Station
  - Alternative 4: I-105/C (Green) Line to Pioneer Station; the northern terminus would be located at I-105 in the city of South Gate, connecting to the C (Green) Line along the I-105

Two design options are under consideration for Alternative 1. Design Option 1 would locate the northern terminus station box at the LAUS Metropolitan Water District (MWD) east of LAUS and the MWD building, below the baggage area parking facility. Design Option 2 would add the Little Tokyo Station along the WSAB alignment. The Design Options are further discussed in Section 2.3.6.

Figure 2-1 presents the four Build Alternatives and the design options. In the north, Alternative 1 would terminate at LAUS and primarily follow Alameda Street south underground to the proposed Arts/Industrial District Station. Alternative 2 would terminate near the existing 7th Street/Metro Center Station in the Downtown Transit Core and would primarily follow 8th Street east underground to the proposed Arts/Industrial District Station.

Figure 2-1. Project Alternatives

Source: Metro, 2020

From the Arts/Industrial District Station to the southern terminus at Pioneer Station, Alternatives 1 and 2 share a common alignment. South of Olympic Boulevard, the Alternatives 1 and 2 would transition from an underground configuration to an aerial configuration, cross over the Interstate (I-) 10 freeway and then parallel the existing Metro A (Blue) Line along the Wilmington Branch ROW as it proceeds south. South of Slauson Avenue, which would serve as the northern terminus for Alternative 3, Alternatives 1, 2, and 3 would turn east and transition to an at-grade configuration to follow the La Habra Branch ROW along Randolph Street. At the San Pedro Subdivision ROW, Alternatives 1, 2, and 3 would turn southeast to follow the San Pedro Subdivision ROW and then transition to the Pacific Electric Right-of-Way (PEROW), south of the I-105 freeway. The northern terminus for Alternative 4 would be located at the I-105/C (Green) Line. Alternatives 1, 2, 3, and 4 would then follow the PEROW to the southern terminus at the proposed Pioneer Station in Artesia. The Build Alternatives would be grade-separated where warranted, as indicated on Figure 2-2.

Figure 2-2. Project Alignment by Alignment Type

Source: Metro, 2020

2.1 Geographic Sections

The approximately 19-mile corridor is divided into two geographic sections—the Northern and Southern Sections. The boundary between the Northern and Southern Sections occurs at Florence Avenue in the City of Huntington Park.

2.1.1 Northern Section

The Northern Section includes approximately 8 miles of Alternatives 1 and 2 and 3.8 miles of Alternative 3. Alternative 4 is not within the Northern Section. The Northern Section covers the geographic area from downtown Los Angeles to Florence Avenue in the City of Huntington Park and would generally traverse the Cities of Los Angeles, Vernon, Huntington Park, and Bell, and the unincorporated Florence-Firestone community of LA County (Figure 2-3). Alternatives 1 and 2 would traverse portions of the Wilmington Branch (between approximately Martin Luther King Jr Boulevard along Long Beach Avenue to Slauson Avenue). Alternatives 1, 2, and 3 would traverse portions of the La Habra Branch ROW (between Slauson Avenue along Randolph Street to Salt Lake Avenue) and San Pedro Subdivision ROW (between Randolph Street to approximately Paramount Boulevard).

Figure 2-3. Northern Section

Source: Metro, 2020

2.1.2 Southern Section

The Southern Section includes approximately 11 miles of Alternatives 1, 2, and 3 and includes all 6.6 miles of Alternative 4. The Southern Section covers the geographic area from south of Florence Avenue in the City of Huntington Park to the City of Artesia and would generally traverse the Cities of Huntington Park, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia (Figure 2-4). In the Southern Section, all four Build Alternatives would utilize portions of the San Pedro Subdivision and the Metro-owned PEROW (between approximately Paramount Boulevard to South Street).

Figure 2-4. Southern Section

Source: Metro, 2020

2.2 No Build Alternative

For the NEPA evaluation, the No Build Alternative is evaluated in the context of the existing transportation facilities in the Transit Corridor (the Transit Corridor extends approximately 2 miles from either side of the proposed alignment) and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable. Because the No Build Alternative provides the background transportation

network, against which the Build Alternatives' impacts are identified and evaluated, the No Build Alternative does not include the Project.

The No Build Alternative reflects the transportation network in 2042 and includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained Metro 2009 LRTP and the SCAG 2016-2040 RTP/SCS, as well as additional projects funded by Measure M, a sales tax initiative approved by voters in November 2016. The No Build Alternative includes Measure M projects that are scheduled to be completed by 2042.

Table 2.1 lists the existing transportation network and planned improvements included as part of the No Build Alternative.

Table 2.1. No Build Alternative – Existing Transportation Network and Planned Improvements

Project	To / From	Location Relative to Transit Corridor
Rail (Existing)		
Metro Rail System (LRT and Heavy Rail Transit)	Various locations	Within Transit Corridor
Metrolink (Southern California Regional Rail Authority) System	Various locations	Within Transit Corridor
Rail (Under Construction/Planned)[1]		
Metro Westside D (Purple) Line Extension	Wilshire/Western to Westwood/VA Hospital	Outside Transit Corridor
Metro C (Green) Line Extension[2] to Torrance	96th Street Station to Torrance	Outside Transit Corridor
Metro C (Green) Line Extension	Norwalk to Expo/Crenshaw[3]	Outside Transit Corridor
Metro East-West Line/Regional Connector/Eastside Phase 2	Santa Monica to Lambert Santa Monica to Peck Road	Within Transit Corridor
Metro North-South Line/Regional Connector/Foothill Extension to Claremont Phase 2B	Long Beach to Claremont	Within Transit Corridor
Metro Sepulveda Transit Corridor	Metro G (Orange) Line to Metro E (Expo) Line	Outside Transit Corridor
Metro East San Fernando Valley Transit Corridor	Sylmar to Metro G (Orange) Line	Outside Transit Corridor
Los Angeles World Airport Automated People Mover	96th Street Station to LAX Terminals	Outside Transit Corridor
Metrolink Capital Improvement Projects	Various projects	Within Transit Corridor
California High-Speed Rail	Burbank to LA LA to Anaheim	Within Transit Corridor
Link US	LAUS	Within Transit Corridor

Project	To / From	Location Relative to Transit Corridor
Bus (Existing)		
Metro Bus System (including BRT, Express, and local)	Various locations	Within Transit Corridor
Municipality Bus System[4]	Various locations	Within Transit Corridor
Bus (Under Construction/Planned)		
Metro G (Orange) Line (BRT)	Del Mar (Pasadena) to Chatsworth Del Mar (Pasadena) to Canoga Canoga to Chatsworth	Outside Transit Corridor
Vermont Transit Corridor (BRT)	120th Street to Sunset Boulevard	Outside Transit Corridor
North San Fernando Valley BRT	Chatsworth to North Hollywood	Outside Transit Corridor
North Hollywood to Pasadena	North Hollywood to Pasadena	Outside Transit Corridor
Highway (Existing)		
Highway System	Various locations	Within Transit Corridor
Highway (Under Construction/Planned)		
High Desert Multi-Purpose Corridor	SR-14 to SR-18	Outside Transit Corridor
I-5 North Capacity Enhancements	SR-14 to Lake Hughes Rd	Outside Transit Corridor
SR-71 Gap Closure	I-10 to Rio Rancho Rd	Outside Transit Corridor
Sepulveda Pass Express Lane	I-10 to US-101	Outside Transit Corridor
SR-57/SR-60 Interchange Improvements	SR-70/SR-60	Outside Transit Corridor
I-710 South Corridor Project (Phase 1 & 2)	Ports of Long Beach and LA to SR-60	Within Transit Corridor
I-105 Express Lane	I-405 to I-605	Within Transit Corridor
I-5 Corridor Improvements	I-605 to I-710	Outside Transit Corridor

Source: Metro 2020, WSP 2020
Notes: [1] Where extensions are proposed for existing Metro rail lines, the origin/destination is defined for the operating scheme of the entire rail line following completion of the proposed extensions and not just the extension itself.
[2] Metro C (Green) Line extension to Torrance includes new construction from Redondo Beach to Torrance; however, the line will operate from Torrance to 96th Street.
[3] The currently under construction Metro Crenshaw/LAX Line will operate as the Metro C (Green) Line.
[4] The municipality bus network system is based on service patterns for Bellflower Bus, Cerritos on Wheels, Cudahy Area Rapid Transit, Get Around Town Express, Huntington Park Express, La Campana, Long Beach Transit, Los Angeles Department of Transportation, Norwalk Transit System and the Orange County Transportation Authority.
BRT = Bus Rapid Transit; LAUS = Los Angeles Union Station; LAX = Los Angeles International Airport; VA = Veterans Affairs

2.3 Build Alternatives

2.3.1 Proposed Alignment Configuration for the Build Alternatives

This section describes the alignment for each of the Build Alternatives. The general characteristics of the four Build Alternatives are summarized in Table 2.2. Figure 2-5 illustrates the freeway crossings along the alignment. Additionally, the Build Alternatives would require relocation of existing freight rail tracks within the ROW to maintain existing operations where there would be overlap with the proposed light rail tracks. Figure 2-6 depicts the alignment sections that would share operation with freight and the corresponding ownership.

Table 2.2. Summary of Build Alternative Components

Component	Quantity			
Alternatives	**Alternative 1**	**Alternative 2**	**Alternative 3**	**Alternative 4**
Alignment Length	19.3 miles	19.3 miles	14.8 miles	6.6 miles
Stations Configurations	11 3 aerial; 6 at-grade; 2 underground[3]	12 3 aerial; 6 at-grade; 3 underground	9 3 aerial; 6 at-grade	4 1 aerial; 3 at-grade
Parking Facilities	5 (approximately 2,780 spaces)	5 (approximately 2,780 spaces)	5 (approximately 2,780 spaces)	4 (approximately 2,180 spaces)
Length of underground, at-grade, and aerial	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial[1]	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial[1]	12.2 miles at-grade; 2.6 miles aerial[1]	5.6 miles at-grade; 1.0 miles aerial[1]
At-grade crossings	31	31	31	11
Freight crossings	10	10	9	2
Freeway Crossings	6 (3 freeway undercrossings[2] at I-710; I-605, SR-91)	6 (3 freeway undercrossings[2] at I-710; I-605, SR-91)	4 (3 freeway undercrossings[2] at I-710; I-605, SR-91)	3 (2 freeway undercrossings[2] at I-605, SR-91)
Elevated Street Crossings	25	25	15	7
River Crossings	3	3	3	1
TPSS Facilities	22[3]	23	17	7
Maintenance and Storage Facility site options	2	2	2	2

Source: WSP, 2020
Notes: [1] Alignment configuration measurements count retained fill embankments as at-grade.
[2] The light rail tracks crossing beneath freeway structures.
[3] Under Design Option 2 – Add Little Tokyo Station, an additional underground station and TPSS site would be added under Alternative 1

Figure 2-5. Freeway Crossings

Source: WSP, 2020

Figure 2-6. Existing Rail Right-of-Way Ownership and Relocation

Source: WSP, 2020

2.3.2 Alternative 1: Los Angeles Union Station to Pioneer Station

The total alignment length of Alternative 1 would be approximately 19.3 miles, consisting of approximately 2.3 miles of underground, 12.3 miles of at-grade, and 4.7 miles of aerial alignment. Alternative 1 would include 11 new LRT stations, 2 of which would be underground, 6 would be at-grade, and 3 would be aerial. Under Design Option 2, Alternative 1 would have 12 new LRT stations, including an additional underground station at the Little Tokyo Station. Five of the stations would include parking facilities, providing a total of up to 2,780 new parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 2 aerial freeway crossings, 1 underground freeway crossing, 3 river crossings, 25 aerial road crossings, and 10 freight crossings.

In the north, Alternative 1 would begin at a proposed underground station at/near LAUS either beneath the LAUS Forecourt or, under Design Option 1, east of the MWD building beneath the baggage area parking facility (Section 2.3.6). Crossovers would be located on the north and south ends of the station box with tail tracks extending approximately 1,200 feet north of the station box. A tunnel extraction portal would be located within the tail tracks for both Alternative 1 terminus station options.

From LAUS, the alignment would continue underground crossing under the US-101 freeway and the existing Metro L (Gold) Line aerial structure and continue south beneath Alameda Street to the optional Little Tokyo Station between 1st Street and 2nd Street (note: under Design Option 2, Little Tokyo Station would be constructed). From the optional Little Tokyo Station, the alignment would continue underground beneath Alameda Street to the proposed Arts/Industrial District Station under Alameda Street between 6th Street and Industrial Street. (Note, Alternative 2 would have the same alignment as Alternative 1 from this point south. Refer to Section 2.3.3 for additional information on Alternative 2.)

The underground alignment would continue south under Alameda Street to 8th Street, where the alignment would curve to the west and transition to an aerial alignment south of Olympic Boulevard. The alignment would cross over the I-10 freeway in an aerial viaduct structure and continue south, parallel to the existing Metro A (Blue) Line at Washington Boulevard. The alignment would continue in an aerial configuration along the eastern half of Long Beach Avenue within the UPRR-owned Wilmington Branch ROW, east of the existing Metro A (Blue) Line and continue south to the proposed Slauson/A Line Station. The aerial alignment would pass over the existing pedestrian bridge at E. 53rd Street. The Slauson/A Line Station would serve as a transfer point to the Metro A (Blue) Line via a pedestrian bridge. The vertical circulation would be connected at street level on the north side of the station via stairs, escalators, and elevators. (The Slauson/A Line Station would serve as the northern terminus for Alternative 3; refer to Section 2.3.4 for additional information on Alternative 3.)

South of the Slauson/A Line Station, the alignment would turn east along the existing La Habra Branch ROW (also owned by UPRR) in the median of Randolph Street. The alignment would be on the north side of the La Habra Branch ROW and would require the relocation of existing freight tracks to the southern portion of the ROW. The alignment would transition to an at-grade configuration at Alameda Street and would proceed east along the Randolph Street median. Wilmington Avenue, Regent Street, Albany Street, and Rugby Avenue would be closed to traffic

crossing the ROW, altering the intersection design to a right-in, right-out configuration. The proposed Pacific/Randolph Station would be located just east of Pacific Boulevard.

From the Pacific/Randolph Station, the alignment would continue east at-grade. Rita Avenue would be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration. At the San Pedro Subdivision ROW, the alignment would transition to an aerial configuration and turn south to cross over Randolph Street and the freight tracks, returning to an at-grade configuration north of Gage Avenue. The alignment would be located on the east side of the existing San Pedro Subdivision ROW freight tracks, and the existing tracks would be relocated to the west side of the ROW. The alignment would continue at-grade within the San Pedro Subdivision ROW to the proposed at-grade Florence/Salt Lake Station south of the Salt Lake Avenue/Florence Avenue intersection.

South of Florence Avenue, the alignment would extend from the proposed Florence/Salt Lake Station in the City of Huntington Park to the proposed Pioneer Station in the City of Artesia, as shown in Figure 2-4. The alignment would continue southeast from the proposed at-grade Florence/Salt Lake Station within the San Pedro Subdivision ROW, crossing Otis Avenue, Santa Ana Street, and Ardine Street at-grade. The alignment would be located on the east side of the existing San Pedro Subdivision freight tracks and the existing tracks would be relocated to the west side of the ROW. South of Ardine Street, the alignment would transition to an aerial structure to cross over the existing UPRR tracks and Atlantic Avenue. The proposed Firestone Station would be located on an aerial structure between Atlantic Avenue and Firestone Boulevard.

The alignment would then cross over Firestone Boulevard and transition back to an at-grade configuration prior to crossing Rayo Avenue at-grade. The alignment would continue south along the San Pedro Subdivision ROW, crossing Southern Avenue at-grade and continuing at-grade until it transitions to an aerial configuration to cross over the LA River. The proposed LRT bridge would be constructed next to the existing freight bridge. South of the LA River, the alignment would transition to an at-grade configuration crossing Frontage Road at-grade, then passing under the I-710 freeway through the existing box tunnel structure and then crossing Miller Way. The alignment would then return to an aerial structure to cross the Rio Hondo Channel. South of the Rio Hondo Channel, the alignment would briefly transition back to an at-grade configuration and then return to an aerial structure to cross over Imperial Highway and Garfield Avenue. South of Garfield Avenue, the alignment would transition to an at-grade configuration and serve the proposed Gardendale Station north of Gardendale Street.

From the Gardendale Station, the alignment would continue south in an at-grade configuration, crossing Gardendale Street and Main Street to connect to the proposed I-105/C Line Station, which would be located at-grade north of Century Boulevard. This station would be connected to the new infill C (Green) Line Station in the middle of the freeway via a pedestrian walkway on the new LRT bridge. The alignment would continue at-grade, crossing Century Boulevard and then over the I-105 freeway in an aerial configuration within the existing San Pedro Subdivision ROW bridge footprint. A new Metro C (Green) Line Station would be constructed in the median of the I-105 freeway. Vertical pedestrian access would be provided from the LRT bridge to the proposed I-105/C Line Station platform via stairs and elevators. To accommodate the construction of the new station platform, the existing Metro C (Green) Line tracks would be widened and, as part of the I-105 Express Lanes Project, the I-105 lanes would be reconfigured. (The I-105/C Line Station would serve as the northern terminus for Alternative 4; refer to Section 2.3.5 for additional information on this alternative.)

South of the I-105 freeway, the alignment would continue at-grade within the San Pedro Subdivision ROW. To maintain freight operations and allow for freight train crossings, the alignment would transition to an aerial configuration as it turns southeast and enter the PEROW. The existing freight track would cross beneath the aerial alignment and align on the north side of the PEROW east of the San Pedro Subdivision ROW. The proposed Paramount/Rosecrans Station would be located in an aerial configuration west of Paramount Boulevard and north of Rosecrans Avenue. The existing freight track would be relocated to the east side of the alignment beneath the station viaduct.

The alignment would continue southeast in an aerial configuration over the Paramount Boulevard/Rosecrans Avenue intersection and descend to an at-grade configuration. The alignment would return to an aerial configuration to cross over Downey Avenue descending back to an at-grade configuration north of Somerset Boulevard. One of the adjacent freight storage tracks at Paramount Refinery Yard would be relocated to accommodate the new LRT tracks and maintain storage capacity. There are no active freight tracks south of the World Energy facility.

The alignment would cross Somerset Boulevard at-grade. South of Somerset Boulevard, the at-grade alignment would parallel the existing Bellflower Bike Trail that is currently aligned on the south side of the PEROW. The alignment would continue at-grade crossing Lakewood Boulevard, Clark Avenue, and Alondra Boulevard. The proposed at-grade Bellflower Station would be located west of Bellflower Boulevard.

East of Bellflower Boulevard, the Bellflower Bike Trail would be realigned to the north side of the PEROW to accommodate an existing historic building located near the southeast corner of Bellflower Boulevard and the PEROW. It would then cross back over the LRT tracks at-grade to the south side of the ROW. The LRT alignment would continue southeast within the PEROW and transition to an aerial configuration at Cornuta Avenue, crossing over Flower Street and Woodruff Avenue. The alignment would return to an at-grade configuration at Walnut Street. South of Woodruff Avenue, the Bellflower Bike Trail would be relocated to the north side of the PEROW. Continuing southeast, the LRT alignment would cross under the SR-91 freeway in an existing underpass. The alignment would cross over the San Gabriel River on a new bridge, replacing the existing abandoned freight bridge. South of the San Gabriel River, the alignment would transition back to an at-grade configuration before crossing Artesia Boulevard at-grade.

East of Artesia Boulevard the alignment would cross beneath the I-605 freeway in an existing underpass. Southeast of the underpass, the alignment would continue at-grade, crossing Studebaker Road. North of Gridley Road, the alignment would transition to an aerial configuration to cross over 183rd Street and Gridley Road. The alignment would return to an at-grade configuration at 185th Street, crossing 186th Street and 187th Street at-grade. The alignment would then pass through the proposed Pioneer Station on the north side of Pioneer Boulevard at-grade. Tail tracks accommodating layover storage for a three-car train would extend approximately 1,000 feet south from the station, crossing Pioneer Boulevard and terminating west of South Street.

2.3.3 Alternative 2: 7th Street/Metro Center to Pioneer Station

The total alignment length of Alternative 2 would be approximately 19.3 miles, consisting of approximately 2.3 miles of underground, 12.3 miles of at-grade, and 4.7 miles of aerial alignment. Alternative 2 would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 2,780 new parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 2 aerial freeway crossings, 1 underground freeway crossing, 3 river crossings, 25 aerial road crossings, and 10 freight crossings.

In the north, Alternative 2 would begin at the proposed WSAB 7th Street/Metro Center Station, which would be located underground beneath 8th Street between Figueroa Street and Flower Street. A pedestrian tunnel would provide connection to the existing 7th Street/Metro Center Station. Tail tracks, including a double crossover, would extend approximately 900 feet west beyond the station, ending east of the I-110 freeway. From the 7th Street/Metro Center Station, the underground alignment would proceed southeast beneath 8th Street to the South Park/Fashion District Station, which would be located west of Main Street beneath 8th Street.

From the South Park/Fashion District Station, the underground alignment would continue under 8th Street to San Pedro Street, where the alignment would turn east toward 7th Street, crossing under privately owned properties. The tunnel alignment would cross under 7th Street and then turn south at Alameda Street. The alignment would continue south beneath Alameda Street to the Arts/Industrial District Station located under Alameda Street between 7th Street and Center Street. A double crossover would be located south of the station box, south of Center Street. From this point, the alignment of Alternative 2 would follow the same alignment as Alternative 1, which is described further in Section 2.3.2.

2.3.4 Alternative 3: Slauson/A (Blue) Line to Pioneer Station

The total alignment length of Alternative 3 would be approximately 14.8 miles, consisting of approximately 12.2 miles of at-grade, and 2.6 miles of aerial alignment. Alternative 3 would include 9 new LRT stations, 6 would be at-grade and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 2,780 new parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 1 aerial freeway crossing, 3 river crossings, 15 aerial road crossings, and 9 freight crossings. In the north, Alternative 3 would begin at the Slauson/A Line Station and follow the same alignment as Alternatives 1 and 2, described in Section 2.3.2.

2.3.5 Alternative 4: I-105/C (Green) Line to Pioneer Station

The total alignment length of Alternative 4 would be approximately 6.6 miles, consisting of approximately 5.6 miles of at-grade and 1.0 mile of aerial alignment. Alternative 3 would include 4 new LRT stations, 3 would be at-grade, and 1 would be aerial. Four of the stations would include parking facilities, providing a total of approximately 2,180 new parking spaces. The alignment would include 11 at-grade crossings, 2 freeway undercrossings, 1 aerial freeway crossing, 1 river crossing, 7 aerial road crossings, and 2 freight crossings. In the north, Alternative 4 would begin at the I-105/C Line Station and follow the same alignment as Alternatives 1, 2, and 3, described in Section 2.3.2.

2.3.6 Design Options

Alternative 1 includes two design options:

- **Design Option 1:** LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the MWD building, below the baggage area parking facility instead of beneath the LAUS Forecourt. Crossovers would be located on the north and south ends of the station box with tail tracks extending approximately 1,200 feet north of the station box. From LAUS, the underground alignment would cross under the US-101 freeway and the existing Metro L (Gold) Line aerial structure and continue south beneath Alameda Street to the optional Little Tokyo Station between Traction Avenue and 1st Street. The underground alignment between LAUS and the Little Tokyo Station would be located to the east of the base alignment.
- **Design Option 2:** Add the Little Tokyo Station – Under this design option, the Little Tokyo Station would be constructed as an underground station and there would be a direct connection to the Regional Connector Station in the Little Tokyo community. The alignment would proceed underground directly from LAUS to the Arts/Industrial District Station primarily beneath Alameda Street.

2.3.7 Maintenance and Storage Facility

MSFs accommodate daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles (LRV). Activities may take place in the MSF throughout the day and night depending upon train schedules, workload, and the maintenance requirements.

Two MSF options are evaluated; however, only one MSF would be constructed as part of the Project. The MSF would have storage tracks, each with sufficient length to store three-car train sets and a maintenance-of-way vehicle storage. The facility would include a main shop building with administrative offices, a cleaning platform, a traction power substation (TPSS), employee parking, a vehicle wash facility, a paint and body shop, and other facilities as needed. The east and west yard leads (i.e., the tracks leading from the mainline to the facility) would have sufficient length for a three-car train set. In total, the MSF would need to accommodate approximately 80 LRVs to serve the Project's operations plan.

Two potential locations for the MSF have been identified—one in the City of Bellflower and one in the City of Paramount. These options are described further in the following sections.

2.3.7.1 Bellflower MSF Option

The Bellflower MSF site option is bounded by industrial facilities to the west, Somerset Boulevard and apartment complexes to the north, residential homes to the east, and the PEROW and Bellflower Bike Trail to the south. The site is approximately 21 acres in area and can accommodate up to 80 vehicles (Figure 2-7).

2.3.7.2 Paramount MSF Option

The Paramount MSF site option is bounded by the San Pedro Subdivision ROW on the west, Somerset Boulevard to the south, industrial and commercial uses on the east, and All American City Way to the north. The site is 22 acres and could accommodate up to 80 vehicles (Figure 2-7).

Figure 2-7. Maintenance and Storage Facility Options

Source: WSP, 2020

3 REGULATORY FRAMEWORK

This section identifies applicable plans and regulations related to visual quality and aesthetic. The following presents a list of applicable plans and laws.

Federal

- National Historic Preservation Act Section 106

State

- California Department of Transportation (Caltrans) State Scenic Highways Program

Regional

- Metro Rail Design Criteria (MRDC)
- Metro Art Program Policy
- Metro Standard/Directive Drawings
- Metro Systemwide Station Design Standards

Local

- City of Los Angeles General Plan
- Los Angeles County General Plan 2035
- City of Huntington Park General Plan
- City of Vernon General Plan
- City of Bell General Plan
- City of Cudahy General Plan
- City of South Gate General Plan
- City of Downey Vision 2025
- Rancho Business Park Specific Plan
- City of Paramount General Plan
- City of Bellflower General Plan
- City of Artesia General Plan
- City of Cerritos General Plan
- Municipal Codes of Jurisdictions along Project Corridor

3.1 Federal

3.1.1 National Historic Preservation Act Section 106

Section 106 of the National Historic Preservation Act of 1966 requires that federal agencies take into account the effects of projects on historic properties included in, or eligible for inclusion in, the National Register of Historic Places (National Register). Adverse effects occur when a project "may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" (Title 36, Code of Federal Regulations [CFR], Part 800.5(a)(1)). Changes to the visual environment are typically a key area of analysis under Section 106. Examples of adverse effects on historic properties include, but are not limited to, "change of the character of the property's use or of physical features within the property's

setting that contribute to its historic significance" and "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features" (36 CFR Part 800.5(a)(2).

3.2 State

3.2.1 California Department of Transportation (Caltrans) State Scenic Highways Program

California's Scenic Highways Program was created by the Legislature in 1963 to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. State laws governing the Scenic Highways Program are found in Sections 260 through 263 of the Streets and Highways Code. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Caltrans defines a State Scenic Highway as any freeway, highway, road, or other public ROW that traverses an area of exceptional scenic quality. Eligibility for designation as a State Scenic Highway is based on vividness, intactness, and unity of the roadway. The status of a proposed State Scenic Highway changes from eligible to officially-designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a State Scenic Highway.

3.3 Regional

3.3.1 Metro Rail Design Criteria (MRDC)

Metro adopted design guidelines that provide a uniform basis for the design of light rail projects and, with suitable modification, for other future technology rail projects. These policies and procedures pertain to design criteria for all construction over, under, or adjacent to a Metro facility or structure.

3.3.2 Metro Art Program Policy

Metro adopted an art program which mandates the inclusion of art in the design of its transit systems. The inclusion of art creates a more inviting environment, enlivens a functional world, and contributes to a positive experience for the system's future riders. This policy consists of guidelines pertaining to community involvement, artist collaboration, and certain components of light rail, including station design, trees and other landscaping, signage, street and pedestrian lighting, and public art.

3.3.3 Metro Standard/Directive Drawings

Metro adopted architectural directive and standard drawings that are to be incorporated into all Metro transit projects based on lessons learned from past rail projects completed by Metro. Standard and directive drawings include designs for typical fencing, typical station platforms (underground, at-grade, and aerial), and standard station identifier signs.

3.3.4 Metro Systemwide Station Design Standards

Metro adopted systemwide station design standards to establish a consistent, streamlined systemwide design approach for Metro stations. The systemwide station design standards provide continuity, consistent visual character, and recognizable architecture throughout all Metro stations. Station components include glass canopies for weather protection that allows

for natural light to enter station platforms; three-tone concrete paving patterns for station plazas; stainless steel finishes for station entrances, gates, fencing, furniture, and equipment; light emitting diode (LED) light fixtures; glass art panels at station entrance structures; and sustainable station landscaping.

3.4 Local

3.4.1 City of Los Angeles General Plan

The *City of Los Angeles General Plan* is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City of Los Angeles. The *City of Los Angeles General Plan* includes a Framework Element, Citywide Elements, Specific Plans, and Community Plans that makes up the Land Use Element. These elements provide long-range citywide policy and direction, considering citywide goals and needs. The *Framework Element*, *Conservation Element*, and *Mobility Plan 2035* contain objectives and policies that are intended to ensure the protection of natural terrain and landforms, unique site features, scenic highways, and panoramic public views as city staff and decision-makers consider future land use development and infrastructure projects.

The *General Plan Framework Element*, adopted in December 1996 and amended in August 2001, establishes the broad overall policy and direction for the City of Los Angeles General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan's other elements. The *General Plan Framework Element* planning policies regarding urban form, neighborhood design and the conservation of open space and other scenic resources are intended to improve community and neighborhood livability in the City of Los Angeles. The *General Plan Framework Element* Open Space and Conservation policies seek to conserve significant resources and use open space to enhance community and neighborhood character in the city.

The *General Plan Conservation Element*, adopted in 2001, addresses conservation, protection, development, utilization and the reclamation of natural resources, as well as the remaining natural and other open space resources in the city. The *General Plan Conservation Element* includes a discussion of existing landforms and scenic vistas in the City of Los Angeles.

Mobility Plan 2035, adopted in 2016 as the city's circulation element, presents a guide to the development of a citywide transportation system in the City of Los Angeles that provides for the efficient movement of people and goods, and an inventory of city-designated scenic highways. Scenic highways depicted within the city have special controls for protection and enhancement of scenic resources. The plan includes Scenic Highway Guidelines for those designated scenic highways that do not have an adopted scenic corridor plan.

Table 3.1 summarizes the applicable goals, objectives and policies contained within the *City of Los Angeles General Plan Framework Element*, *Conservation Element*, and *Mobility Plan 2035* that would apply to the visual quality and aesthetics of the Build Alternatives.

Table 3.1. City of Los Angeles Visual Quality and Aesthetic Goals, Objectives, and Policies

Objective/Policy	Description
Framework Element	
Policy 5.3.2.b	Public improvement standards should address street tree form and spacing; street light type, height, and illumination level; and other streetscape elements, particularly in the vicinity of transit stops. Street tree form is dependent on species and available planting space.
Policy 5.5.4	Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, street lights and trees, bus shelters and benches, and other street furniture.
Conservation Element	
Land Form and Scenic Vistas Objective	Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.
Land Form and Scenic Vistas Policy	Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.
Mobility Plan 2035	
Objective 11	Preserve and enhance access to scenic resources and regional open space.
Policy 11.1	Designate scenic highways and scenic byways which merit special consideration for protection and enhancement of scenic resources.

Source: City of Los Angeles, *City of Los Angeles Framework Element,* August 2001; City of Los Angeles, *Conservation Element*, September 2001; City of Los Angeles, *City of Los Angeles Conservation Element,* September 2001; City of Los Angeles, *Mobility Plan 2035,* September 2016

3.4.2 Los Angeles County General Plan 2035

The *Los Angeles County General Plan 2035,* adopted in October 2015, provides the policy framework and establishes the long-range vision for how and where the unincorporated areas of the county will grow.

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

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

The *Los Angeles County General Plan 2035* Conservation and Natural Resources Element guides the long-term conservation of natural resources and preservation of available open space areas. It addresses open space resources; biological resources; local water resources; agricultural resources; mineral and energy resources; scenic resources; and historic, cultural and paleontological resources.

The *Florence-Firestone Community Plan*, adopted by the LA County Board of Supervisors on September 3, 2019, guides the future development, conservation, and maintenance of the Florence-Firestone community. The Community Plan articulates a vision, as well as provides goals and policies, to guide land use decisions made by property owners, developers, planners, businesses, agencies and others towards that vision. The Community Plan is an extension of the General Plan and is based on the framework established by the General Plan.

Table 3.2 summarizes the applicable goals and policies contained within the *Los Angeles County General Plan 2035* and *Florence-Firestone Community Plan* that apply to the visual quality and aesthetics of the Build Alternatives.

Table 3.2. Los Angeles County General Plan Visual Quality and Aesthetic Goals and Policies

Goal/Policy	Description
Land Use Element	
Goal LU 10	Well designed and healthy places that support a diversity of built environments.
Policy LU 10.4	Promote environmentally sensitive and sustainable design.
Policy LU 10.5	Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction.
Policy LU 10.9	Encourage land uses and design that stimulate positive and productive human relations and foster the achievement of community goals.
Policy LU 11.2	Support the design of developments that provide substantial tree canopy cover, and utilize light-colored paving materials and energy-efficient roofing materials to reduce the urban heat island effect.
Mobility Element	
Policy M 2.9	Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.
Conservation and Natural Resources Element	
Goal C/NR 13	Protect visual and scenic resources.
Policy C/NR 13.1	Protect scenic resources through land use regulations that mitigate development impacts.
Policy C/NR 13.3	Reduce light trespass, light pollution and other threats to scenic resources.
Policy C/NR 13.4	Encourage developments to be designed to create a consistent visual relationship with the natural terrain and vegetation.
Policy C/NR 13.5	Encourage required grading to be compatible with the existing terrain.

Goal/Policy	Description
Florence-Firestone Community Plan	
Policy R-4.3	Allow taller fence heights in residential areas, where appropriate, to offer options in maintaining safety of neighborhoods.
Policy R-4.6	Community-friendly and appropriately designed noise barriers that include public art should be constructed along the Metro Blue Line and railroad rights-of-way near residences to reduce noise impacts.
Policy C-4.3	Incorporate consulting artists and/or designers in the public outreach, design, and construction of streetscapes, public realm infrastructure, beautification projects, and similar efforts to provide attractive, place-specific elements responsive to community needs and preferences.
Policy TD-3.2	Design station area development to support active transportation and connectivity to the pedestrian and bicycle networks.
Policy TD-3.4	Create physical and visual connections between each metro Blue Line station and adjacent neighborhoods, public facilities, public parks, and activity centers through installation of identifiable public art elements, inclusive of lighting, community markers, or other elements.
Policy TD-3.6	Integrate public art throughout TOD areas, including on Metro right-of-way infrastructure, overpasses, within the public realm, and other visible areas.

Source: County of Los Angeles, *Los Angeles County General Plan 2035*, Chapter 6: Land Use Element, October 2015; Chapter 7: Mobility Element, October 2015; Chapter 9: Conservation and Natural Resources Element, October 2015; *Florence-Firestone Community Plan*, September 2019

3.4.3 City of Huntington Park General Plan

The *City of Huntington Park General Plan* was adopted in February 1991 and last amended in 1996. The City of Huntington Park is in the process of updating its General Plan, *City of Huntington Park 2030 General Plan*. The Urban Design Element of the *City of Huntington Park General Plan* builds on the foundation of the Land Use Element, focusing on the quality and character of public areas and private development in the city. The Urban Design Element describes goals, policies, and design concepts for public improvements, guidelines for the form and character of new private development, and focused plans for areas of the city in need of special design attention. The Urban Design Element also includes an Urban Design Plan, which corresponds to the Urban Design goals and policies of the Urban Design Element. The Urban Design Plan includes streetscape improvements for Pacific Boulevard.

The *Downtown Huntington Park Specific Plan* area is located just south of the proposed Pacific/Randolph Station, generally between Rugby and Seville Avenues. The purpose of the *Specific Plan* is to create a unique and identifiable downtown for the City of Huntington Park that is an economically vibrant, pedestrian-oriented destination; promote more amenities in downtown Huntington Park in a method consistent with the city's *General Plan*; enhance architecture/aesthetics; provide more compatible/complementary uses; provide guidelines for display of merchandise; and improve the overall identity for downtown Huntington Park. The *Specific Plan* includes guidance for streetscape improvements, public amenities, and circulation; standards for land use and site development; area-wide design guidelines; and guidelines and standards for signs.

Table 3.3 summarizes the applicable goals and policies contained within the Land Use Element and Urban Design Element that apply to the visual quality and aesthetics of the Build Alternatives.

Table 3.3. City of Huntington Park Visual Quality and Aesthetic Goals and Policies

Goals/Policy	Description
Land Use Element	
Goal 6.0	Improve urban design in Huntington Park to ensure development is both architecturally and functionally compatible, and to create uniquely identifiable neighborhoods and commercial districts.
Urban Design Element	
Goal 1.0	Improve Huntington Park's visual linkages and strengthen the city's overall identity as a community with high quality public places and private development.
Policy 1.1	Develop citywide visual linkages through public landscaping, lighting and graphics along major streets.
Policy 2.2	Improve pedestrian opportunities and create an attractive pedestrian environment throughout the Central Business District.
Policy 2.6	Develop a phased public streetscape program to provide pedestrian lighting, street trees, decorative sidewalks, street furniture, directory kiosks, directional graphics, and public art.
Policy 3.2	Provide consistent tree planting along all streets, and encourage on-site pedestrian amenities and landscaping. Provide a landscaped edge along street-facing portions of all parking lots.
Policy 6.4	Initiate a citywide landscape program for railroad edges. Where adequate right-of-way exists, implement planting of low maintenance trees and shrubs.

Source: City of Huntington Park, *City of Huntington Park General Plan – Land Use Element*, February 1991, amended 1996; *Urban Design Element,* February 1992

3.4.4 City of Vernon General Plan

The *City of Vernon General Plan,* adopted in December 2007 and last amended in February 2013, identifies its key policy objective to remain almost exclusively an industrial city. Visual character and aesthetic goals and policies within the city's General Plan are generally associated with maintaining the industrial character of the city.

3.4.5 City of Bell 2030 General Plan

The *City of Bell 2030 General Plan* was adopted in May 2018. The updated General Plan includes policies that address urban design. The Mobility & Circulation Elements contains policies that address visual character and aesthetics applicable to the Build Alternatives. Table 3.4 summarizes the applicable policy contained within the *City of Bell 2030 General Plan* that applies to the visual character and aesthetics of the Build Alternatives.

Table 3.4. City of Bell 2030 General Plan Visual Character and Aesthetic Objectives and Policies

Policy	Description
Mobility & Circulation Element	
Policy 7	The City of Bell shall require new developments to include design features to mitigate adverse impacts upon the local circulation system. All new development projects must promote and facilitate walkable streets, bus transit, bicycling, parking, efficient goods movement, and other components of the transportation system. Transit-related improvements shall be identified as part of the conditions of approval through the design and environmental review processes.

Source: City of Bell, C*ity of Bell 2030 General Plan*, May 2018

3.4.6 City of Cudahy 2040 General Plan

The *City of Cudahy 2040 General Plan* was adopted in March 2018. The *Land Use Element* includes goals and policies that address urban design. Table 3.5 summarizes the applicable goals and policies contained within the *City of Cudahy 2040 General Plan* that applies to the visual character and aesthetics of the Build Alternatives.

Table 3.5. City of Cudahy 2040 General Plan Visual Character and Aesthetic Objectives and Policies

Goal/Policy	Description
Land Use Element	
Goal LUE-3	Aesthetically pleasing, distinctive, and inclusive urban design.
Policy LUE 3.3	Improve public streetscapes, including widening sidewalks and crosswalks, protected crosswalks, regular street planting, bus shelters and street furniture, and pedestrian-oriented street lighting.
Policy LUE 3.10	Incorporate public art in public spaces and private projects. Seize opportunities to fold artistic qualities into practical urban design elements (i.e., public seating areas, bus shelters, etc.).

Source: City of Cudahy, C*ity of Cudahy 2040 General Plan*, March 2018

3.4.7 City of South Gate General Plan 2035

The *City of South Gate General Plan 2035*, adopted in December 2009, addresses a variety of citywide topics, such as the intended character and density of development in the city, preservation of historic resources, elimination of blight, and contact between uses. The *Mobility Element* provides a vision for the city's transportation infrastructure, including public transit service and bike, pedestrian and automobile facilities. The Healthy Community Element addresses the health and welfare of the city's residents, and includes policies related to the overall well-being, physical activity, nutrition, access to health care, and a safe transportation system. The Community Design Element includes aesthetic-related goals, objectives, and policies. Table 3.6 summarizes the applicable goals, objectives, and policies contained within the *City of South Gate General Plan 2035* that apply to the visual character and aesthetics of the Build Alternatives.

Table 3.6. City of South Gate General Plan 2035 Visual Character and Aesthetic Goals, Objectives, and Policies

Goal/Objective/Policy	Description
Community Design Element	
Objective CD 2.5, Policy P.4	Public buildings and sites will be designed to be compatible in scale, mass, and character with the vision for the specific neighborhood, district, or corridor.
Objective CD 4.1, Policy P.12	Existing streetscapes in neighborhoods will be enhanced by improving deficient sidewalks and by adding traditional elements such as pedestrian-oriented lighting and street trees.
Objective CD 6.2	Design landscaping, buildings, and sites to enhance the pedestrian environment and enhance the urban character of the city's districts.
Objective CD 6.2, Policy P.1	New development in districts will be designed and developed to achieve a high level of quality and distinctive character and architecture.
Goal CD 7	Revitalization of the city's corridors into beautiful and welcoming spaces.
Objective CD 7.2	Design landscaping, buildings, and sites to enhance the pedestrian environment.
Goal CD 8	An improved visual appearance throughout the city.
Objective CD 8.1	Ensure high quality architecture and urban design throughout the city.
Objective CD 8.2	Ensure that the city is attractive and free of public nuisances.
Objective CD 8.3	Improve the visual quality of corridors and districts.
Objective CD 8.3, Policy P.3	Public art and other design features should be used to enliven the public realm.

Source: City of South Gate, *City of South Gate General Plan 2035,* December 2009

3.4.8 City of Downey Vision 2025

Downey Vision 2025 is the City of Downey's General Plan. It was adopted in January 2005. Table 3.7 summarizes the applicable goals and programs contained within the *Downey Vision 2025* that apply to the visual character and aesthetics of the Build Alternatives.

Table 3.7. Downey Vision 2025 Visual Character and Aesthetic Goals and Programs

Goal/Program	Description
Land Use Element	
Program 1.3.1.3	Promote setback, wall, landscape, and other buffers to reduce conflicts where incompatible land uses are in proximity.
Program 1.4.2.4	Encourage developments to consider impacts to privacy, views, and sunlight on adjacent properties.
Program 1.4.2.5	Discourage the removal of trees and other vegetation.
Program 1.4.2.6	Discourage unnecessary artificial changes to natural topography and differences in elevation levels at property boundaries.
Circulation Element	
Program 2.2.4.6	Promote and maintain the appearance, cleanliness, and maintenance of transit stops.
Safety Element	
Program 5.9.2.4	Discourage public street lighting and private lighting that create glare onto adjacent properties, street traffic, and the sky above.
Goal 8.2	Maintain and enhance the appearance of properties.
Goal 8.3	Promote the enhancement of the streetscape.
Program 8.3.1.2	Maximize the landscaped setback on street yard setbacks.
Program 8.3.1.3	Minimize the amount of pavement and other non-plant material along the street yard setbacks.
Program 8.3.1.5	Discourage security devices and fence/wall designs that portray an image that the community is unfriendly and uninviting.
Program 8.3.1.6	Encourage the enhancement of views along the railroad right-of-way visible from street ROWs.
Policy 8.3.3	Promote the installation of new trees.
Program 8.3.3.1	Promote the installation of new trees throughout the city, but especially where visible from the street.

Source: City of Downey, *Downey Vision 2025,* January 2005

3.4.9 Rancho Business Center Specific Plan

The Build Alternatives would be located within the *Rancho Business Center Specific Plan* area in the City of Downey. The *Rancho Business Center Specific Plan* guides the planning and development of an approximately 121-acre planning area, which is generally bounded by Amigos Avenue to the north, residential properties to the east, and the South Gate/Downey city boundaries to the south and west. The specific plan area generally contains unutilized hospital buildings and its associated administration buildings. The *Rancho Business Park Specific Plan* anticipates that the specific plan area would be developed with light industrial uses in a business park environment.

Aesthetic-related goals of this specific plan that are applicable to the Affected Area include the following:

- Create a well-designed community
- Support and encourage improved design techniques
- Preserve where possible open spaces, natural and historic features

3.4.10 City of Paramount General Plan

The *City of Paramount General Plan* was adopted in August 2007. Table 3.8 summarizes the applicable policy contained within the *City of Paramount General Plan* that applies to the visual character and aesthetics of the Build Alternatives.

Table 3.8. City of Paramount General Plan Visual Character and Aesthetic Policy

Policy	Description
Policy 6	The City of Paramount will require special design and landscaping treatments along major roadways and other scenic corridors.

Source: City of Paramount, *Paramount General Plan*, August 2007

3.4.11 City of Bellflower General Plan

The *City of Bellflower General Plan: 1995-2010,* adopted in December 1994, includes the Land Use, Circulation, Housing, Conservation, Noise, Safety, and Open Space/Recreation Elements. Table 3.9 summarizes the applicable goals and policies contained within the *City of Bellflower General Plan* that apply to the visual character and aesthetics of the Build Alternatives.

Table 3.9. City of Bellflower General Plan Relevant Visual Character and Aesthetic Goals and Policies

Goal/Policy	Description
Goal 2	Create a city that functions efficiently, is aesthetically pleasing, and makes the best use of its various resources.
Policy 2.12	Develop strong themes identifying Bellflower as a city of visual and community quality.

Source: City of Bellflower, *City of Bellflower General Plan: 1995-2010,* December 1994

3.4.12 City of Artesia General Plan 2030

The *City of Artesia General Plan 2030* is designed to guide growth and development of the city through 2030. The circulation and mobility sub-element include policies that address the aesthetic quality of streets. Table 3.10 summarizes the applicable goal and policy contained within the circulation and mobility sub-element that apply to the visual character and aesthetics of the Build Alternatives.

Table 3.10. City of Artesia General Plan 2030 Visual Character and Aesthetic Goals and Policies

Goal/Policy	Description
Circulation and Mobility Sub-Element	
Goal CIR 2	Improved aesthetic quality and maintenance of arterial highways and local roadways.
Policy CIR 2.1	Provide landscaped medians and greenbelts along major arterials, highways, and freeways where economically feasible.

Source: City of Artesia, *City of Artesia General Plan 2030,* 2010

3.4.13 City of Cerritos General Plan

The *City of Cerritos General Plan*, adopted in January 2004, links the city's community values, visions and objectives with the way the city uses its public and private land and other community resources. The *City of Cerritos General Plan* is comprehensive and long-term, and it provides the primary guidance for specific projects, policy actions or programs that may occur in the future. Table 3.11 summarizes the applicable goals and policies contained within the *City of Cerritos General Plan* that apply to the visual character and aesthetics of the Build Alternatives.

Table 3.11. City of Cerritos General Plan Visual Character and Aesthetic Goals and Policies

Goal/Policy	Description
Land Use Element	
Goal LU-1	Preserve, promote and protect the existing high quality physical development that characterizes the city and quality of life within the City of Cerritos.
Policy LU-1.1	Encourage high-quality design and construction for development that is a positive addition to and compatible with the City's existing ambiance. Development shall enhance the character and unique identity of existing commercial, industrial and/or residential uses. Development shall be defined to include landscaping, parking, lighting, business identification signs and buildings.
Policy LU-1.3	Promote high-quality, well designed, environmentally conscious and verdant landscaping in new and existing developments.

Goal/Policy	Description
Community Design Element	
Goal CD-1	Strengthen and maintain Cerritos' image as a unique place by maintaining, enhancing and creating physical features that distinguish Cerritos from surrounding communities and distinguish it as a livable community.
Policy CD-1.4	Continue the Art in Public Places Program with an emphasis on attaining a variety of artistic pieces located in both exterior and interior spaces.
Goal CD-2	Create an attractive street environment that will complement private and public properties, create beauty within the public right-of-way, and be comfortable for residents and visitors.
Policy CD-2.10	Provide a well-designed, comfortable bus stop at all MTA, COW or other transportation stops in the City, including waste containers and benches, etc.
Circulation Element	
Goal CIR-9	Plan and manage public rights-of-way and median islands to provide attractive streetscapes, while ensuring that street capacity, functionality, sight distance and public safety are not adversely affected.
Policy CIR-9-1	Provide attractive streetscapes in a cost-effective, low-maintenance manner.
Policy CIR-9-3	Maintain and replace street trees as needed to achieve their aesthetic purpose and avoid damage to streets and sidewalks.
Policy CIR-9.4	Provide street lights compatible with the character of existing neighborhoods.
Policy CIR-9.6	Select and locate landscape materials, streetscape furniture and public art in such a way so as to avoid blocking motorists' sight distance or impeding vehicular movement.

Source: City of Cerritos, *City of Cerritos General Plan,* January 2004

3.4.14 Municipal Codes of Jurisdictions along Project Corridor

Each jurisdiction in which the Build Alternatives are located has a municipal code, which contains the zoning ordinance. The zoning ordinance regulates the general design and visual quality of development projects, and designates and regulates the location, use, height and size of buildings. It also addresses parking, landscaping, and a number of other topics that influence the aesthetics of development projects. Lighting regulations are provided in the zoning ordinance or in other sections of the municipal code. However, municipal codes do not directly regulate the design of transportation infrastructure elements, including light rail stations. As previously discussed, Metro adopted MRDC to provide a uniform basis for the design of light rail projects.

4 AFFECTED ENVIRONMENT/EXISTING CONDITIONS

For the purposes of this visual and aesthetic impact analysis, the Affected Area encompasses localized viewsheds, including the areas encompassing the proposed alignments and stations, areas that would be acquired for Project-related infrastructure (including TPSS, parking facilities, and MSF), adjacent parcels, any additional parcels that would have views of and across the proposed alignments and Project-related infrastructure, and adjacent street ROWs that parallel, intersect, or face the Build Alternatives.

4.1 General Visual Setting

The Affected Area generally exhibits an urbanized character, with nearly all available land already developed. Higher density development with a mix of low-rise, mid-rise, and high rise structures are generally found north of the Interstate (I)-10 freeway, while lower density development consisting of primarily low-rise structures and a few mid-rise structures are located south of the I-10 freeway. No state- or locally-designated scenic highways are located within the Affected Area.

The major visual feature of the Affected Area is the built environment, which consists of a variety of commercial, industrial, public facility, institutional, and residential uses, in addition to transportation corridors. The transportation corridors within the Affected Area include roadways, freeways, and rail ROWs, including the Wilmington Branch ROW, La Habra Branch ROW, San Pedro Subdivision ROW, and PEROW. These rail ROWs create linear open spaces. The rail ROWs generally pass through the affected jurisdictions in a north-south direction from the I-10 freeway to Slauson Avenue and from Randolph Street to Florence Avenue; in an east-west direction along Randolph Street; and diagonally in a northwest-southeast direction south of Florence Avenue/Salt Lake Avenue.

Major freeways (i.e., US-101, I-10, I-710, I-105, SR-91, and I-605) create well-defined visual boundaries and edges because the facilities are several hundred feet wide. Within the Affected Area, the I-10, I-710, SR-91, and I-605 freeways are elevated on columns or engineered fill, while the US-101 freeway is depressed below the elevation of surrounding development around Alameda Street and at-grade approximately 700 feet east of Alameda Street. The I-105 freeway is also depressed from its surrounding uses.

Flood control facilities also create visual boundaries within the Affected Area. The rail ROWs cross the concrete-banked channels of the Los Angeles, Rio Hondo Channel, and San Gabriel Rivers. The river channels are visually distinct due to the width and limited number of crossing points.

The Affected Area can be characterized as relatively flat with minor changes in elevation that gently slopes downward in a south-southwesterly direction towards the Pacific Ocean. Elevations range from approximately 280 feet above mean sea level around LAUS (City of Los Angeles), 260 feet above mean sea level around 8th Street/Figueroa Street (City of Los Angeles), 180 feet above mean sea level at 55th Street/Long Beach Avenue (City of Los Angeles), 80 feet above mean seal level around Main Street/PEROW (City of South Gate), to 50 feet above mean sea level around South Street/PEROW (City of Artesia/City of Cerritos). Due to the relatively flat topography, the Affected Area lacks elevated vantage or vista points. As a result, views in the Affected Area are generally limited to the foreground and middle

ground. Although a few middle ground views of the downtown Los Angeles skyline and/or background views of mountains are available along some public street rights-of-way within the Affected Area (e.g., in some portions of downtown Los Angeles, along Long Beach Avenue, Alameda Street, Lakewood Boulevard, Clark Avenue, Bellflower Boulevard, Woodruff Avenue, and Pioneer Boulevard), portions of these background views are blocked by urban features, such as utility poles, urban landscaping, and intervening buildings.

North of the I-10 freeway, views of the Affected Area are primarily available along Alameda Street, 8th Street, Long Beach Avenue, and intersecting streets. Views of the Affected Area south of the I-10 freeway are primarily available along public street rights-of-way that parallel the rail ROWs (e.g., Long Beach Avenue, Randolph Street, Salt Lake Avenue, Flora Vista Street, and Pacific Avenue), at properties adjacent to these public street rights-of-way and facing the rail ROWs, at an angle along intersecting streets, and along the Bellflower Bike Trail (i.e., a pedestrian and two-lane Class I bicycle path in the City of Bellflower). In the areas where the rail ROWs are situated between properties on both sides (e.g., from Randolph Street to Gage Avenue, Atlantic Avenue to Southern Avenue, Imperial Highway to Gardendale Street, Main Street to Hegel Street, and SR-91 to South Street), walls and structures on adjacent properties block most views of the rail ROWs.

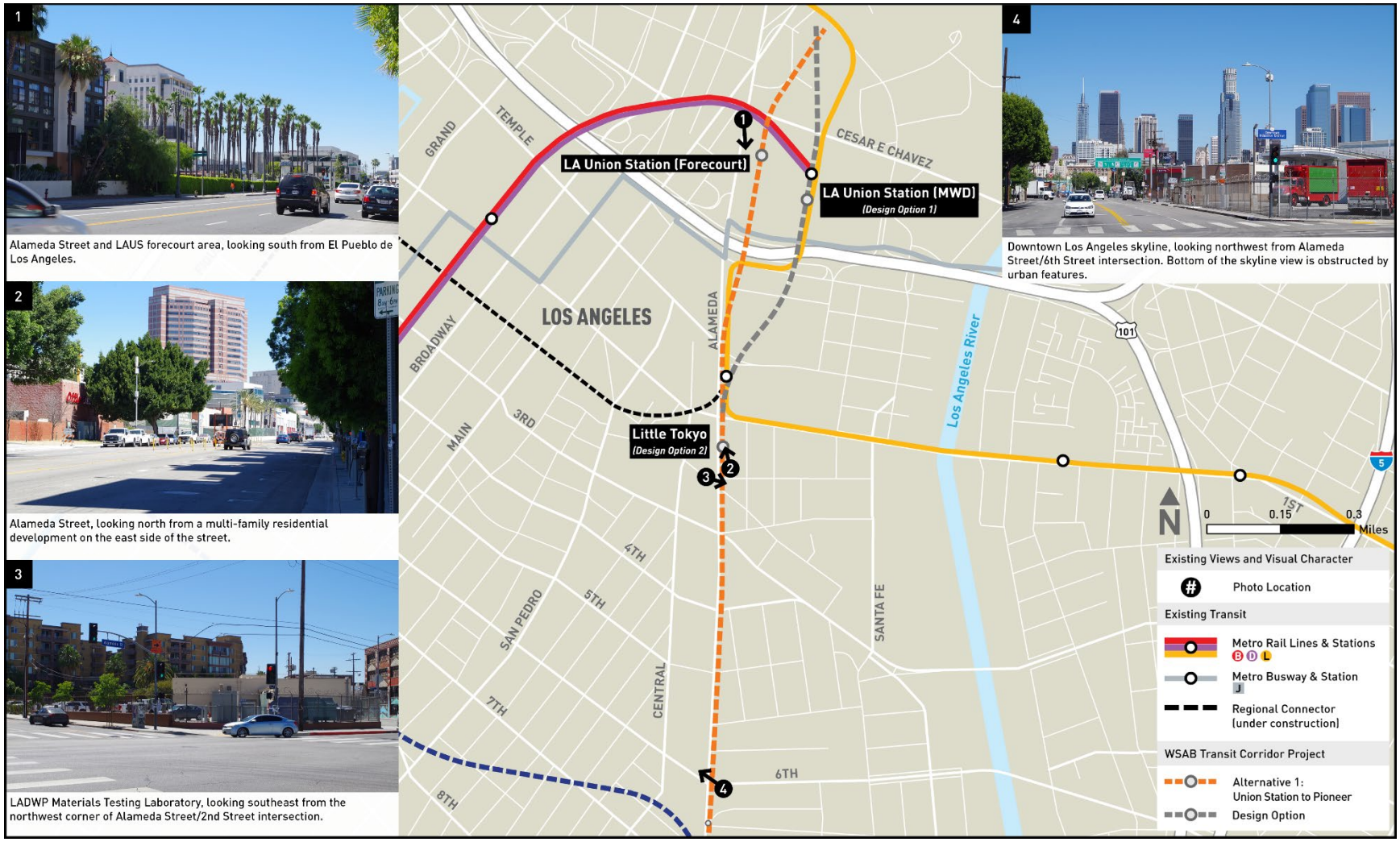
Figure 4-1 through Figure 4-12 provide representative views, or key views, within the Affected Area. The photos in the figures are representative of the range of views that characterize the Affected Area and that could potentially be affected by the Project, as well as the types of views of the Project corridor that viewer groups and/or sensitive viewers within the Affected Area currently experience. Views of some scenic resources within the Affected Area are also presented in the figures.

4.2 Scenic Vistas

No notable scenic vistas are present within the Affected Area. Distant north-facing views of mountains are available along north-south streets, such as Alameda Street, Lakewood Boulevard, Clark Avenue, Bellflower Boulevard, Woodruff Avenue, and Pioneer Boulevard. West-facing middle ground views of the downtown Los Angeles skyline are available along a few east-west streets, such as 6th Street at Alameda Street and 7th Street at Alameda Street. These views of the mountains and downtown Los Angeles skyline are not considered scenic vistas as the majority of the mountain and skyline views are blocked by typical urban landscape, including street trees, intervening buildings (low- and mid-rise structures), and/or utility poles. Photo 4 in Figure 4-1 represents a skyline view available from the Project corridor at 6th Street/Alameda Street. As shown, the bottom of the skyline view in this area is blocked by structures, street signs, and other urban features in the foreground.

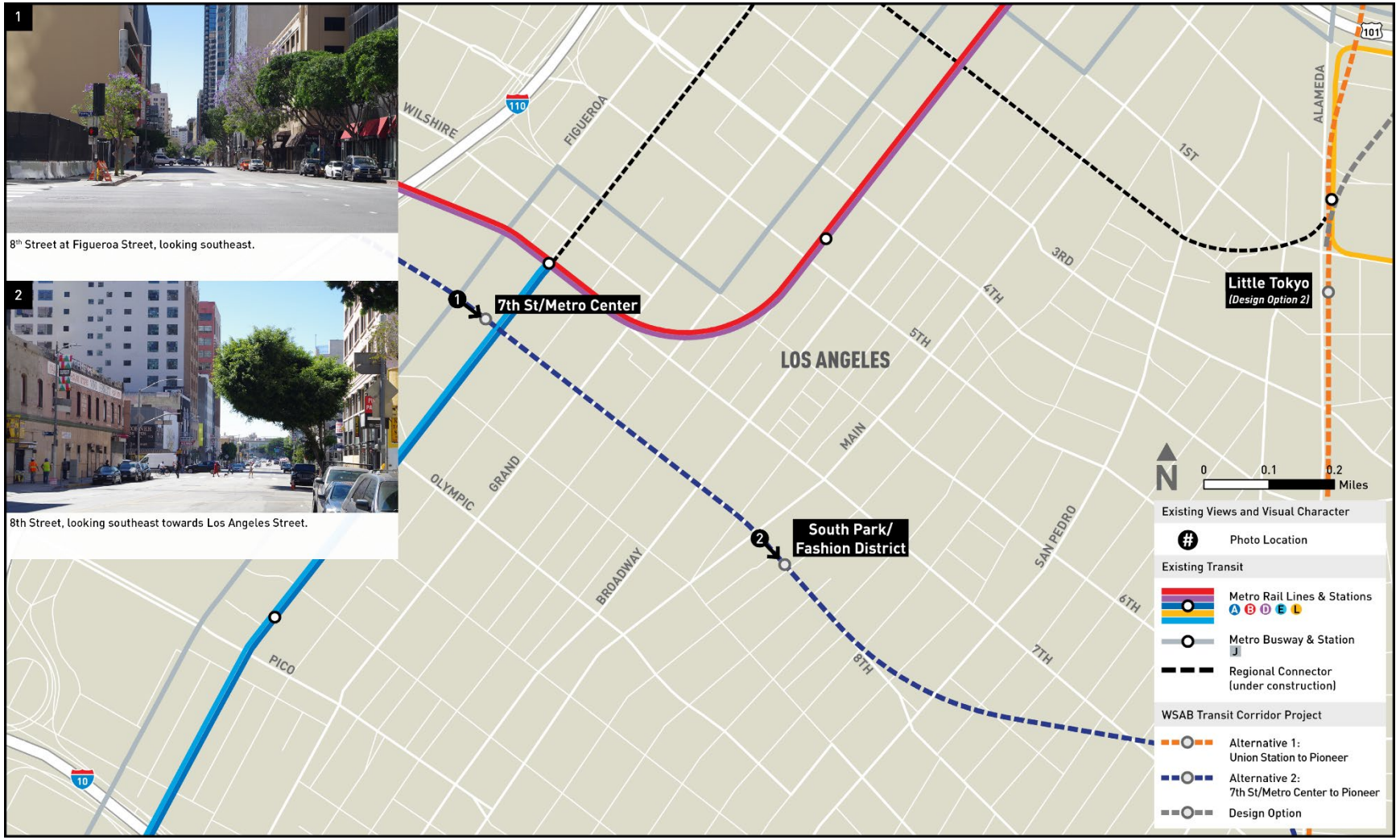
Middle ground views of the downtown Los Angeles skyline are also available at an angle on the I-10 freeway. Photo 5 in Figure 4-3 represents a view of the downtown Los Angeles skyline from the I-10 freeway westbound lane at Long Beach Avenue. As shown, the bottom of the skyline view is blocked by intervening structures and other urban features (utility poles) in the foreground. Views of the downtown Los Angeles skyline within the I-10 freeway are generally limited to motorists traveling westbound along the I-10 freeway. The viewing duration is short because the view is at an angle and motorists are focused on the road. As a result, the downtown Los Angeles skyline view on the I-10 freeway is not considered a notable scenic vista.

Figure 4-1. Views and Visual Character from Union Station to 6th Street



Source: TAHA, 2020

Figure 4-2. Views and Visual Character from Figueroa Street to Los Angeles Street



Source: TAHA, 2020

Figure 4-3. Views and Visual Character from 6th Street to 16th Street

Source: TAHA, 2020

Figure 4-4. Views and Visual Character from 16th Street to 48th Street

Source: TAHA, 2020

Figure 4-5. Views and Visual Character from 48th Street to Santa Fe Avenue

Source: TAHA, 2020

Figure 4-6. Views and Visual Character from Pacific Boulevard to Florence Avenue

Source: TAHA, 2020

Figure 4-7. Views and Visual Character from Florence Avenue to Firestone Boulevard

Source: TAHA, 2020

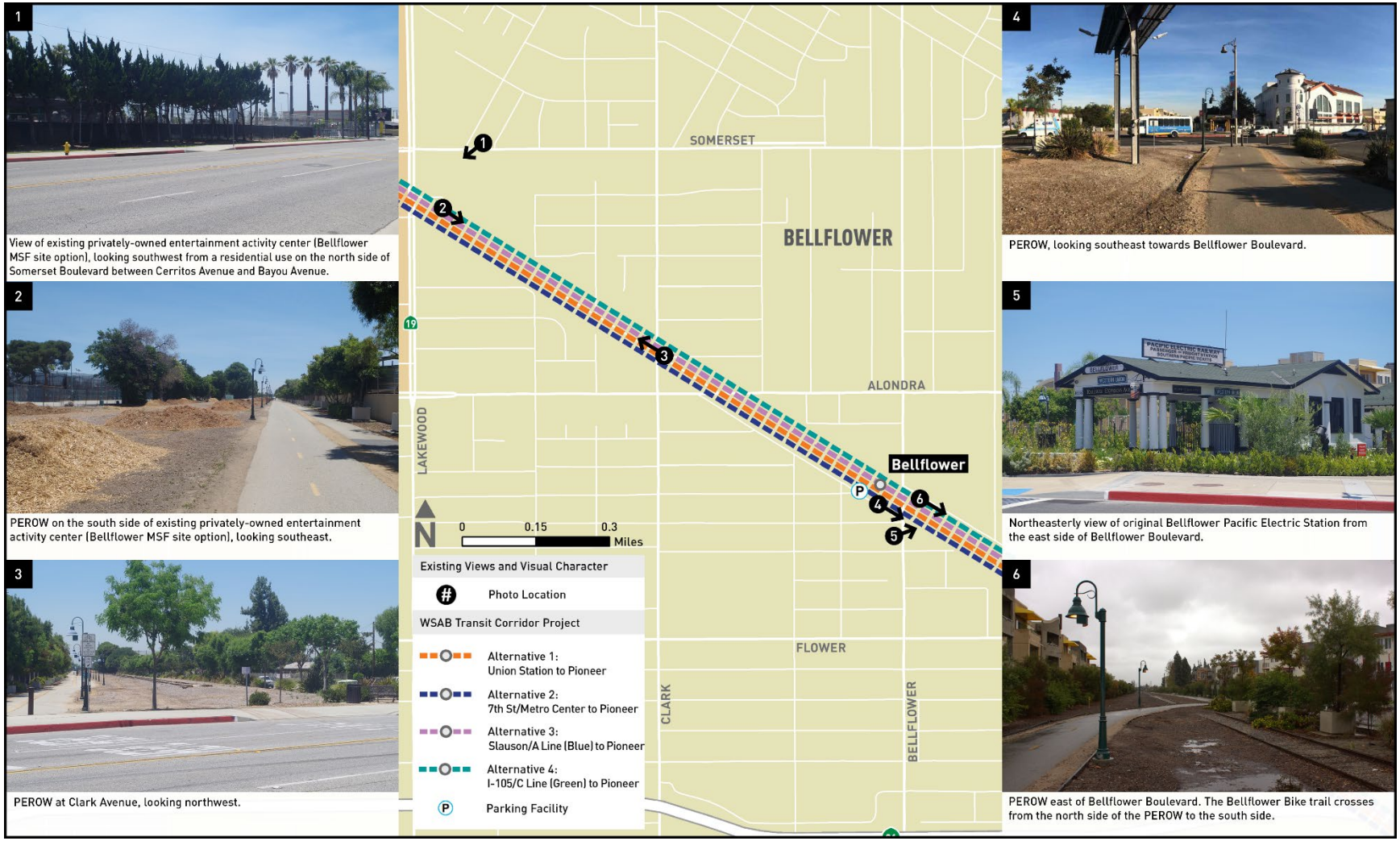
Figure 4-8. Views and Visual Character from Southern Avenue to I-105 Freeway

Source: TAHA, 2020

Figure 4-9. Views and Visual Character Paramount Boulevard/Rosecrans Avenue to Lakewood Boulevard

Source: TAHA, 2020

Figure 4-10. Views and Visual Character from Lakewood Boulevard to Bellflower Boulevard



Source: TAHA, 2020

Figure 4-11. Views and Visual Character from Woodruff Avenue to Gridley Road/183rd Street

Source: TAHA, 2020

Figure 4-12. Views and Visual Character from Gridley Road/183rd Street to South Street

Source: TAHA, 2020

4.3 Scenic Resources

Scenic resources within the Affected Area generally include urban features, such as structures of architectural or historic significance, public plazas, public art, and park areas that contribute to the distinct character of the Affected Area. Table 4.1 summarizes the notable scenic resources, available views, and sensitive viewers within the Affected Area.

Table 4.1. Existing Scenic Resources in the Affected Area

Scenic Resource	Location of Available Views	Sensitive Viewers
Alternative 1		
Los Angeles Union Station 800 N Alameda St, Los Angeles ▪ National Register ▪ California Register ▪ City of Los Angeles HCM #101	Alameda St, Los Angles St, multi-family residential development north of LAUS, Father Serra Park	Residents north of LAUS, visitors/tourists
El Pueblo de Los Angeles Historical Monument (Los Angeles Historic District) 125 Paseo de la Plaza, Los Angeles ▪ National Register ▪ California Register	Spring St, Main St, Los Angeles St, Alameda St, Cesar Chavez Ave, Paseo Luis Olivares, Olvera St, Arcadia St, LAUS, surrounding commercial and institutional uses, multi-family residential development north of LAUS	Residents north of LAUS; visitors/tourists
Plaza Substation (El Pueblo de Los Angeles Historical Monument) 125 Paseo de la Plaza, Los Angeles ▪ National Register ▪ California Register	Olvera St, Alameda St, Los Angeles St, LAUS	Visitors/tourists
Los Angeles Plaza Park (El Pueblo de Los Angeles Historical Monument) 125 Paseo de la Plaza, Los Angeles ▪ National Register ▪ California Register ▪ City of Los Angeles HCM #64	Main St, Los Angeles St, Alameda St, Father Serra Park, LAUS, institutional uses on Main St	Visitors/tourists
Father Serra Park (El Pueblo de Los Angeles Historical Monument) 125 Paseo de la Plaza, Los Angeles	Los Angeles St, Alameda St, Los Angeles Plaza Park, LAUS, multi-family residential development north of LAUS	Residents north of LAUS, visitors/tourists
Alternative 2		
Barker Brothers Building 800 W 7th St, Los Angeles ▪ City of Los Angeles HCM #356	Flower St, 8th St, Figueroa St, 7th St, commercial businesses along these streets	Visitors/tourists

Scenic Resource	Location of Available Views	Sensitive Viewers
Southern California Gas Company Complex 800-830 S Flower St, Los Angeles ▪ National Register ▪ California Register ▪ City of Los Angeles HCM #789	Flower St, 8th St, commercial businesses along these streets	Building residents, visitors/tourists
Hamburger's Department Store 801 S Broadway, Los Angeles ▪ National Register ▪ California Register ▪ City of Los Angeles HCM #459	8th St, Broadway, Hill St, commercial businesses and residences along these streets	Building residents, visitors/tourists
Union Bank and Trust Building 760 S Hill St, Los Angeles • City of Los Angeles HCM #1030	8th St, Hill St, commercial businesses and residences along these streets	Building residents, visitors/tourists
Tower Theater 802 S Broadway, Los Angeles ▪ National Register ▪ Broadway Theater District Contributor ▪ City of Los Angeles HCM #450	8th St, Broadway, commercial businesses along these streets	Building residents, visitors/tourists
Garment Capitol Building 217 E 8th St, Los Angeles ▪ National Register ▪ California Register ▪ City of Los Angeles HCM #930	8th St, Santee St, commercial businesses along these streets	Visitors/tourists
Textile Center Building 315 E 8th St, Los Angeles ▪ National Register ▪ California Register ▪ City of Los Angeles HCM #712	8th St, Maple St, commercial businesses and residences along these streets	Building residents, visitors/tourists
Alternatives 1 and 2		
Fred Roberts Recreation Center 4700 S. Honduras St, Los Angeles	Honduras St, 47th St, 48th St, 48th Pl, Long Beach Ave, residential properties west of Honduras St, industrial properties east of Long Beach Ave, San Pedro Subdivision ROW	Residents west of Honduras St, visitors
Alternatives 1 , 2, and 3		
Salt Lake Park 3401 E. Florence Ave, Huntington Park	Salt Lake Ave, Florence Ave, commercial uses on Florence Ave, San Pedro Subdivision ROW	Visitors

Scenic Resource	Location of Available Views	Sensitive Viewers
LA River Truss Bridge City of South Gate (Photo 2 in Figure 4-8) ▪ Eligible for National Register and California Register	Firestone Blvd, I-710 freeway, LA River Bike Path, San Pedro Subdivision ROW	Residents
Hollydale Community Park 12221 Industrial Ave, South Gate	Industrial Ave, Harding Ave, San Pedro Subdivision ROW	Residents and visitors to the park
Alternatives 1 , 2, 3, and 4		
"Defiance" by Harold L. Pastorius Jr. – Public Art Sculpture SW corner of Paramount Blvd & Rosecrans Ave, Paramount	Rosecrans Ave, Paramount Blvd, commercial uses at the intersection of Rosecrans Ave/Paramount Blvd, PEROW	Visitors/tourists
Paramount Park 14400 Paramount Blvd, Paramount	Paramount Blvd, commercial uses along Paramount Blvd, San Pedro Subdivision PEROW	Visitors
Original Bellflower Pacific Electric Station 16394-16398 Bellflower Blvd, Bellflower (Photo 5 in Figure 4-10) ▪ Eligible for National Register and California Register	Bellflower Blvd, users of Bellflower Bike Trail, commercial uses along Bellflower Blvd, PEROW	Visitors
"Belle" Public Art Cow Statue 10209 Flora Vista St, Bellflower (Photo 1 in Figure 4-11)	Flora Vista St, Woodruff Ave, Bellflower Bike Trail, PEROW	Visitors
Ruth R. Caruthers Park 10500 E. Flora Visa St, Bellflower	Bellflower Bike Trail, Flora Vista St, Ripon Ave, SR-91, PEROW	Residents
Valley Christian Junior High and High Schools 17700 Dumont Ave, Cerritos ▪ Potential local historic property	Artesia Blvd, Dumont Ave, PEROW	No sensitive viewers
Rosewood Park 17715 Eric Ave, Cerritos ▪ Potential local historic property	Rose St	Visitors
Artesia Historical Museum (Frampton/Dantema House) 18648-18698 Alburtis Ave, Artesia (Photo 2 in Figure 4-12) ▪ In locally-designated Artesia Historic District	187th St, Alburtis Ave, residential properties on 187th St and Alburtis Ave, PEROW	Residents, visitors/tourists
Old Station #30 18641 Corby Ave, Artesia (Photo 3 in Figure 4-12) ▪ In locally-designated Artesia Historic District	Corby Ave, 187th St, residential properties on Corby Ave, PEROW	Residents, visitors/tourists #30

Source: TAHA, 2019; Rincon, 2019; City of Los Angeles, *Historic Places LA: Historic Resources Inventory*, 2018; City of Paramount, *Historic Consultation – WSAB Transit Corridor Project* (Letter to Metro), April 2019; City of Cerritos, *Historical Consultation for the West Santa Ana Branch Transit Corridor Project, Los Angeles County, California* (Letter to Metro), April 24, 2019

Users of the LA River bike path are not considered sensitive viewers of the LA River truss bridge since the bike path users do not specifically access the LA River bike path for the purpose of viewing the truss bridge. Similarly, users of the Bellflower Bike Trail are not considered sensitive viewers of the Original Bellflower Pacific Electric Station and "Belle" since the users do not specifically access the Bellflower Bike Trail for the purpose of viewing these scenic resources.

While the Rancho Los Amigos – South Campus in the City of Downey was previously determined eligible for National Register and listed in the California Register, views of the campus are not visual assets to the surrounding community since the campus includes remnants of vacant dormitories and ancillary buildings, as well as other weed-filled vacant areas. Thus, the Rancho Los Amigos – South Campus is not considered a scenic resource for the purpose of this visual and aesthetic assessment.

The City of Cerritos identifies Navens Horse Stable at 10755 ½ Artesia Boulevard as a potential historic and cultural property that is within the viewshed of the PEROW. However, this property is not considered a scenic resource for the purposes of this visual and aesthetic analysis due to the use of corrugated metal roofs and various materials for the walls of the horse stables, both of which contribute to the incoherent and disorderly appearance of the property.

4.4 Visual Character and Quality

A landscape unit is the geographic unit on which impacts on visual character, viewers, and visual quality are assessed and defined by viewsheds and landscape type. Each landscape unit has a distinct, but not necessarily homogenous, visual character. Table 4.2 summarizes the existing visual character, scenic resources, visual quality, and primary viewer groups for the landscape units and MSF site options within the Affected Area. The Affected Area is divided into seven landscape units. The location of these landscape units are presented in Figure 4-13 and Figure 4-14.

Table 4.2. Existing Visual Character, Scenic Resources, and Visual Quality, by Landscape Unit

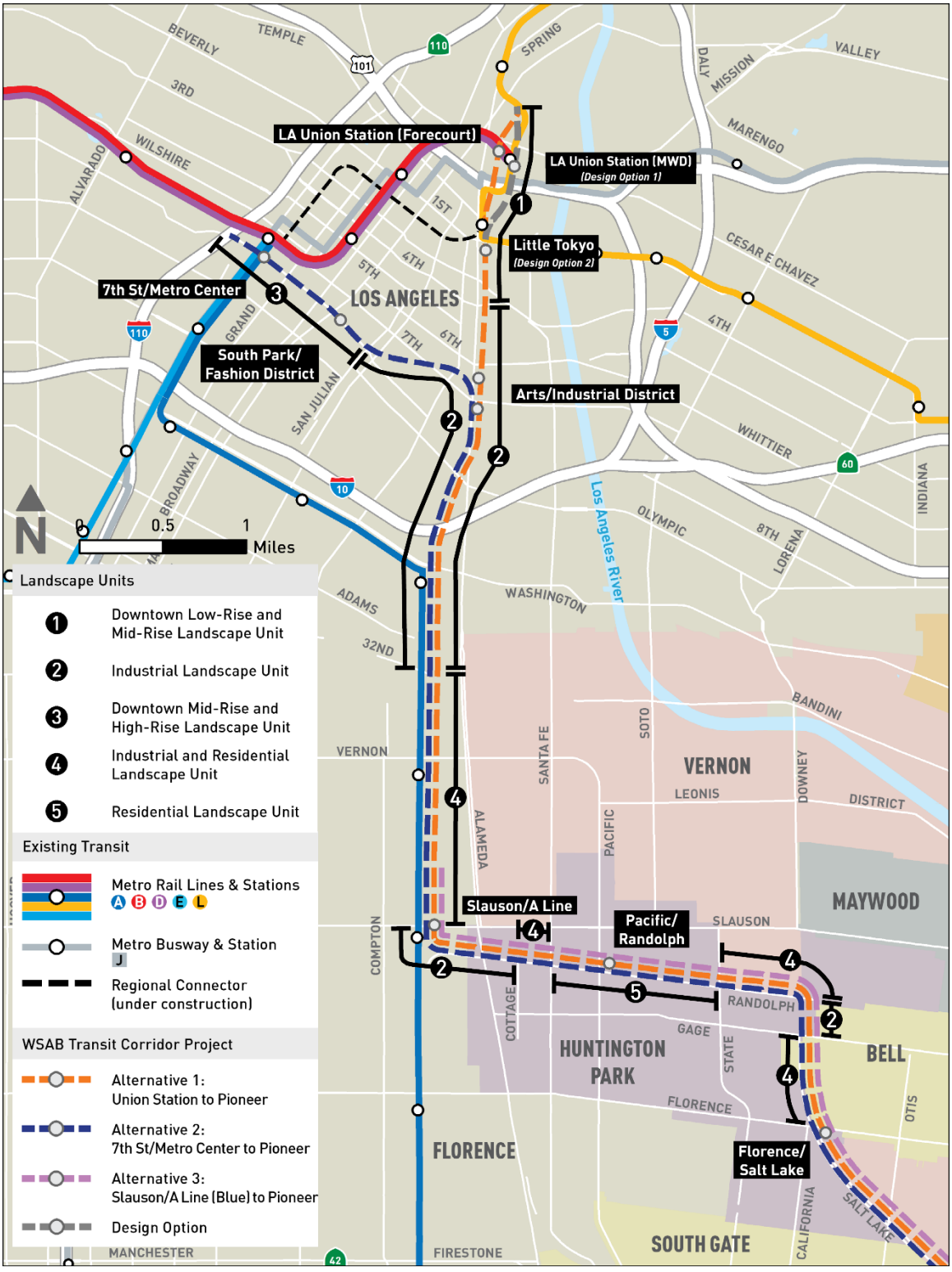
Landscape Unit	Existing General Visual Character, Scenic Resources, and Overall Visual Quality[1]	Primary Viewer Groups
Downtown Low Rise and Mid-Rise	**Visual Character:** Mix of low- and mid-rise structures with one high-rise structure; higher density development generally west of Alameda Street, while lower density development generally east of Alameda Street; small and mid-size commercial structures; high-rise and mid-rise office buildings; residential uses generally in mid-rise buildings; institutional, cultural, and industrial uses generally in low-rise structures; amount and types of ornamental landscaping varies with moderate to high levels of landscaping north of US-101, low levels of landscaping between US-101 and 1st Street, and moderate levels of landscaping south of 1st Street. **Scenic Resources:** LAUS, El Pueblo de Los Angeles Historical-Cultural Monument **Visual Quality:** Some areas can be characterized as harmonious, orderly, and/or coherent, but the overall existing visual quality is inharmonious, disorderly, and incoherent.	Residents, employees, visitors/tourists, motorists, pedestrians
Industrial	**Visual Character:** Mix of large-, mid-, and small-scale industrial development with a limited amount of commercial and residential structures; primarily low-rise structures; limited amount of mid-rise structures (generally north of the I-10 freeway); structures vary in type and style; limited amount of vegetation; utility poles and overhead utility lines are apparent; billboards within the San Pedro Subdivision ROW at Firestone Boulevard, Rayo Avenue, I-710 freeway, and Garfield Avenue. **Scenic Resources:** Hollydale Community Park, Valley Christian Junior High and High Schools **Visual Quality:** Inharmonious, disorderly, and incoherent	Residents, employees, users of Hollydale Community Park, staff and students of Valley Christian Junior High and High Schools, motorists, pedestrians
Downtown Mid-Rise and High-Rise	**Visual Character:** Primarily mid-rise and high-rise structures with a few low-rise structures; commercial business offices and residential lofts primarily within mid-rise and high-rise buildings, retail uses are generally on the ground floor of these structures; many buildings are built up to the street right-of-way and have transparent storefront windows and doorways on the ground floor; scale and massing generally higher around Figueroa Street/8th Street and decreases toward the easterly portion of the landscape unit; modern buildings consisting of clean lines and shapes and are generally clustered west of Olive Street (although some historical structures are interspersed among modern buildings), while older buildings with ornate designs are generally located east of Olive Street; buildings east of Main Street generally vary in color; landscaping generally limited to street trees. **Scenic Resources:** Barker Brothers Building, Southern California Gas Company Complex, Hamburger's Department Store, Union Bank and Trust Building, Tower Theater, Garment Capitol Building, Textile Center Building **Visual Quality:** Inharmonious, disorderly, and incoherent	Residents, employees, visitors/tourists, motorists, pedestrians

Landscape Unit	Existing General Visual Character, Scenic Resources, and Overall Visual Quality[1]	Primary Viewer Groups
Industrial and Residential	**Visual Character:** Mix of residential and industrial development in low-rise one- and two-story structures; limited amount of commercial uses; utility poles and overhead utility lines are apparent; many of the properties facing rail ROWs have fences or walls along the property line; most of the landscaping are in the front yard of residential properties, while industrial uses either have limited or no landscaping; building materials and colors for industrial structures vary and are inconsistent; Metro A (Blue) Line tracks and freight tracks are located along the Wilmington Branch ROW in the middle of Long Beach Avenue; on Long Beach Avenue south of 57th Street, freight tracks are at-grade, while the Metro A (Blue) Line transitions to an elevated railway. **Scenic Resources:** Fred Roberts Recreation Center and Salt Lake Park **Visual Quality:** Inharmonious, disorderly, and incoherent	Residents, employees, users of Fred Roberts Recreation Center, users of Salt Lake Park baseball field and Huntington Park Community Center, motorists, pedestrians
Residential	**Visual Character:** Mostly residential structures, some commercial structures, and limited amounts of industrial structures; primarily one- and two-story structures; structures vary in building style, size, and color; utility poles and utility lines are apparent; many properties facing rail ROWs have fences or walls along the property line; ornamental landscaping primarily found on residential properties and surface parking lots; inconsistent level of landscaping; La Habra Branch and San Pedro Branch ROWs located in the middle of Randolph Street and Salt Lake Avenue, respectively, giving the perception that the streets on both sides of the rail ROWs are separate roadways; La Habra Branch ROW at-grade with Randolph Street and the surrounding land uses; San Pedro Subdivision ROW elevated from Salt Lake Avenue and adjacent residential properties by several feet. **Scenic Resources:** None **Visual Quality:** Some areas can be characterized as harmonious, orderly, and/or coherent, but the overall existing visual quality is inharmonious, disorderly, and incoherent.	Residents, employees, motorists, and pedestrians
Suburban Residential and Industrial	**Visual Character:** Mix of low-rise residential uses and large-scale industrial development, with limited commercial uses; utility poles and overhead utility lines are apparent; between Southern Avenue and Los Angeles River, rail ROW is elevated above Salt Lake Avenue and residential properties by approximately 10 feet and at-grade with the adjacent industrial property; billboard within rail ROW on southeast side of the I-710 freeway; transmission towers are a distinct visual element that parallel PEROW from north of the Paramount Boulevard/Rosecrans Avenue intersection to Somerset Boulevard and are approximately 100 feet tall; rail ROW on north side of Somerset Boulevard splits into multiple tracks, parts of which are used by the adjacent World Energy refinery for oil tank car storage; existing landscaping and decorative wall on north side of Somerset Boulevard partially block and soften views of the tank cars within the rail ROW and views of the refinery structures; Bellflower Bike Trail within rail ROW provides consistent landscaping and pedestrian-scale lighting. **Scenic Resources:** Los Angeles River Truss Bridge, “Defiance” public art sculpture Paramount Park **Visual Quality:** Inharmonious, disorderly, and incoherent	Residents, employees, users of Paramount Park, staff and students at Paramount High School, motorists, pedestrians

Landscape Unit	Existing General Visual Character, Scenic Resources, and Overall Visual Quality[1]	Primary Viewer Groups
Suburban Residential	**Visual Character:** Low rise residential structures; mix of large- and small-scale, low-rise commercial development; transmission towers are distinct visual element that are approximately 100 feet tall and generally parallel PEROW between San Pedro Subdivision ROW and Paramount Boulevard/Rosecrans Avenue intersection; Bellflower Bike Trail within rail ROW provides consistent landscaping and pedestrian-scale lighting. **Scenic Resources:** Original Bellflower Pacific Electric Station, "Belle" public art cow statue, Ruth R. Caruthers Park, Rosewood Park, Artesia Historical Museum, Old Station #30 **Visual Quality:** Some areas can be characterized as harmonious, orderly, and/or coherent, but the overall existing visual quality is inharmonious, disorderly, and incoherent	Residents, employees, users of Bellflower Bike Path and informal equestrian trail, visitors of the Artesia Historical Museum and Old Station #30, motorists, pedestrians
MSF Site Options		
Paramount MSF Site Option (Suburban Residential and Industrial Landscape Unit)	**Visual Character:** Low-rise commercial and industrial structures, surface parking lots, schools, and a rail ROW adjoin the MSF site; Paramount Swap Meet, drive-in theater, and associated parking on MSF site; views of MSF site limited to All America City Way and through a gated driveway along Somerset Blvd; westerly views of MSF site obstructed by rear of buildings, walls, or landscaping. **Scenic Resources:** None **Visual Quality:** Inharmonious, disorderly, and incoherent	Employees, motorists, pedestrians
Bellflower MSF Site Option (Suburban Residential and Industrial Landscape Unit	**Visual Character:** Privately owned sport activity center for paintball and airsoft currently on-site; tall trees and vines along easterly perimeter obstruct view of the site from residential uses; vegetation along northerly and southerly perimeters of site partially obstructs views of the site; surrounded by low-rise industrial, commercial, and residential structures. **Scenic Resources:** None **Visual Quality:** Inharmonious, disorderly, and incoherent along Somerset Blvd and PEROW; harmonious, orderly, and coherent along easterly portion of Affected Area	Residents, employees, motorists, pedestrians

Source: Metro 2021o
Notes: LAUS = Los Angeles Union Station; MSF = maintenance and storage facility; ROW = right-of-way; PEROW = Pacific Electric Right-of-Way
[1] "Overall Visual Quality" follows principles contained in the Federal Highway Administration's *Guidelines for the Visual Impact Assessment of Highway Projects* (FHWA 2015)
Visual quality definitions:
Harmonious = Visual elements associated with the natural environment that, when combined, generally goes well with each other (visually compatible) or are visually pleasing.
Inharmonious = Visual elements associated with the natural environment that, when combined, do not contribute to a pleasant environment or are visually incompatible.
Orderly = Visual elements associated with the built environment that, when combined, usually result in a sense of visual order and are visually compatible with each other.
Disorderly = Visual elements associated with the built environment that are arranged in a manner that lacks a sense of order or pattern or are visually incompatible with each other.
Coherent = Visual elements in the project environment (e.g., project area or project corridor) that are arranged in a manner that are visually consistent and compatible with each other.
Incoherent = Visual elements in the project environment that are not visually consistent or compatible with each other.

Figure 4-13. Landscape Units North of Florence Avenue/Salt Lake Avenue



Source: Metro, 2020

Figure 4-14. Landscape Units South of Florence Avenue/Salt Lake Avenue

Source: Metro, 2020

4.4.1 Visual Character and Quality along Alternative 1

Existing visual character and quality within the Affected Area for Alternative 1 are categorized into six landscape units: Downtown Low-Rise and Mid-Rise, Industrial, Industrial and Residential, Residential, Suburban Residential and Industrial, and Suburban Residential Landscape Units. The photos in Figure 4-1 and Figure 4-3 through Figure 4-12 provide key views that characterize the Affected Area and that could potentially be affected by the Project, as well as the types of views of the Project corridor that viewer groups and/or sensitive viewers within the Affected Area currently experience.

4.4.1.1 Downtown Low-Rise and Mid-Rise Landscape Unit

The Downtown Low-Rise and Mid-Rise Landscape Unit is located in the downtown portion of the City of Los Angeles, north of 4th Street. This landscape unit is highly urbanized, consisting a mix of low-rise and mid-rise structures, with one high-rise structure. Higher density development is generally located west of Alameda Street, while lower density development is generally found east of Alameda Street. Structures within the Affected Area generally include a mix of residential, commercial, and industrial development, as well as institutional and cultural facilities. Commercial developments include a mix of small and mid-size commercial structures, as well as high-rise and mid-rise office buildings. Residential uses are generally located in mid-rise buildings, while institutional, cultural, and industrial uses generally consist of low-rise structures. The Metro L (Gold) Line and its associated aerial structure is located along the east side of Alameda Street and partially obscure the industrial facilities east of Alameda Street. The level and types of ornamental landscaping in this landscape unit varies, with moderate to high levels of landscaping north of US-101, low levels of landscaping between US-101 and 1st Street, and moderate levels of landscaping south of 1st Street. The ornamental landscaping generally softens the appearance of the buildings along Alameda Street.

Primary viewer groups found within this landscape unit include residents; employees of commercial, institutional, and industrial uses, as well as cultural facilities; motorists; pedestrians; and visitors of the area. Among these viewer groups, sensitive viewers include residents and visitors of the Affected Area.

Representative views within the Downtown Low-Rise and Mid-Rise Landscape Unit are provided in Photos 1 through 3 of Figure 4-1. Photos 1 and 2 characterize existing views of the Downtown Low-Rise and Mid-Rise Landscape Unit from sensitive viewing locations (e.g., from El Pueblo de Los Angeles Historical Monument for Photo 1, and from a residential building on the east side of Alameda Street for Photo 2). Photo 3 shows one of the multi-family residential development that have views of the landscape unit.

While some portions of the landscape unit can be characterized as harmonious, orderly, and/or coherent (such as described for the LAUS Forecourt Station area, below), the overall existing visual quality of the Affected Area is inharmonious, disorderly, and incoherent. The varied building heights, mixed land uses, and inconsistent level and non-uniformed arrangement of landscaping contribute to the inharmonious, disorderly, and incoherent character of the Downtown Low-Rise and Mid-Rise Landscape Unit.

Station Areas

LAUS Forecourt Station Area

The LAUS Forecourt Station area is part of the Downtown Low-Rise and Mid-Rise Landscape Unit and is located at the LAUS forecourt surface parking lot adjacent to Alameda Street and immediately south of a mid-rise multi-family residential structure. The Affected Area for this station area is urban in character and has a mix of low- and mid-rise structures consisting of residential and commercial development, as well as institutional and cultural facilities. LAUS and the El Pueblo de Los Angeles Historical Monument, which includes the Plaza Substation, Los Angeles Plaza Park, and Father Serra Park, are notable scenic resources in the Affected Area.

The Affected Area has a high level of ornamental landscaping consisting of trees, bushes, grass, and flowers. Bushes line the perimeter of the surface parking lot with small trees within the center of the surface parking lot. The rows of palm trees that line the LAUS forecourt driveway and along the LAUS building frontage, in addition to other types ornamental landscaping in the forecourt area, contribute to the unique character of the scenic resource and creates an orderly appearance.

Existing views of the station area are available on Alameda Street, Los Angeles Avenue, at the adjacent multi-family residential structure, in front of the LAUS building, and at the El Pueblo de Los Angeles Historical Monument. Primary viewer groups in the Affected Area for this station area include residents; employees of commercial uses and LAUS; visitors of LAUS and the El Pueblo de Los Angeles Historical Monument; motorists; and pedestrians. Among the viewer groups, sensitive viewers include residents and visitors of LAUS and El Pueblo de Los Angeles Historical Monument. Photo 1 in Figure 4-1 represents an existing view of the LAUS Forecourt Station area from the El Pueblo de Los Angeles Historical Monument. As shown, a multi-family residential development is situated on the north side of the station area, low bushes line the perimeter of the forecourt parking lot, and rows of palm trees line the LAUS forecourt driveway.

The existing visual quality of the station area is harmonious, orderly, and coherent due to its strong, distinctive and unique architectural and urban design features, as well as the high level of ornamental landscaping that are arranged in a manner that unifies the Affected Area.

LAUS MWD (Design Option 1) Station Area

The LAUS MWD Station area is part of the Downtown Low-Rise and Mid-Rise Landscape Unit and is located in the concourse area inside LAUS and outside at the LAUS baggage area parking facility between the LAUS building and train terminals. This station area is located north of the of the MWD building. The Affected Area for this station area is urban in character.

The exterior portion of the Affected Area generally includes low-, mid-, and high-rise buildings. The Metro L (Gold) Line Overhead Catenary System (OCS) poles and overhead lines, fencing, and train tracks are visible from the station area. Vegetation is generally limited to trees and bushes to the east of the MWD building, but the LAUS baggage area parking lot and train terminals lack vegetation. The station canopies for the Metro L Line and LAUS train terminals are of different styles, and the Affected Area lacks unifying features. Existing exterior views of the LAUS MWD Station area is available at the Metro L Line station platform, train terminals, and baggage area parking lot.

The concourse area inside LAUS generally includes a mix of historical design elements and modern elements. Existing views of the LAUS concourse area is available in the immediate area inside the LAUS building, such as at the existing refreshment/snack stores and the Metro B Line Station entrance.

Existing scenic resources within the Affected Area of the LAUS MWD Station area include the historical LAUS waiting area to the west of the concourse area. Limited views of the historical waiting area are available at the concourse area. While the concourse area consists of several historical and architectural building elements, including light fixtures and wall designs, the concourse area has been upgraded in recent years and remaining historical elements have been integrated into its current design. Due to the mix of design elements, the LAUS concourse area is not considered a scenic resource for the purpose of this visual and aesthetic study.

Primary viewer groups in the Affected Area for this station area include LAUS employees, visitors of LAUS, and train passengers waiting at train terminals. Sensitive viewers generally consist of visitors of LAUS.

The existing visual character of the interior portion of the station area is inharmonious, orderly, and incoherent due to the mix of design elements in the concourse area; the exterior portion is inharmonious, disorderly, and incoherent due to the inconsistent and varied types visual elements in the Affected Area.

Little Tokyo Station (Design Option 2) Station Area

The Little Tokyo Station area is part of the Downtown Low-Rise and Mid-Rise Landscape Unit. The station area includes the Alameda Street right-of-way between 1st Street and Traction Avenue, the easterly side yard of a commercial property (just south of the Regional Connector Little Tokyo/Arts District Station, which is currently under construction), and the surface parking lot of the City of Los Angeles Department of Water and Power (LADWP) Materials Testing Laboratory (southeast corner of 2nd Street/Alameda Street). The Affected Area is urban in character with low-rise commercial and public facility structures, as well as mid-rise residential structures. Some mid-size trees and bushes are present in the Affected Area, and street trees line both sides of Alameda Street. Ornamental landscaping are generally placed along the perimeter of multi-family residential development in the Affected Area. While the easterly side yard of the commercial development facing Alameda Street has some vegetation, most of the vegetation is unmaintained. No notable scenic resources are located within the Little Tokyo Station Area.

Existing views of the proposed station areas are available at the commercial and multi-family residential developments along Alameda Street; at the Regional Connector Little Tokyo/Arts District Station (currently under construction); along 2nd Street and Alameda Street; and at the LADWP Materials Testing Laboratory property. Primary viewer groups found in the Affected Area include employees, residents, motorists, and pedestrians. Sensitive viewers generally consist of residents. Photos 2 and 3 in Figure 4-1 represent existing views of the Little Tokyo Station area. Photo 2 presents a view of the station area looking north from the multi-family residential structure on the east side of Alameda Street. Photo 3 presents a view of the LADWP Materials Testing Laboratory looking southeast from the northwest corner of Alameda Street/2nd Street intersection. A mid-rise multi-family residential development on the east side of the LADWP property is shown in Photo 3.

The existing visual quality of the station area is inharmonious, disorderly, and incoherent due to the varied types of structures and inconsistent level of landscaping.

4.4.1.2 Industrial Landscape Unit

The Industrial Landscape Unit is located from 4th Street to 32nd Street (City of Los Angeles), Slauson Avenue to Cottage Street (unincorporated Florence-Firestone community and City of Huntington Park), Randolph Street to Gage Street (City of Huntington Park), Santa Ana Street to Southern Avenue (cities of Cudahy and South Gate), the I-710 freeway to I-105 freeway (cities of South Gate, Downey, and Paramount), and the San Gabriel River to the I-605 freeway (City of Cerritos).

The Affected Area for this landscape unit is primarily industrial in character with a mix of large-, mid-, and small-scale industrial development. A limited amount of commercial and residential uses is also in this landscape unit. The structures are primarily low rise with a limited amount of mid-rise structures. Mid-rise structures are generally located north of the I-10 freeway. Vegetation is limited and sporadic. The structures in the landscape unit vary in style and material. Some structures have brick facades, while other structures consist of corrugated metal or plastered walls. Building setbacks also vary. Some buildings are built up or close to the property line, while other buildings are set back further from the street. Many of the properties facing the rail ROW have either fences or walls along the property line. The fences and walls in the landscape unit vary in type and style. Hollydale Community Park is a scenic resource found within the Industrial Landscape Unit.

Utility poles and overhead utility lines are identified throughout the Affected Area. Additionally, several billboards are located along the San Pedro Subdivision ROW (e.g., at Firestone Boulevard, Rayo Avenue, I-710 freeway, and Garfield Avenue). The utility poles, utility lines, and billboards detract from the visual character of the landscape unit. Typical views of the Affected Area for the Industrial Landscape Unit are shown in Photo 4 in Figure 4-1, Figure 4-3, and Photos 1 through 3 in Figure 4-4, Photos 4 and 5 in Figure 4-5, Photos 3 through 5 in Figure 4-7, and Photos 3 through 6 in Figure 4-8.

Primary viewer groups found within this landscape unit generally include employees of industrial and commercial uses, residents, users of Hollydale Community Park, employees and students of Valley Christian Junior High and High Schools, motorists, and pedestrians. Sensitive viewers in this landscape unit include residents and users of Hollydale Community Park.

The overall existing visual quality of the Affected Area is inharmonious, disorderly, and incoherent due to the industrial character of the landscape unit and lack of unifying visual features. Sporadic landscaping; various types of fences, walls, and building materials; utility poles; and overhead utility lines contribute to the overall low visual quality of the Affected Area.

4th Street to 32nd Street. North of the I-10 freeway, the Industrial Landscape Unit consists of mainly low-rise industrial structures and a few mid-rise structures. Photos 1 through 3 in Figure 4-3 shows that the Industrial Landscape Unit north of the I-10 freeway consist of a mix of large-scale and small-scale industrial development with inconsistent level of landscaping. Utility poles and overhead wires are prominent in the public street rights-of-way.

Photos 4 and 5 in Figure 4-3 provide direct and angled views, respectively, of the Affected Area from the perspective of motorists as they travel along the westbound lanes of the I-10 freeway. As shown in Photo 5 of Figure 4-3, angled views of the Affected Area from the I-10 freeway primarily consist of the roofs of the surrounding industrial structures. Middle ground views of the downtown Los Angeles skyline are also visible at an angle. Photo 6 in Figure 4-3 shows that the I-10 freeway is elevated above the surrounding area in the Affected Area.

South of the I-10 freeway, the Industrial Landscape Unit consists of primarily low-rise industrial structures, with limited amounts of commercial and residential uses. Photos 1 through 3 in Figure 4-4 characterizes the Industrial Landscape Unit between the I-10 freeway and 32nd Street. As shown in the photos, the Wilmington Branch ROW parallels Long Beach Avenue. South of Washington Boulevard, the Wilmington Branch ROW is located in the middle of Long Beach Avenue and is used by freight trains and the Metro A (Blue) Line. OCS poles and OCS lines from the Metro A (Blue) Line are visible in the Affected Area. The rail ROW and the fences along both sides of the Metro A (Blue) Line tracks give the perception that the northbound and southbound travel lanes on Long Beach Avenue are separate roadways.

Slauson Avenue to Cottage Street. This portion of the Industrial Landscape Unit consists of primarily low-rise industrial structures. As shown in Photos 4 and 5 of Figure 4-5, the La Habra Branch ROW is located within the median of Randolph Street. The La Habra Branch ROW is visible along most of the properties along Randolph Street. West of Wilmington Avenue, fencing separates the La Habra Branch ROW from the Randolph Street right-of-way. East of Wilmington Avenue, no barrier separates the rail ROW from the street right-of-way.

Randolph Street to Gage Street. This portion of the Industrial Landscape Unit consists of low-rise industrial structures. The San Pedro Subdivision faces the rear of industrial properties on both sides along most of this segment of the landscape unit. As a result, views into and out of the San Pedro Subdivision ROW are limited to angled views where Randolph Street and Gage Street intersect with the San Pedro Subdivision ROW. Within the San Pedro Subdivision ROW, views are generally of the rears of industrial buildings, as well as the fences and walls along the property lines of adjacent industrial properties.

Santa Ana Street to Atlantic Avenue. From Santa Ana Street to Atlantic Avenue, the north side of the San Pedro Subdivision ROW parallels Salt Lake Avenue, while the south side of the rail ROW faces the rear of industrial properties (Photo 3 in Figure 4-7). Existing unobstructed views of the San Pedro Subdivision ROW are generally available from Salt Lake Avenue. Most of the properties along Salt Lake Avenue have fences or walls along the property line facing the street. While most of the fences do not obstruct views of the San Pedro Subdivision ROW, some properties have fences with slats or tall walls that limit views of the San Pedro Subdivision ROW.

Atlantic Avenue to Southern Avenue. Within this segment of the Industrial Landscape Unit, the San Pedro Subdivision ROW faces the rear of industrial properties on both sides. Either the rear of industrial structures, chain link fences, or walls separate the San Pedro Subdivision ROW from the industrial properties. Existing views to and from the rail ROW are generally available through chain link fences. However, views to and from the rail ROW are limited or obscured where industrial properties have fences with slats and where the rear of industrial buildings or walls are situated at the property line adjacent to the rail ROW. Angled views are also available where the San Pedro Subdivision ROW intersects with a

street right-of-way (i.e., Atlantic Avenue, Firestone Boulevard, Rayo Avenue, and Southern Avenue). Photo 5 in Figure 4-7 represents a key view of the San Pedro Subdivision ROW looking northwest from Firestone Boulevard where industrial properties are situated on both sides of the rail ROW.

I-710 Freeway to I-105 Freeway. The I-710 freeway is elevated above the San Pedro Subdivision ROW. Due to the freeway's elevated structure, the I-710 freeway provides angled views of the San Pedro Subdivision ROW. The San Pedro Subdivision ROW also crosses over the Rio Hondo Channel on a bridge. Middle ground views of the bridge are available at an angle along Imperial Highway and Garfield Avenue.

Between the I-710 and I-105 freeways, the San Pedro Subdivision ROW faces the rear of properties on either one or both sides of the rail ROW. Where the rail ROW is situated between properties (as represented in Photos 3 and 5 of Figure 4-8), either industrial structures or walls along the perimeter of the San Pedro Subdivision ROW obstruct views of the rail ROW from adjacent properties and nearby residences. In some areas, chain linked fences separate the rail ROW from adjacent properties. In these areas, existing views to and from the rail ROWs are available through chain link fences, such as at Hollydale Community Park. Photo 4 in Figure 4-8 presents a view of industrial uses along the west side of Industrial Avenue looking from a residential use on the east side of the street. From the residences, views of the San Pedro Subdivision ROW are either obstructed by industrial structures or walls to the rear of industrial properties. In some areas, fencing along the rear of industrial properties provide views of the San Pedro Subdivision ROW at nearby residential uses.

Along Ruchti Road (north of Imperial Highway) and Dakota Avenue, the San Pedro Subdivision ROW faces the street right-of-way on one side and the rear of industrial properties on the other side of the rail ROW. Existing unobstructed views of the rail ROW area available along these two street rights-of-way. Most of the properties along the street rights-of-ways have fences or walls along the property line facing the street. While most of the fences do not obstruct views of the San Pedro Subdivision ROW, some properties have fences with slats or tall walls that limit views of the San Pedro Subdivision ROW.

The I-105 freeway is depressed from the surrounding uses. The San Pedro Subdivision ROW crosses over the I-105 freeway on a bridge. The Arthur Avenue pedestrian bridge is located on the east side of the San Pedro Subdivision ROW bridge and connects Industrial Avenue (on the north side of the freeway) to Arthur Avenue (on the south side of the freeway). The Grove Street bridge is located to the west of the San Pedro Subdivision bridge. This bridge also connects the north side of the I-105 freeway to the south side of the freeway. The three bridges are visible in the immediate area along I-105 freeway. The existing Metro C (Green) Line tracks are in the median of and at-grade with the freeway. Views of the Metro C (Green) Line from the I-105 freeway include a low wall and fencing on top of the wall, as well as OCS poles and overhead wires. Photo 6 in Figure 4-8 represents a key view of the I-105 freeway within the Affected Area from the perspective of motorists traveling along the I-105 freeway westbound lanes. In this photo, the Arthur Avenue pedestrian bridge is visible in the foreground while the San Pedro Subdivision bridge is situated immediately behind it. In this photo, views of the Grove Street bridge, which is situated behind the San Pedro Subdivision bridge, is partially obscured by the San Pedro Subdivision bridge. The photo also shows the Metro C (Green) Line OCS poles and overhead wires in the median of the freeway.

San Gabriel River to I-605 Freeway. In this portion of the Industrial Landscape Unit, the PEROW generally faces the rear of industrial properties on both sides of the PEROW. A horse stable also adjoins the PEROW. At some industrial properties, chain link fences are covered with slats, which limits existing views to and from the PEROW. Views to and from the rail ROWs are not available where industrial buildings are situated adjacent to the rail ROW. At Valley Christian Junior High and High Schools, trees and other landscaping along the northerly perimeter of the school soften views of PEROW from the schools. Billboards are also located on the north and south sides of Artesia Boulevard within the PEROW. The billboards detract from the visual character and quality of the Affected Area.

Station Areas

Arts/Industrial District Station Area

The Arts/Industrial District Station area is part of the Industrial Landscape Unit and is located along Alameda Street south of 6th Street. The industrial properties on both sides of Alameda Street are also part of the station area. Photo 1 in Figure 4-3 represents an existing view of the station area looking south from 6th Street. As shown, this station area is in an industrial area with large-scale industrial development with low-rise structures. Overhead utility lines are seen along Alameda Street and detracts from the visual character of the Affected Area. Evenly spaced street trees line both sides of the street. Existing views of the station area are available along Alameda Street, along 6th Street, and at the industrial developments adjacent to Alameda Street. However, tall bushes along the west side of Alameda Street obscure views to and from the Metro Bus Maintenance Facility. No notable scenic resources are in the Affected Area for the Arts/Industrial District Station area.

Primary viewer groups in the Affected Area for this station area include employees of industrial uses, motorists, and pedestrians. No sensitive viewers are located within the Affected Area for this station area.

The existing visual quality of the station area is generally inharmonious, disorderly, and incoherent due to the inconsistent level of landscaping on both sides of the street, the appearance of utility poles and overhead utility lines, and industrial character of the Affected Area. However, some portions of the landscape unit can be characterized as orderly and coherent (such as described for the I-105 freeway at the I-105/C (Green) Line Station area, below).

Slauson/A Line Station Area

The southern portion of the Slauson/A Line Station area is part of the Industrial Landscape Unit, while the northern portion is part of the Industrial and Residential landscape Unit. The station area is located at the Long Beach Avenue/Slauson Avenue intersection and includes the Wilmington Branch ROW and Long Beach Avenue right-of-way. The existing Metro A (Blue) Line Slauson Station and its associated aerial structure and overhead catenary system are part of the Affected Area. The Affected Area for the Slauson/A Line Station Area has a mix of small- and large-scale industrial development with low-rise structures. The building facades consists of a variety of building materials, such as corrugated metal, painted bricks, and plaster. Industrial properties along Long Beach Avenue are either built up to the property line or are separated from the public street right-of-way by various types of fencing or walls. Fencing on both sides of the Metro A (Blue) Line aerial structure and a sound wall under the Metro Slauson/A Line Station are also part of the visual elements found in the Affected Area. Vegetation in the area is generally limited to weeds within the public street ROW and rail ROW, and a few bushes along the perimeter of industrial properties. A billboard is located on an industrial property on Long Beach

Avenue north of Slauson Avenue. No notable scenic resources are in the Affected Area for the Slauson/A Line Station area, and the Affected Area lacks unifying features.

Existing views of the station area are generally available along the Wilmington Branch ROW, Long Beach Avenue, Slauson Avenue, Randolph Street, Metro Slauson/A Line Station, and at industrial properties adjacent to these streets. Primary viewer groups in the Affected Area for this station area include employees of industrial uses, Metro A (Blue) Line transit users, motorists, and pedestrians. A few residential uses on Long Beach Avenue to the north of Slauson Avenue (in the Industrial and Residential Landscape Unit) have an angled view of the station area.

The existing visual quality of the station area is inharmonious, disorderly, and incoherent due to the industrial character and mixed/inconsistent visual elements (e.g., mixed building materials, and various styles of fencing and walls). Limited vegetation and the presence of a billboard also contributes to the low visual quality of the Affected Area.

Firestone Station Area

The Firestone Station area is part of the Industrial Landscape Unit. The station area consists of the San Pedro Subdivision ROW east of Atlantic Avenue, an industrial property at the southeast corner of Atlantic Avenue and Patata Street, and several industrial properties at and near the southeast corner of Atlantic Avenue/San Pedro Subdivision ROW. The industrial properties in the Affected Area consists of low-rise structures. More specifically, large-scale industrial developments are situated on the north side of the station area, while smaller scale industrial uses are situated to the south. The Affected Area also includes large, low-rise commercial development. Vegetation in the Affected Area is limited to a few trees along the edge of the rail ROW. The area lacks unifying visual elements. No notable scenic resources are in the Affected Area for the Firestone Station area.

Existing views of the Firestone Station area are generally available on Neville Avenue, Patata Street, Atlantic Avenue, and at the industrial properties on the north side of Patata Street. Views of the San Pedro Subdivision ROW are limited to since industrial properties are situated on both sides of the rail ROW. Photo 4 in Figure 4-7 presents a view of the low-rise industrial structures on Atlantic Avenue, south of the San Pedro Subdivision ROW. As shown, industrial properties currently obscure views of the rail ROW.

Existing visual quality in the Affected Area is inharmonious, disorderly, and incoherent due to the industrial nature of the Affected Area. The billboard signs within the rail ROW detracts from the visual quality of the Affected Area. Limited amount of landscaping and lack of unifying visual features also contribute to the low visual quality of the Affected Area

Gardendale Station Area

The Gardendale Station area is part of the Industrial Landscape Unit and is within the San Pedro Subdivision ROW, north of Gardendale Street. The Affected Area consists of primarily low-rise industrial development and low-rise vacant structures at the Rancho Los Amigos South Campus that are separated from the San Pedro Subdivision ROW by fences (Photo 3 in Figure 4-8). The structures are set back away from the rail ROW. Structures within the Rancho Los Amigos South Campus are one- and two-story dilapidated structures with the nearest structure located approximately 120 feet east of the San Pedro Subdivision ROW. As shown in Photo 3 in Figure 4-8, various types of trees are situated along the easterly edge of the rail ROW at the Rancho Los Amigos South Campus. Although the Rancho Los Amigos

South Campus consists of a vast amount of open space and high levels of vegetation, the vegetation is unmaintained with a high number of weeds. The unmaintained vegetation, along with the dilapidated structures and boarded up windows, on the campus do not contribute to a positive visual environment. No notable scenic resources are in the Affected Area for the Gardendale Station area.

Existing views of the San Pedro Subdivision ROW are available at the Rancho Los Amigos South Campus, LADWP Hollydale Yard, Dakota Avenue, and at an angle on Gardendale Street. Primary viewer groups in this area include employees of industrial uses and the LADWP Hollydale Yard, motorists, and pedestrians. No sensitive viewers are in the Affected Area for this station area. The adjacent Rancho Los Amigos South Campus is unoccupied and, thus, no viewers are present on this property.

Existing visual quality in the Affected Area is unharmonious, disorderly, and incoherent, primarily due to its industrial nature, unmaintained vegetation, and the dilapidated structures at the Rancho Los Amigos South Campus. The lack of unifying visual elements also contributes to the low visual quality of the Affected Area.

I-105/C (Green) Line Station Area

The I-105/C Line Station area is part of the Industrial Landscape Unit. The station area consists of two areas: 1) north of Century Boulevard between Center Street and Industrial Avenue, which is where the proposed station platforms and parking facilities for the Project would be located, and 2) within the median of the I-105 freeway below the San Pedro Subdivision ROW bridge, which is where the proposed Metro C (Green) Line Station platform would be located. No notable scenic resources are located within the Affected Area for the I-105/C Line Station area.

North of Century Boulevard (Project Station Area). The I-105/C Line Station area for the Project alignment includes the San Pedro Subdivision ROW, an industrial property at the northeast corner of Center Street/Century Boulevard intersection, and industrial properties at the northwest corner of Industrial Avenue/Century Boulevard. Along Center Street and Industrial Avenue, industrial uses are located on one side of the street while residential uses are located on the other side of the street. Landscaping along the edge of the industrial uses facing Industrial Avenue and Center Street, on residential properties, and street trees soften the appearance of the industrial uses.

Low-rise industrial and residential structures is located within the Affected Area for this station area. Existing views of the station area are available along Center Street, Industrial Avenue, Century Boulevard and from the residential properties of these streets. Views of this station area are also available along Nevada Avenue and Florence Avenue. As shown in Photo 5 of Figure 4-8, existing views to and from the San Pedro Subdivision ROW are at an angle from Century Boulevard. Views of the rail ROW are generally limited because the rail ROW is located between the rear of industrial properties and walls of industrial buildings along the property lines block views of the rail ROW. Limited views are available where fencing separates the industrial properties from the San Pedro Subdivision ROW. Primary viewer groups within the Affected Area include residents, employees of industrial uses, motorists, and pedestrians. Among these viewer groups, sensitive viewers consist of residents. Residences currently have views of industrial properties in the station area. Photo 4 in Figure 4-8 represents an existing view of the station area from the perspective of residences across the street on Industrial Avenue.

The overall existing visual quality for the Project station area is generally inharmonious, disorderly, and incoherent due to the mixed industrial and residential character.

I-105 Median (Proposed Metro C (Green) Line Station Platform). The station area for the proposed Metro C (Green) Line Station include the median of the I-105 freeway, San Pedro Subdivision bridge over the I-105 freeway, Façade Avenue bridge, and Arthur Avenue pedestrian bridge. Photo 6 in Figure 4-8 represents an existing view of the station area within the I-105 freeway from the perspective of a motorist traveling along the freeway. As shown, the existing Metro C (Green) Line and its associated OCS poles and overhead lines are located along the median of the I-105 freeway. The I-105 freeway and its median are depressed below the surrounding uses, while the San Pedro Subdivision ROW, Façade Avenue, and Arthur Avenue crosses over the I-105 freeway on bridges. The freeway is several hundred feet wide with the concrete bridges situated over the freeway. The median is separated from the I-105 freeway by low concrete walls with fencing on top.

Existing views to and from the I-105 freeway median are available along the I-105 freeway, as well as at an angle to and from the Façade Avenue bridge and San Pedro Subdivision ROW bridge. While views of the Arthur Avenue pedestrian bridge are available from the station area, the bridge does not have any viewers because the entrances to the Arthur Avenue pedestrian bridge are closed to the public and access to this bridge is not available to view the station area. Views of the station area from the I-105 freeway include a wall with fencing above the wall, OCS poles, and overhead wires. Primary viewer groups within the Affected Area include motorists traveling along the I-105 freeway, motorists traveling along Façade Avenue bridge, and Metro C (Green) Line transit users. No sensitive viewers are located within the Affected Area for this station area.

The overall existing visual quality for the Metro C (Green) Line station area is inharmonious, orderly, and coherent due to the consistency and function of the Metro C (Green) Line with the I-105 freeway as a transportation corridor.

4.4.1.3 Industrial and Residential Landscape Unit

The Industrial and Residential Landscape Unit is located from 32nd Street to Slauson Avenue (City of Los Angeles), from Cottage Street to Santa Fe Avenue (City of Huntington Park), from Boyle Avenue to the San Pedro Subdivision ROW (City of Huntington Park, adjacent to City of Vernon), and from Gage Street to Florence Avenue (cities of Huntington Park and Bell). This landscape unit consists of a mix of residential and industrial development in low-rise one- and two-story structures. A limited amount of commercial uses are in this landscape unit. Utility poles and overhead utility lines are apparent throughout the Affected Area for this landscape unit. Many of the properties facing the rail ROWs have fences or walls along the property line. Most of the landscaping in the Industrial and Residential Landscape Unit is primarily found in the front yard of residential properties, while industrial uses either have limited or no landscaping. Building materials and colors for the industrial structures vary and are inconsistent with each other. The area lacks visual elements that unify the industrial and residential uses. Fred Roberts Recreation Center and Salt Lake Park are two scenic resources found within the Industrial and Residential Landscape Unit. Representative views of the Industrial and Residential Landscape Unit are provided in Photos 4 through 6 in Figure 4-4, Photos 1 through 3 in Figure 4-5, and Photos 3 through 5 in Figure 4-6.

Primary viewer groups found within this landscape unit generally include residents, employees of commercial and industrial uses, users of Fred Roberts Recreation Center, users of Salt Lake Park baseball field and Huntington Park Community Center, motorists, and pedestrians. Sensitive viewers in this landscape unit consists of residents, users of Fred Roberts Recreation Center, and users of Salt Lake Park.

The overall existing visual quality of the Affected Area is inharmonious, disorderly, and incoherent due to the mix of industrial and residential uses, inconsistent landscaping, and lack of unifying visual elements. Utility poles and overhead utility lines also contribute to the overall low visual quality of the Affected Area.

32nd Street to Slauson Avenue. In this portion of the Industrial and Residential Landscape Unit, the Metro A (Blue) Line and freight tracks are located within the Wilmington Branch ROW in the middle of Long Beach Avenue. As shown in Photos 4, 5, and 6 in Figure 4-4, as well as Photos 1 through 3 in Figure 4-5, OCS poles and overhead lines along the Metro A (Blue) Line are visible in the Affected Area. Additionally, fencing is placed along both sides of the Metro A (Blue) Line tracks, giving the perception that the northbound and southbound travel lanes on Long Beach Avenue are separate roadways. The Wilmington Branch ROW have limited to no landscaping. Views of the Wilmington Branch ROW are available at residences along Long Beach Avenue and at the Fred Roberts Recreation Center. Residences to the west of Fred Roberts Recreation Center also have views of the rail ROW. Photos 4 in Figure 4-4 provides a representative view of the Industrial and Residential Landscape Unit from the perspective of a residence on Long Beach Avenue. Photo 5 in Figure 4-4 is a representative view of the landscape unit looking from the Fred Roberts Recreation Center.

At 53rd Street, a pedestrian bridge crosses over Long Beach Avenue and the Wilmington Branch ROW, connecting the residential uses on the west side of the street to the east side of the street (Photo 1 in Figure 4-5). South of 57th Street, the freight tracks are at-grade with the Long Beach Avenue right-of-way, while the Metro A (Blue) Line transitions from an at-grade railway to an aerial railway (Photo 3 in Figure 4-5). A billboard on an industrial property at the northeast corner of Long Beach Avenue/Slauson Avenue contributes to the disorderliness of the landscape unit.

Cottage Street to Santa Fe Avenue. In this portion of the Industrial and Residential Landscape Unit, residential properties are generally located on the south side of Randolph Street, industrial development are situated on the north side of the street, and the La Habra Branch ROW situated in the median of the street. Views of the La Habra Branch ROW is available along Randolph Street and the adjacent residential and industrial properties. Most of the residential properties generally have a landscaped front yard setback while the industrial properties have limited to no setbacks from Randolph Street.

Boyle Avenue to San Pedro Subdivision ROW. Large-scale industrial uses are situated north of La Habra Branch ROW while Randolph Street parallels the rail ROW to the south with residential uses on the south side of Randolph Street. Towards the San Pedro Subdivision ROW, small-scale industrial uses are located south of the rail ROW. The freight track within the La Habra Branch ROW is situated at a similar grade as the industrial development north of the rail ROW and at a higher elevation from Randolph Street and the adjacent residential properties. Despite the elevation difference, views into and out of the La Habra Branch ROW are not obstructed. A chain-link fence along the northern edge of the rail ROW is also visible in this portion of the landscape unit and separates the industrial development to the north of

the rail ROW from Randolph Street and the residential properties south of the street. A majority of the residential structures have narrow setbacks from Randolph Street, while setbacks for industrial structures facing La Habra Branch ROW vary from no setbacks to wider setbacks. Photo 3 in Figure 4-6 represents a typical view of this portion of the Industrial and Residential Landscape Unit as viewed from a residential property.

Gage Street to Florence Avenue. In this segment of the landscape unit, the rear of residential properties faces the east side of the San Pedro Subdivision ROW, while Salt Lake Avenue parallels the rail ROW to the west with industrial uses, a mobile home community, Salt Lake Park, and Huntington Park Community Center on the west side of the street. Most of the residential structures on the east side of the San Pedro Subdivision ROW are single story, with a few two-story structures. Views of the San Pedro Subdivision ROW from these residential structures are generally not available since the walls that separate the residential properties from the rail ROW generally block views of the San Pedro Subdivision ROW. However, some limited views of the San Pedro Subdivision ROW are available from the second floor of these residential structures. Easterly views of the San Pedro Subdivision ROW from Salt Lake Avenue, low-rise industrial structures, a mobile home community, Salt Lake Park, and Huntington Park Community Center are unobstructed.

As represented by Photos 4 and 5 in Figure 4-6, utility poles and overhead utility lines are present in this segment of the landscape unit, and the freight track within the San Pedro Subdivision ROW is slightly elevated from Salt Lake Avenue and the adjacent properties. Tall trees line the parkway adjacent to Salt Lake Park, and tall palm trees are placed at regularly spaced intervals along the west side of the San Pedro Subdivision ROW. Landscaping from residential properties are also apparent in the area. Photo 5 in Figure 4-6 represents a key view of the landscape unit looking south from the Huntington Park Community Center. Salt Lake Park is located immediately south of this community center.

Station Areas

Slauson/A Line Station Area

The northern part of the Slauson/A Line Station area is part of the Industrial and Residential Landscape Unit, while the southern part of the station area is part of the Industrial Landscape Unit. See discussion for the Slauson/A Line Station under the Industrial Landscape Unit, above, for a description of the existing visual character and quality in the Affected Area for the Slauson/A Line Station area. Photo 3 in Figure 4-5, represents a view of the station area on Long Beach Avenue at 57th Street. The existing aerial Metro A (Blue) Line Slauson Station is visible in this figure, and a few residences in the Industrial and Residential Landscape Unit have angled views of the station area.

4.4.1.4 Residential Landscape Unit

The Residential Landscape Unit is located from Santa Fe Avenue to State Street (City of Huntington Park) and from Florence Avenue to Santa Ana Street (cities of Huntington Park, South Gate and Cudahy). It consists of mostly residential structures, some commercial structures, and small amounts of industrial structures. The structures are primarily one and two stories in height. The tallest structure is a five-story residential building located at the northeast corner of Randolph Street/Seville Avenue. The structures in the landscape unit vary in building style, size, and color.

Utility poles and utility lines are apparent in this landscape unit and many of the properties facing the La Habra Branch and San Pedro Subdivision ROWs have fences or walls along the property line. Ornamental landscaping is primarily found on residential properties and surface parking lots of commercial development and industrial uses. Along Randolph Street, the level of landscaping on and adjacent to the residential and commercial properties are inconsistent. Some properties have limited to no landscaping. Low-rise bushes, as well as mid-size and tall trees are located along the south side of the La Habra Branch ROW, while tall bushes are scattered along the west side of the San Pedro Subdivision ROW. The bushes along the westerly edge of the San Pedro Subdivision ROW are not evenly spaced. Vegetation generally softens the appearance of structures in the Residential Landscape Unit. Similarly, trees and bushes along the south side of the La Habra Branch ROW and bushes along the west side of the San Pedro Subdivision ROW soften the view of the freight tracks within the rail ROW. However, no vegetation is located along the east side of the San Pedro Subdivision ROW.

Randolph Street and Salt Lake Avenue are separated by the La Habra Branch and San Pedro Subdivision ROWs, respectively. The rail ROWs are in the middle of each street and give the perception that Randolph Street and Salt Lake Avenue on both sides of the rail ROWs are separate roadways. Additionally, the La Habra Branch ROW is at-grade with Randolph Street and the surrounding land uses, while the San Pedro Subdivision ROW is elevated from Salt Lake Avenue and adjacent residential properties by several feet.

Existing views of the La Habra and San Pedro Subdivision ROWs are generally available along Randolph Street and Salt Lake Avenue, respectively, and at residential, commercial, and industrial properties facing the rail ROWs. Typical views of this portion of the Residential Landscape Unit are shown in Photo 6 in Figure 4-5, Photos 1 and 2 in Figure 4-6, and Photos 1 and 2 in Figure 4-7. Photo 6 in Figure 4-5 represents a view of the landscape unit from the perspective of a residence on the north side of Randolph Street. Photos 1 and 2 in Figure 4-7 represent views of the landscape unit from the perspective of residences on Salt Lake Avenue.

Primary viewer groups found within the Residential Landscape Unit generally include residents, employees of commercial and industrial uses, motorists, and pedestrians. Sensitive viewers include residents.

While some portions of the landscape unit can be characterized as harmonious, orderly, and/or coherent, the overall existing visual quality of the Residential Landscape Unit is inharmonious, disorderly, and incoherent due to the varied building style, size, and color, as well as inconsistent levels of landscaping. The utility poles and overhead utility lines contribute to the low visual quality in the Affected Area.

Station Areas

Pacific/Randolph Station Area

The Pacific/Randolph Station area is part of the Residential Landscape Unit and includes the Wilmington Branch ROW on Randolph Street, east of Pacific Boulevard. The station area consists of a mix of low-rise commercial and residential structures. The large-scale commercial developments at the Pacific Boulevard/Randolph Street intersection generally have large surface parking lots. Overhead power lines along Randolph Street are visible within the Affected Area. No notable scenic resources are located within the Affected Area for the Pacific/Randolph Station area.

Existing views for this station area are generally available on Randolph Street, Rita Avenue, at an angle on Pacific Boulevard and Seville Avenue, and at the residential and commercial properties adjacent to these street ROWs. The Affected Area for the Pacific/Randolph Station area has a moderate level of landscaping consisting of low bushes and trees along the length of the La Habra Branch ROW (particularly along the south side of the La Habra Branch ROW), along the perimeter of the commercial developments and in the surface parking lots of these developments, and street trees at regularly spaced intervals at the parkways along Randolph Street. Vegetation in the station area does not obscure views of the rail ROW. Photo 1 in Figure 4-6 presents a view of the station area.

Primary viewer groups in the Affected Area for this station include employees of commercial uses, residents, motorists, and pedestrians. Sensitive viewers within the Affected Area for this station area consist of residents.

The existing visual quality of the station area is generally harmonious, orderly, and coherent. The street trees along the north and south sides of the street, as well as the trees within the La Habra Branch ROW softens the structures and rail ROW, as well as provides a consistent visual feature, within the Affected Area for this station area.

Florence/Salt Lake Station Area

The Florence/Salt Lake Station area is part of the Residential Landscape Unit and is located within the San Pedro Subdivision ROW on Salt Lake Avenue, south of Florence Avenue. The San Pedro Subdivision ROW is situated in the middle of Salt Lake Avenue, and existing freight tracks within the San Pedro Subdivision ROW are elevated above the street ROW and adjacent uses by several feet.

The Affected Area for the Florence/Salt Lake Station area generally consists of one- and two-story commercial, industrial, and residential-related structures. The residential and industrial properties are generally separated from Salt Lake Avenue by fences or walls. Overhead utility lines are apparent in the Affected Area. Vegetation along the San Pedro Subdivision ROW is generally limited to a few scattered bushes and weeds, and the adjoining Salt Lake Avenue right-of-way lacks vegetation.

Salt Lake Park is a notable scenic resource located at the northwest corner of Florence Avenue/Salt Lake Avenue intersection. However, existing views of the park from the Florence/Salt Lake Station area are limited and at an angle.

Existing views to and from the San Pedro Subdivision ROW are generally available along Salt Lake Avenue; at an angle on Florence Avenue; and at commercial and residential properties along Salt Lake Avenue. Tall bushes along the perimeter of the industrial property generally limits views to and from the San Pedro Subdivision ROW and Salt Lake Avenue right-of-way. Primary viewer groups in this station area include residents, employees of industrial and commercial uses, motorists, and pedestrians. Among these viewer groups, sensitive viewers within the Affected Area for this station area include residents.

The existing visual quality of the Affected Area for the station area is inharmonious, disorderly, and incoherent due to the inconsistent level of landscaping and the lack of visual features to unify the rail ROW, street right-of-way, and residential properties. Utility poles and overhead utility lines contribute to the low visual quality.

4.4.1.5 Suburban Residential and Industrial Landscape Unit

The Suburban Residential and Industrial Landscape Unit is located from Southern Avenue to the I-710 freeway (City of South Gate) and from the Paramount Boulevard/Rosecrans Avenue intersection to Hegel Street (City of Bellflower). This landscape unit primarily comprise of a mix of low-rise residential uses and large-scale industrial development, with limited commercial uses. Overhead utility lines are visible in the Affected Area.

Between Southern Avenue and the Los Angeles River, an industrial property adjoin the northeast side of the San Pedro Subdivision ROW while Salt Lake Avenue parallels the San Pedro Subdivision ROW on the southwest side with residential uses to the southwest of Salt Lake Avenue (Photo 1 in Figure 4-8). The rail ROW is elevated above Salt Lake Avenue and the residential properties by approximately 10 feet and at-grade with the adjacent industrial property. Additionally, the southwest side of the rail ROW is landscaped with low bushes and mid-size palm trees. Despite the difference in elevation, the residential properties that front Salt Lake Avenue generally have views of the San Pedro Subdivision ROW, as well as the LA River truss bridge. At the industrial property on the northeast side of the San Pedro Subdivision ROW, either the rear of industrial structures or a chain link fence is situated along the property line facing the rail ROW. At this industrial property, much of the view of the San Pedro Subdivision ROW is obstructed by low-rise industrial structures. However, where industrial structures are not situated at the property line, the rail ROW is visible through chain link fences.

At the Los Angeles River, the freight tracks within the San Pedro Subdivision ROW cross over the river on a truss bridge. As represented by Photo 1 in Figure 4-8, angled views of the LA River truss bridge are available from the residential area along Salt Lake Avenue between Southern Avenue and the Los Angeles River. Middle ground views of the truss bridge are available at an angle along Firestone Boulevard and the I-710 freeway.

From the Los Angeles River to the I-710 freeway and from the Paramount Boulevard/ Rosecrans Avenue intersection to Hegel Street, the San Pedro Subdivision ROW and PEROW, respectively, face the rear of residential, commercial, and/or industrial properties on both sides. The I-710 freeway is elevated above the San Pedro Subdivision ROW, which provides angled views of the rail ROW. A billboard is located along the rail ROW on the southeast side of the I-710 freeway. Transmission towers generally parallel the PEROW from north of the Paramount Boulevard/Rosecrans Avenue intersection to Somerset Boulevard. The transmission towers are a distinct visual element and are approximately 100 feet tall. “Defiance” by Harold L. Pastorius Jr., a public art sculpture, is part of this landscape unit and is visible at the Paramount Boulevard/Rosecrans Avenue intersection and the surrounding commercial uses. Paramount Park and Paramount High School also adjoin the PEROW in this portion of the landscape unit.

Where the San Pedro Subdivision ROW and PEROW face the rear of properties, walls that separate the commercial and residential uses from the rail ROWs generally obstruct views of the rail ROWs from these properties. Paramount Park, Paramount High School, and the industrial developments in the Affected Area are generally separated from the rail ROWs by fences, which do not obstruct views of the rail ROW from these properties. The pedestrian bridge that connects the Paramount High School west campus to Paramount Park also provides views of the PEROW. As shown in Photo 3 of Figure 4-9, tall fencing separates the PEROW from Paramount Park, and the north side of Paramount Park facing the PEROW is

lined with trees that soften the view of the PEROW. This photo represents a typical view of the PEROW that users of Paramount Park would have from the Paramount Park parking lot.

At World Energy (a refinery on the north side of Somerset Boulevard), the railroad track along the PEROW splits into multiple tracks, which are used by the refinery for oil tank car storage. As shown in Photo 5 of Figure 4-9, existing landscaping and a decorative wall on the north side of Somerset Boulevard are placed across the PEROW. The landscaping and decorative wall partially block and soften views of the tank cars within the PEROW, as well as views of the refinery structures.

South of Somerset Boulevard, the Bellflower Bike Trail in the Suburban Residential and Industrial Landscape Unit is situated on the south side within the PEROW. As represented by Photo 6 in Figure 4-9, the bike trail provides consistent landscaping and pedestrian-scale lighting within the PEROW. Walls along the perimeter of the PEROW generally limits views of the PEROW from adjacent properties.

Primary viewer groups found within the Suburban Residential and Industrial Landscape Unit generally include employees of commercial and industrial uses, residents, users of Paramount Park, students and staff at Paramount High School, motorists, and pedestrians. Sensitive viewers consist of residents and users of Paramount Park.

The overall visual quality of the Affected Area is inharmonious, disorderly, and incoherent due to the mix of residential and industrial uses. Where the street rights-of-way intersect with the PEROW between Rosecrans Avenue/Paramount Boulevard and Somerset Boulevard, the well-maintained ornamental landscaping, as well as decorative walls and fencing, within the street medians, within the PEROW, and on properties adjacent to the street rights-of-way enhances visual quality. However, the transmission towers and overhead wires detract from the visual quality of the Affected Area. Photo 4 in Figure 4-9 is representative of the types and level of landscaping that are currently provided where the PEROW intersects with a street right-of-way.

Station Areas

No stations areas are located within the Suburban Residential and Industrial Landscape Unit. However, the Paramount/Rosecrans Station area is located just north of this landscape unit (see Section 4.4.1.6 for a discussion of the existing visual character and quality for this station area).

4.4.1.6 Suburban Residential Landscape Unit

The Suburban Residential Landscape Unit is located from the I-105 freeway to the Paramount Boulevard/Rosecrans Avenue intersection (City of Paramount), from Hegel Street to the San Gabriel River (cities of Paramount and Bellflower), and from the I-605 freeway to South Street (cities of Cerritos and Artesia). This landscape unit primarily consists of low-rise residential uses with limited industrial and commercial areas. The commercial areas consist of a mix of large- and small-scale, low-rise developments located along arterial streets. The large-scale commercial developments, including Plaza 183, are generally concentrated between the I-605 freeway and Gridley Avenue. Many of the commercial developments have large surface parking lots. Transmission towers generally parallel the PEROW between the San Pedro Subdivision ROW and the Paramount Boulevard/Rosecrans Avenue intersection. The transmission towers are a distinct visual element and are approximately 100 feet tall (Photos 2 in Figure 4-9). The Bellflower Bike Trail in the Suburban Residential Landscape Unit is located within the PEROW between Hegel Street and Ruth R. Caruthers Park in the City of Bellflower. As shown in Photos 2, 3, and 6 of

Figure 4-10 and Photo 1 of Figure 4-11, the Bellflower Bike Trail provides regularly spaced pedestrian-scale lighting and consistent ornamental landscaping within the PEROW. At the southwest corner of Flora Vista Street/Woodruff Avenue intersection, the Bellflower Bike Trail consists of ornamental landscaping and a fountain within the PEROW. "Belle", a public art cow sculpture installed by the City of Bellflower, is within the PEROW on the east side of Woodruff Avenue (Photo 1 in Figure 4-11).

In the Suburban Residential Landscape Unit, the PEROW either parallels a street ROW on one side and faces the rear of adjacent properties on the other side or faces the rear of adjacent properties on both sides. Where the PEROW faces the rear of adjacent properties, walls along the property line of these properties obstruct existing views to and from the PEROW. However, limited views of the PEROW are available from multi-story structures. Where the PEROW parallels a street ROW, views to and from the PEROW are available along the street ROWs and the properties along the street ROWs. SR-91 freeway is elevated above the PEROW in this landscape unit (Photo 2 in Figure 4-11). Due to the freeway's higher elevation, existing views of the PEROW are available at an angle from the freeway. Representative views of the Affected Area for the Suburban Residential Landscape Unit are shown in Photo 2 of Figure 4-9, Photos 3 through 6 in Figure 4-10, Figure 4-11, and Figure 4-12.

Scenic resources in this landscape unit include the original Bellflower Pacific Electric Station (Photo 5 in Figure 4-10), Ruth R. Caruthers Park, Rosewood Park, Artesia Historical Museum (Photo 2 in Figure 4-12), and Old Station #30 (Photo 3 in Figure 4-12). A screened fence separates the PEROW from Ruth R. Caruthers Park, while a wall separates the PEROW from Rosewood Park. The fences and walls at these parks generally obstruct existing views to and from the PEROW. PEROW is situated behind Artesia Historical Museum and Old Station #30, and existing views of the back of these two scenic resources are generally available from the PEROW. Front views of these two scenic resources are available in the Affected Area.

Primary viewer groups found within the Suburban Residential Landscape Unit generally include residents, employees of commercial and industrial uses, users of the Bellflower Bike Path and informal equestrian trail, visitors of the Artesia Historical Museum and Old Station #30, motorists, and pedestrians. Sensitive viewers include residents and visitors of the Artesia Historical Museum and Old Station #30. Users of Ruth R. Caruthers Park and Rosewood Park are not part of the viewer groups and are not considered sensitive viewers for this landscape unit because views to and from the PEROW at Ruth R. Caruthers Park and Rosewood Park are generally not available due to existing fences and walls that separate the PEROW from the parks.

While some portions of the landscape unit can be characterized as harmonious, orderly, and/or coherent, the overall visual quality in this landscape area is inharmonious, disorderly, and incoherent since the Affected Area consists of primarily an inactive rail corridor with remnants of train tracks and some portions of the PEROW, particularly the portions where the rear of properties are situated on both sides of the PEROW, has unmaintained vegetation. Although the Bellflower Bike Trail along the PEROW provides consistent ornamental landscaping and decorative lighting that beneficially contributes to the visual character and quality of the PEROW, a majority of the PEROW in which the Bellflower Bike Trail is located lacks landscaping and contains remnants of train tracks, which lowers the visual quality of the rail ROW.

Station Areas

Paramount/Rosecrans Station Area

The Paramount/Rosecrans Station area is part of the Suburban Residential Landscape Unit and is located at the northwest corner of the Paramount Boulevard/Rosecrans Avenue intersection. The PEROW faces the rear of low-rise residential and commercial properties on the north side. On the south side, the PEROW parallels transmission towers and lines that are on an LADWP property and faces the rear of low-rise industrial development immediately south of the transmission towers. Views from the PEROW are generally of transmission towers and transmission lines, as well as walls of commercial, industrial, and industrial properties and the rear of structures along the property lines facing the PEROW. The walls and structures generally obstruct views to and from the PEROW. Vegetation in the PEROW and at the adjacent LADWP property is limited to weeds. The industrial and commercial properties within the Affected Area for this station area are generally landscaped with trees, low bushes, and/or grass along Rosecrans Avenue. The commercial structures in the Affected Area generally uses similar color schemes and roofing materials (i.e., Spanish-style clay tiles). Similarly, the industrial structures and walls along the perimeter of industrial properties on Rosecrans Avenue generally share similar color schemes that are light in color (e.g., white, light gray, or light green).

Notable scenic resources within the Affected Area for the Paramount/Rosecrans Station area include the public artwork "Defiance", located at the southwest corner of the Paramount Boulevard/Rosecrans Avenue intersection, and Paramount Park located at the southeast corner of the intersection. However, existing views of the two scenic resources are at an angle from the Paramount/Rosecrans Station area.

Existing views of the Paramount/Rosecrans station area are generally available along Rosecrans Avenue, at an angle on Paramount Boulevard, and at the commercial development on the southwest corner of Paramount Boulevard/Rosecrans Avenue. Views of the PEROW are limited to angled views from the Paramount Boulevard/Rosecrans Avenue intersection, as well as at the Colorado Avenue and Mcclure Avenue cul-de-sacs on the north side of the station area. Primary viewer groups in this station area include employees of commercial and industrial uses, residents, motorists, and pedestrians. Sensitive viewers within the Affected Area include residents. Photo 2 in Figure 4-9 represents an existing view of the station area looking northwest from the Paramount Boulevard/Rosecrans Avenue intersection.

Visual quality of the PEROW is inharmonious, disorderly, and incoherent. The transmission towers, unmaintained vegetation under the transmission towers and within the PEROW, and freight tracks contribute to the overall low visual quality of the Affected Area. However, the consistent landscaping along the Paramount Boulevard/Rosecrans Avenue medians and adjacent developments, as well as the use of similar roofing materials and color schemes at the commercial development, beneficially contribute to the visual quality of the Affected Area.

Bellflower Station

The Bellflower Station area is part of the Suburban Residential Landscape Unit and includes the PEROW and a commercial property on the north side of the PEROW, both of which are located on the west side of Bellflower Boulevard. The Affected Area is generally commercial and residential in character with low-rise structures. As characterized by Photo 2 in Figure 4-10, the Bellflower Bike Trail, its associated pedestrian-scale lighting and ornamental

landscaping, and a billboard are within the PEROW in this station area. Tall vines along the north side of the PEROW obstruct views of structures on the north side of the PEROW.

Notable scenic resources within the Affected Area of the Bellflower Station area include the original Bellflower Pacific Electric Station. This scenic resource is on the east side of Bellflower Boulevard and south of the proposed alignment. Photo 4 in Figure 4-10 is a representative view of the Bellflower Station and shows the original Bellflower Pacific Electric Station across from Bellflower Boulevard.

Existing views of the station area are available at Bellflower Boulevard, commercial uses along Bellflower Boulevard, the Bellflower Bike Trail, Pacific Avenue, the original Bellflower Pacific Electric Station, and the residential properties on the south side of Pacific Avenue. Primary viewer groups include employees of commercial uses, users of the Bellflower Bike Trail, visitors of the original Bellflower Pacific Electric Station, residents, motorists, and pedestrians. Sensitive viewers consist of visitors of the original Bellflower Pacific Electric Station and residents.

Visual quality of the station area is inharmonious, disorderly, and incoherent due to the mixed visual elements in the area. Although the ornamental landscaping and pedestrian-scale lighting provided along the Bellflower Bike Trail and along the edges of the PEROW facing the adjacent commercial uses enhances the visual quality of the area, the billboard on Bellflower Boulevard detracts from the visual quality of the station area.

Pioneer Station

The Pioneer Station area is part of the Suburban Residential Landscape Unit and includes the PEROW between 187th Street and Pioneer Boulevard, and industrial, commercial, and residential properties on the south side of the PEROW. The Affected Area is characterized by one- to two-story commercial, industrial, and residential structures. Fences and walls of adjoining commercial and residential properties are built along the property lines facing the PEROW. These fences and walls generally limit views of the PEROW. Some landscaping and weeds are present in the Affected Area.

Notable scenic resources found within the Affected Area for the Pioneer Station area include the Artesia Historical Museum and Old Station #30, both of which are located north of 197th Street. The scenic resources are presented in the foreground, while the PEROW is situated to the rear of the two scenic resources.

Existing views to and from this station area are available along 187th Street, 188th Street, Corby Avenue, Pioneer Boulevard, and at the surrounding residential, industrial, and commercial properties. Views of the station area from the Artesia Historical Museum and Old Station #30 are at an angle. Primary viewer groups in this station area include employees of commercial uses; residents; visitors of Little India along Pioneer Boulevard, Artesia Historical Museum, and Old Station #30; motorists; and pedestrians. Sensitive viewers generally consist of residents and visitors of the area. Photo 4 in Figure 4-12 represents a view of the station area looking southwest from Pioneer Boulevard.

The visual quality of the Affected Area for the station area is inharmonious, disorderly, and incoherent, which is primarily due to the mix of industrial, commercial, and residential uses; the unpaved PEROW that contains remnants of a railroad track; and the lack of consistent and unifying visual features.

4.4.2 Visual Character and Quality along Alternative 2

The visual character and quality within the Affected Area for Alternative 2 is categorized into six landscape units: Downtown Mid-Rise and High-Rise, Industrial, Industrial and Residential, Residential, Suburban Residential and Industrial, and Suburban Residential Landscape Units. The Downtown Mid-Rise and High-Rise Landscape Unit and Industrial Landscape Unit north of the I-10 freeway is described below. The Industrial Landscape Unit at and south of the I-10 freeway and the remaining landscape units that are part of Alternative 2 are described in Section 4.3.1.

Figure 4-2 through Figure 4-12 provide key views within the Affected Area for Alternative 2. These views are representative of the range of views that characterize the Affected Area and that could potentially be affected by the Project, as well as the types of views along the Project corridor that viewer groups and/or sensitive viewers within the Affected Area currently experience. Views of some scenic resources within the Affected Area are also presented in the figures.

4.4.2.1 Downtown Mid-Rise and High-Rise Landscape Unit

The Downtown Mid-Rise and High-Rise Landscape Unit is in the downtown portion of the City of Los Angeles, west of San Julian Street. The Affected Area for this landscape unit consists of primarily mid-rise and high-rise structures with a few low-rise structures in between. Specifically, the area is characterized with primarily commercial business offices and residential lofts located primarily within mid-rise and high-rise buildings, while retail uses are generally located on the ground floor of these structures. Many of the buildings within the Affected Area are built up to the street right-of-way and have transparent storefront windows and doorways on the ground floor. The scale and massing of the Affected Area is generally higher around Figueroa Street/8th Street and decreases towards the easterly portion of the landscape unit. Modern buildings consisting of clean lines and shapes are generally clustered west of Olive Street (although some historical structures are interspersed among modern buildings), while older buildings with ornate designs are generally located east of Olive Street. The buildings east of Main Street generally vary in color. Landscaping in the Downtown Mid-Rise and High-Rise Landscape Unit is primarily limited to street trees. Typical views in the Downtown Mid-Rise and High-Rise Landscape Unit are provided in Figure 4-2.

Primary viewer groups found within this landscape unit include residents, employees of commercial uses, visitors of the area, motorists, and pedestrians. Among these viewer groups, sensitive viewers consist of residents and visitors of the area.

The overall existing visual quality of the Affected Area is generally inharmonious, disorderly, and incoherent due to inconsistent features (e.g., buildings on the southwest side of 8th Street has transparent walls while the buildings on the northeast side of the street either have transparent walls or opaque walls with limited street-level windows) and limited amount of landscaping that are primarily limited to street trees. East of Main Street, the mixed of building styles and colors contribute to the low visual character and quality of the area. Additionally, the varied building heights is more apparent east of Main Street.

Station Areas

7th St/Metro Center Station

The 7th Street/Metro Center Station area is part of the Downtown Mid-Rise and High-Rise Landscape Unit and includes 8th Street between Figueroa Street and Flower Street, the surface parking lot at the northeast corner of Figueroa Street/8th Street, and the property on the southwest corner of Flower Street/8th Street. The station area consists of mid- and high-rise commercial and residential structures. The southwest side of 8th Street generally consists of transparent storefronts with awnings above the ground floor windows. The Affected Area is within the Financial Core of downtown Los Angeles and is generally commercial in nature. Street trees of various species are provided at regularly spaced intervals. Photo 1 in Figure 4-2 represents a key view of the station area looking southeast from the Figueroa Street/8th Street intersection.

Notable scenic resources in the 7th St/Metro Center Station area include the Barker Brothers Building and Southern California Gas Company Complex. The Barker Brothers Building is designated as a City of Los Angeles Historic-Cultural Monument (HCM) and the Southern California Gas Company Complex is listed in the National and California Registers and designated as a City of Los Angeles HCM.

Existing views of the station area are available along 8th Street; Figueroa Street; Flower Street; and at the surface parking lot, parking structures, commercial uses, and multi-family residential lofts along 8th Street. Primary viewer groups for this station area include employees of commercial uses, residents, motorists, and pedestrians. Sensitive viewers generally consist of residents.

The existing visual quality of the station area is generally inharmonious, disorderly, and incoherent due to a mix of historical and modern architectural elements.

South Park/Fashion District Station

The South Park/Fashion District Station area is part of the Downtown Mid-Rise and High-Rise Landscape Unit and includes 8th Street between Main Street and Santee Street; a commercial building with rooftop parking at the southwest corner of Main Street/8th Street; and a commercial building at the southeast corner of Los Angeles Street/8th Street. The Affected Area for this station area is generally commercial in nature consisting of primarily low-rise and mid-rise structures. Buildings vary in color and style. Vegetation in the Affected Area is limited to small street trees. Photo 2 in Figure 4-2 represents a key view of the station area looking southeast from the Main Street/8th Street intersection.

The Garment Capitol Building and Textile Center Building are notable scenic resources within the South Park/Fashion District Station area. The Garment Capitol Building and Textile Center Building are listed in the National and California Registers and designated as a City of Los Angeles HCM.

Existing views of this station area are available along Main Street, 8th Street, Los Angeles Street, and at the commercial and residential structures along these streets. Primary viewer groups in the Affected Area for this station include employees of commercial uses, residents, motorists, and pedestrians. Sensitive viewers generally consist of residents.

The existing visual quality of the station area is inharmonious, disorderly, and incoherent due to the varied architectural styles and building color. Limited vegetation contributes to the low visual quality of the station area.

4.4.2.2 Industrial Landscape Unit

The Industrial Landscape Unit is located from San Julian Street to 32nd Street (City of Los Angeles), Slauson Avenue to Cottage Street (unincorporated Florence-Firestone community and City of Huntington Park), Randolph Street to Gage Street (City of Huntington Park), Sana Ana Street to Southern Avenue (cities of Cudahy and South Gate), the I-710 freeway to I-105 freeway (cities of South Gate, Downey, and Paramount), and the San Gabriel River to the I-605 freeway (City of Cerritos). This landscape unit is primarily industrial in character. Between San Julian Street and 7th Street, this landscape unit consists of primarily small-scale industrial development with a few mid-rise and large-scale industrial development closer to Alameda Street. Commercial uses are scattered amongst industrial uses. Along Alameda Street (north of 14th Street), the landscape unit consists of mainly low-rise industrial structures within a few mid-rise structures. Vegetation is sporadic, and utility poles and overhead utility lines are apparent. The visual character and quality of the Industrial Landscape Unit at and south of the I-10 freeway are discussed in Section 4.4.1.2.

The overall existing visual quality of the Affected Area is inharmonious, disorderly, and incoherent because the landscape unit lacks unifying visual features. Additionally, sporadic landscaping; various types of fencing, walls, ad building materials; utility poles, and overhead utility lines contribute to the overall low visual quality of the Affected Area.

Station Areas

The visual character and quality for the Arts/Industrial District Station area for Alternative 2 is discussed below. The visual character and quality for the Slauson/A Line, Firestone, Gardendale, and I-105/C Line Station areas are discussed in Section 4.4.1.2.

Arts/Industrial District Station Area

The Arts/Industrial District South Station area for Alternative 2 is located on Alameda Street, south of 7th Street. The Affected Area for this station area has large-scale industrial developments consistently of primarily low- and mid-rise structures. The industrial properties generally have surface parking lots facing Alameda Street with industrial structures set back further away from the street; however, one industrial structure southeast of Center Street/Alameda Street has a narrow setback where the building is close to Alameda Street. Overhead power lines are visible along the street. On some properties, landscaping is provided along the edge of the properties. Evenly spaced street trees are also present along the west side of Alameda Street. South of Center Street, street trees are on both sides of the street.

Existing views of the Affected Area for this station area are available along 7th Street, Alameda Street, Center Street, and at the industrial developments adjacent to Alameda Street. Primary viewer groups in the Affected Area for this station area include employees of industrial uses, motorists, and pedestrians. No sensitive viewers are in the Affected Area for this station area. Photo 2 in Figure 4-3 represents a key view of the station area looking south on Alameda Street, south of 7th Street.

Due to the industrial nature of the station area, the existing visual quality for this station area is inharmonious, disorderly, and incoherent. Utility poles, overhead utility lines, and inconsistent landscaping also contribute to the low visual quality of the area.

4.4.3 Visual Character and Quality along Alternative 3

The Affected Area for Alternative 3 is suburban in character with primarily low-rise structures and limited amount of mid-rise structures. The Affected Area generally consists of a variety of commercial, industrial, public facility, institutional, and residential uses, in addition to transportation corridors. Alternative 3 is categorized into five landscape units: Industrial, Industrial and Residential, Residential, Suburban Residential and Industrial, and Suburban Residential Landscape Units. The existing visual character and quality in the applicable landscape units for the Alternative 3 and its station areas are the same as described in Section 4.4.1 for the areas south of 55th Street/Long Beach Avenue.

Figure 4-5 through Figure 4-12 provide key views that are representative of the range of views that characterize the Affected Area and that could potentially be affected by the Project, as well as the types of views of the Project corridor that viewer groups and/or sensitive viewers within the Affected Area currently experience. Views of some scenic resources within the Affected Area are also presented in the figures.

4.4.4 Visual Character and Quality along Alternative 4

The visual character and quality within the Affected Area for Alternative 4 is suburban in character with primarily low-rise structures and limited amount of mid-rise structures. The Affected Area generally consists of a variety of commercial, industrial, public facility, institutional, and residential uses, in addition to transportation corridors. Alternative 4 is categorized into three landscape units: Industrial, Suburban Residential and Industrial, and Suburban Residential Landscape Units. The existing visual character and quality in the Landscape Units for the Alternative 4 and its station areas are the same as described in Section 4.4.1 for the areas south of Main Street/San Pedro Subdivision ROW.

Figure 4-8 through Figure 4-12 provide key views that are representative of the range of views that characterize the Affected Area and that could potentially be affected by the Project, as well as the types of views of the Project corridor that viewer groups and/or sensitive viewers within the Affected Area currently experience. Views of some scenic resources within the Affected Area are also presented in the figures.

4.4.5 Visual Character and Quality around MSF Site Options

4.4.5.1 Paramount MSF Site Option

The Paramount MSF site option is part of the Suburban Residential and Industrial Landscape Unit. The MSF site option is in the City of Paramount, in an area that is commercial and industrial in character consisting of low-rise structures and surface parking lots. The MSF site option is currently used for the Paramount Swap Meet, a drive-in theater and their associated parking, and industrial purposes. The industrial structures within the MSF site option are dilapidated. The westerly, northerly, and southerly perimeter of the MSF site option are generally lined with landscaping (bushes, grass, and/or trees). Utility poles and overhead lines line the San Pedro Subdivision ROW, which on the west side of the MSF site option. Chain-linked fences with slats separate the San Pedro Subdivision ROW from the MSF site option.

Views of the MSF site option are generally available on the northerly perimeter of the MSF site option along All American City Way. To the west of the San Pedro Subdivision ROW are low-rise industrial properties. Views of the MSF site option from these industrial properties are obstructed by either the rear of industrial buildings or walls. Similarly, walls on the south side of the MSF site option separate the MSF site option from Somerset Boulevard. Photo 1 in Figure 4-9 represents a view of the Paramount MSF site option looking north from a surface parking lot on the south side of the MSF site option. In this photo, industrial structures within the MSF site option are visible behind a chain-linked fence with slats.

Views of the MSF site option from the east side of the MSF site option are mostly obstructed by the rear of buildings or walls, and landscaping (trees, bushes, and grass). Two schools (Our Lady of the Rosary School and Paramount Adult Education Center) are adjacent to the MSF site option. Views from the Lady of Rosary School is by a wall that separate the school from the MSF site option. Although a wall also separates the Paramount MSF site option from Paramount Adult Education Center, views of the MSF site option is available because the wall is low. Views of the MSF site option are also generally available along All America City Way and through a gated driveway along Somerset Boulevard. Primary viewer groups in the area include employees of industrial and commercial uses, as well as motorists and pedestrian. No sensitive viewers, scenic vistas, notable scenic resources, unique visual elements, landforms, or topographic features exist in the Affected Area for the Paramount MSF site option.

The existing visual quality of the MSF site option is generally inharmonious, disorderly, and incoherent due to dilapidated industrial structures and large surface parking lots on the MSF site option. However, landscaping along the perimeter of the MSF site option and the landscaped medians along Somerset Boulevard are visual elements that beneficially contribute to the visual quality of the Affected Area.

4.4.5.2 Bellflower MSF Site Option

The Bellflower MSF site option is part of the Suburban Residential and Industrial Landscape Unit. The MSF site option is in the City of Bellflower on a site currently utilized as a privately-owned entertainment activity center for paintball and airsoft. The Affected Area is characterized by a mix of low-rise commercial, industrial, and residential structures. Industrial uses and a mobile home community adjoin the proposed site to the west, commercial and residential uses are located to the north of the site, and residential uses are located to the east of the site. Tall trees and vines along the easterly perimeters of the site currently limit views of the site from residential uses to the east of the site. Existing vegetation along the northerly and southerly perimeter of the MSF site option (along Somerset Blvd and adjacent to the PEROW, respectively) partially obstructs views of the MSF site option. Photos 1 and 2 in Figure 4-10 represent key views of the Bellflower MSF site option. Photo 1 represents a view of the northerly portion of the MSF site option from the perspective of residents on the north side of Somerset Boulevard between Cerritos Avenue and Bayou Avenue. Photo 2 represents a view of the southerly portion of the MSF site option looking southeast from the Bellflower Bike Trail.

Primary viewer groups in the Affected Area include employees of industrial uses, residents, motorists, and pedestrians. Residents are the primary sensitive viewers surrounding the Bellflower MSF site option. No scenic views and notable scenic resources are in the Affected

Area. Additionally, no unique visual elements, landforms, or topographic features exist on or immediately surrounding the proposed MSF.

The existing visual quality for this MSF site option is inharmonious, disorderly, and incoherent along Somerset Boulevard and PEROW due to the mixed industrial, commercial, and residential character of the Affected Area and/or the lack of unifying visual elements. Visual character along the easterly portion of the Affected Area (i.e., Virginia Avenue) is harmonious, orderly, and coherent since the vines and tall trees along the easterly perimeter of the MSF site option obstruct views to and from the MSF site option and is a visual element that compliments the residential character of the area.

4.5 Light

North of the I-10 freeway, the Affected Area is generally located in downtown Los Angeles, adjacent to commercial, industrial, and residential development, as well as cultural and institutional facilities, that emit relatively high levels of ambient nighttime lighting. Generally, existing nighttime lighting is higher in the non-industrial portion of downtown Los Angeles and typically emanates from adjacent streetlights, vehicle lights, building entrance lighting, and general illumination from lights shining through windows of structures lining the corridor. Vehicle lights, as well as building entrance lighting and general illumination from lights shining through windows of structures, also contribute to the nighttime lighting conditions north of I-10 freeway.

South of the I-10 freeway, the Affected Area has a mix of commercial, industrial, and residential development. Existing nighttime lighting in the industrial and residential areas is generally lower than the areas with commercial uses, and lighting typically emanates from streetlights, vehicle lights, building entrance lighting, general illumination from lights shining through windows of structures, the existing Metro A (Blue) and C (Green) Line stations, LRT vehicles and freight trains along the rail ROWs, surface parking lots, and pedestrian-scale lighting along the Bellflower Bike Trail.

Where both sides of the San Pedro Subdivision ROW and PEROW face the rear of properties, existing nighttime lighting primarily emanate from freight trains along the rail ROWs (north of Somerset Boulevard) or from the pedestrian-scale lighting along the Bellflower Bike Trail (between Somerset Boulevard and Ruth R. Caruthers Park, just north of SR-91 freeway). South of Ruth R. Caruthers Park, the PEROW generally do not have any light sources since most of the PEROW faces the rear of properties on both sides and no active freight or other types of activities occur within the PEROW. In this portion of the PEROW, particularly where the PEROW is visible from adjacent properties, nighttime lighting generally emanates from adjacent properties, such as from security lights, surface parking lots, and general illumination from lights shining through windows of structures that line the Project corridor.

4.5.1 Station Areas

4.5.1.1 LAUS Forecourt Station Area

Existing nighttime lighting at the LAUS Forecourt station area typically emanates from streetlights, building entrance lights, general illumination from lights shining through windows of structures, surface parking lots, and vehicle lights. Existing nighttime lighting is generally high in the Affected Area for the LAUS Forecourt Station area since the station area is located at the entrance to LAUS, which has a high level of automobile traffic and nighttime activity.

4.5.1.2 LAUS MWD Station Area (Design Option 1)

Existing nighttime lighting at the LAUS MWD station area typically emanates from existing indoor ceiling lights in the LAUS concourse and waiting room areas, in addition to lighting emanating from storefront business signs in the concourse area. Exterior lighting generally emanates from the baggage area parking facility, exterior building lights, exterior ceiling lights from the train terminals, lighting at the Metro L Line station platform, vehicle lights from the baggage facility parking lot, and train and LRV lights.

4.5.1.3 Little Tokyo (Design Option 2), 7th Street/Metro Center, South Park/Fashion District, Arts/Industrial District, Pacific/Randolph, Florence/Salt Lake Station Areas

Existing nighttime lighting in the Affected Area typically emanates from streetlights, building entrance lights, vehicle lights, surface parking lot lights, security lights, and general illumination from lights shining through windows of structures in the Affected Area. The Pacific/Randolph and Florence/Salt Lake Station areas also include lights from freight trains within the La Habra Branch and San Pedro Subdivision ROWs, respectively.

4.5.1.4 Slauson/A Line Station Area

Existing nighttime lighting in the Affected Area typically emanates from streetlights, building entrance lights, vehicle lights, security lights, general illumination from lights shining through windows of structures, lights from freight trains and LRVs traveling within the Wilmington Branch ROW, and lights from the Metro A (Blue) Line Slauson Station.

4.5.1.5 Firestone Station Area

In the Firestone Station area, the San Pedro Subdivision ROW is located in between industrial properties, which limits nighttime lighting within the rail ROW. No light fixtures are within the rail ROW, and lights from freight trains traveling within the rail ROW is the primary source of nighttime lighting within the San Pedro Subdivision ROW. Other sources of nighttime lighting in the Affected Area for the Firestone Station area include streetlights, building entrance lighting, general illumination from lights shining through widows of structures, security lighting on adjacent properties, vehicle lights along adjacent streets, and surface parking lots associated with industrial uses.

4.5.1.6 Gardendale Station Area

Existing nighttime lighting within the San Pedro Subdivision ROW is limited as no light fixtures are located within the rail ROW. Lights from freight trains traveling within the rail ROW is the primary source of nighttime lighting within the rail ROW. Other sources of nighttime lighting in the Affected Area include streetlights, building entrance lighting, general illumination from lights shining through windows of structures, security lighting on adjacent properties, vehicle lights along Gardendale Avenue,

4.5.1.7 I-105/C Line Station Area

In the I-105/C Line Station area north of the I-105 freeway, nighttime lighting within the San Pedro Subdivision ROW is limited to lights from freight trains since the rail ROW is located in between industrial properties and no light fixtures are located within the rail ROW. Other sources of nighttime lighting in the Affected Area include streetlights, building entrance

lighting, general illumination from lights shining through widows of structures, security lighting on adjacent properties, and vehicle lights along adjacent streets.

Within the I-105 freeway, nighttime lighting generally emanates from LRVs traveling along the median of the freeway, vehicle lights, and freeway lighting.

4.5.1.8 Paramount/Rosecrans Station Area

Existing nighttime lighting around the PEROW typically emanates from freight trains, streetlights, building entrance lighting, vehicle lights, surface parking lot lights, and general illumination from lights shining through windows of structures in the Affected Area. Existing nighttime lighting within the PEROW is generally limited to lighting from freight trains traveling within the PEROW since no light fixtures are located along the PEROW and the PEROW is located in between properties within this station area.

4.5.1.9 Bellflower Station

Existing lighting along the PEROW typically emanates from pedestrian-scale lighting along the Bellflower Bike Trail. Other sources of nighttime lighting in the Affected Area include streetlights, building entrance lighting, vehicle lights, surface parking lot lights, and general illumination from lights shining through windows of structures.

4.5.1.10 Pioneer Station

Existing nighttime lighting within the Affected Area include streetlights, building entrance lighting, vehicle lights, surface parking lot lights, and general illumination from lights shining through windows of structures. Existing nighttime lighting is generally higher along Pioneer Boulevard since it is along a commercial corridor.

4.5.2 Lighting at MSF Site Options

4.5.2.1 Paramount MSF Site Option

Existing nighttime lighting within the Affected Area at the Paramount MSF site option is generally limited to lighting at surface parking lots and vehicle lights. Lights also emanate from freight trains traveling along the adjacent San Pedro Subdivision ROW. In the area surrounding the Paramount MSF site option, lighting emanates from streetlights along Somerset Boulevard, vehicle lights, surface parking lot lights, and building entrance lights.

4.5.2.2 Bellflower MSF Site Option

Existing nighttime lighting within the MSF site generally includes surface parking lot lights, security lights, and building entrance lights. Within the surrounding area, lighting emanates from streetlights, building entrance lights, lights shining through windows of structures, surface parking lot lights, pedestrian-scale lighting along the Bellflower Bike Trail, and vehicle lights.

4.6 Glare

Glare is a common phenomenon in Southern California primarily due to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, resulting in a large concentration of reflective surfaces. Glare can result from sunlight reflecting off glass, as well as plastic awnings or other structural fixtures of buildings located on adjacent streets in the Affected Area. Structures along 8th Street, west of Flower Street,

consist of buildings that comprise of glass walls, as well as structures that have non-reflective surfaces. In all other portions of the Affected Area, the majority of existing structures are comprised of non-reflective materials, such as concrete, stucco, and plaster. During the daytime, parked vehicles produce a large source of glare from sunlight being reflected off windshields and other surfaces. Nighttime glare can occur from a variety of light sources where lighting is not aimed downward, such as lighting from recreational fields and commercial and residential structures. As with the Southern California region, these sources of glare are typical of the Affected Area.

5 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES

Table 5.1 summarizes the estimated heights and/or dimensions of several Project components that would introduce new visual elements to the direct surrounding area throughout the Affected Area.

Table 5.1. Project Component Estimated Heights

Project Component	Estimated Dimensions/Heights[1]
Station canopies	~15 feet in height
TPSS	~15 feet wide by 40 feet long by 15 feet in height, with 8-foot tall fences around the TPSS site
Ventilation structures and train control houses	Small buildings under 10 feet in height
Radio tower/antenna	~35 to ~60 feet in height
Radio house	~35 feet by ~15 feet
TC&C house	~12 feet by ~65 feet
At grade-stations, OCS poles, and overhead wires	≤~20 feet in height
Aerial structures	▪ ~50 feet tall at I-10 freeway and 53rd St pedestrian bridge ▪ ~40 feet tall at Slauson/A Line Station (~50 feet to top of elevator shaft) ▪ ~32 feet tall at Firestone and Paramount/Rosecrans Stations (~47 feet with station canopies) ▪ ~32 feet tall in other locations (~36 feet with sound walls)
Fences (including mix of retaining walls and fences)	~6 feet in height
Sound walls in areas with or are near noise sensitive uses (Mitigation Measure NOI-1 [Soundwalls])[2]	≥~8 feet in height
Sound walls placed on an aerial structure (Mitigation Measure NOI-1 [Soundwalls])[2]	~4 feet in height

Source: Metro, 2020
Notes: [1] Dimensions and heights are approximate; actual dimensions and height may vary.
[2] See *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2021a)for Mitigation Measure NOI-1 (Soundwalls).[2] See *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2021a) for Mitigation Measure NOI-1 (Soundwalls).
OCS = overhead catenary system; TPSS = traction power substations; TC&C house = train control and communication house

5.1 No Build Alternative

The No Build Alternative includes regional projects identified in the SCAG 2016 RTP/SCS, Metro's 2009 LRTP, and Measure M as described in Section 2. These projects include the Metro East-West Line/Regional Connector/Eastside Phase 2, CA High-Speed Rail (HSR), Metro North-South Line/Regional Connector, I-710 South Corridor, I-105 Express Lane, I-605 Corridor "Hot Spot" improvements, and improvements to the Metro bus system and local municipality bus systems. The No Build Alternative also includes local transportation-related projects, including Link US, Active Transportation Rail to Rail/River Corridor, LAUS Forecourt and Esplanade Improvement, I-710 Corridor Bike Path project, and Cesar E. Chavez Bus Stop Improvements projects.

Under the No Build Alternative, other projects identified in SCAG 2016 RTP/SCS, Metro's 2009 LRTP, and Measure M, as well as local projects, would continue to be built. The Project and Project components would not be developed; properties would not be acquired for the Project; and no structures along the Project alignment would be demolished. The existing freight tracks within the rail ROWs would remain undisturbed and no aerial structures would be built along the public or rail ROWs. The No Build Alternative would not degrade the visual character and quality of the Project corridor since the projects would generally occur within existing transportation corridors or on individual sites that are associated with transportation. Nighttime lighting levels and sources of light and glare would remain similar to existing conditions. Existing lighting from the Metro A (Blue) Line LRVs and freight trains traveling within the Wilmington Branch ROW, La Habra Branch ROW, San Pedro Subdivision ROW, and PEROW would not change. No scenic vistas have been identified within the Affected Area where the No Build Alternative projects are proposed. Each of the projects that would be built under the No Build Alternative is required to undergo separate environmental review to determine the individual projects' environmental effects and mitigation, as necessary. While some projects (i.e., Link US and LAUS Forecourt and Esplanade Improvement) would occur at LAUS, a scenic resource in the Affected Area, the visual changes associated with these projects would not result in visual changes beyond those considered for these projects. Therefore, the No Build Alternative would not adversely affect the visual character and quality of the Affected Area for the Project.

5.2 Alternative 1

Alternative 1 would introduce new visual elements to the Affected Area, including new LRT double tracks, OCS, fences, retaining walls, TPSS, radio towers, radio houses, aerial structures, bridges, a new tunnel under the I-710 freeway, station platforms, station canopies, station and LRV lighting, station amenities (e.g., ticket vending machines, benches, trash receptacles, bike racks, lockers, and artwork), and for aerial or underground stations, elevators, escalators, and stairways. In addition to these new visual elements, Alternative 1 has the potential to visually change the Affected Area by removing landscaping, demolishing structures, modifying existing grade crossings permanent street closures around 14th Street/Long Beach Avenue, and developing surface parking facilities.

North of 14th Street in downtown Los Angeles, the Project alignment would be primarily underground, and visual changes would be limited to station areas where some Project components would be provided at the ground level. As discussed in Section 4.4, Alternative 1 is categorized into six landscape units: Downtown Low-Rise and Mid-Rise, Industrial, Industrial and Residential, Residential, Suburban Residential and Industrial, and Suburban Residential

Landscape Units. The following analysis discusses potential change in visual character and quality for each landscape unit that is part of Alternative 1. Based on the visual compatibility and viewer sensitivity, the overall visual quality of the Project was qualitatively categorized as adverse, beneficial, or neutral.

5.2.1 Downtown Low-Rise and Mid-Rise Landscape Unit

Alternative 1 would be primarily underground in this landscape unit. Project components and any potential changes in lighting would primarily be visible at station areas. Any potential sources of glare would also be from station areas. Sensitive viewers in the Affected Area for this landscape unit include visitors/tourists of the scenic resources within this landscape unit and residents around the proposed LAUS Forecourt Station. Table 5.2 evaluates whether each Project component would be compatible with the existing visual character of the Affected Area and viewers' sensitivity to the change in visual character associated with each Project component for this landscape unit.

Alternative 1 would not change the natural topography of the Affected Area or alter or obstruct views of scenic resources within the Downtown Low-Rise and Mid-Rise Landscape Unit (i.e., LAUS, El Pueblo de Los Angeles Historical Monument, Plaza Substation, Los Angeles Plaza Park, and Father Serra Park). The Affected Area currently has a substantial amount of nighttime lighting, and the level of nighttime lighting would not significantly increase. The effects of glare would be similar to existing conditions. Overall, the change in visual quality for this landscape unit would be neutral since Project components would be compatible with the visual character of the Affected Area; viewer groups in this landscape unit would have little to no reaction (low sensitivity) to visual changes associated with the Project; and Alternative 1 would not obstruct views of scenic resources. Therefore, adverse visual effects are not expected in the Downtown Low-Rise and Mid-Rise Landscape Unit.

5.2.2 Industrial Landscape Unit

In the Industrial Landscape Unit, the Project alignment is primarily underground north of Long Beach Avenue/14th Street and either aerial or at-grade with the surrounding uses in all other areas. Sensitive viewers in the landscape unit are generally limited to users of Hollydale Community Park, residents along Industrial Avenue facing Hollydale Community Park, and residents along Center Street and Industrial Avenue facing the proposed parking lots at the I-105/C Line Station area. Table 5.3 evaluates whether each Project component would be compatible with the existing visual character of the Affected Area and viewers' sensitivity to the change in visual character associated with each Project component for this landscape unit.

Figure 5-1 depicts the change in visual character and quality of the Affected Area on Long Beach Avenue at the I-10 freeway with the incorporation of an aerial structure over the I-10 freeway. The figure shows existing visual character of Long Beach Avenue looking northwest towards the I-10 freeway, and a rendering of the same view with implementation of Project components in the area. Project components and public rights-of-ways (including existing landscaping within the public ROWs) are shown in color. Existing components outside of the public ROWs that would remain are in black and white. The proposed aerial structure would be taller than the I-10 freeway but the form and materials of the proposed aerial structure would be consistent with the I-10 freeway. The aerial structure would also be compatible with the character and context of the industrial uses in the Affected Area, as well as Long Beach Avenue and I-10 freeway as transportation corridors.

Table 5.2. Project Components' Effects on Visual Character, Viewer Sensitivity, and Visual Quality – Downtown Low-Rise and Mid-Rise Landscape Unit

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Station Areas (Station Entrances) ▪ LAUS Forecourt ▪ LAUS MWD (Design Option 1) ▪ Little Tokyo Station (Design Option 2)	**Compatible** ▪ Design to be sensitive to specific urban context of each station area and in compliance with MRDC or equivalent and Standard/Directive Drawings. ▪ Public art to be installed to improve visual character per MRDC or equivalent, Metro *Systemwide Station Design Standards*, and Metro's *Art Program Policy*. **LAUS Forecourt Station** ▪ Station entrance would be on north side of the LAUS forecourt surface parking lot, next to a mid-rise multi-family residential development. Station entrance to be in area with low- and mid-rise structures. ▪ Scale and massing of station entrance (including canopies, elevators, escalators, and stairs) would be consistent and fit with visual character and context of Affected Area. **LAUS MWD Station (Design Option 1)** ▪ Station entrance would be located within concourse area of LAUS, adjacent to Metro B Line Station entrance. ▪ Scale, massing, and character station entrance would be consistent and fit with the visual character and context of the LAUS concourse area and the existing Metro B Line Station entrance. **Little Tokyo Station (Design Option 2)** ▪ Two station entrances proposed: 1) at the easterly side yard of a commercial building on Alameda Street, and 2) on an LADWP	**Low** ▪ Station entrances (i.e., canopies, elevators, escalators, and stairs) would be visible in foreground. ▪ Stations entrances would not include features that would detract from visual character and quality of Affected Area. **Scenic Resources:** Views of scenic resources (i.e., LAUS and El Pueblo de Los Angeles Historical Monument) would not be obstructed; would remain available to sensitive viewers. **Lighting:** Affected Area currently has a substantial amount of nighttime lighting. Type and level of lighting at station areas would be similar to those that are currently present in the Affected Area. Per MRDC, all light sources at station areas would be directed downward to minimize potential spillover onto surrounding properties, including light-sensitive uses. **Glare:** Station elements would be treated so that new sources of glare would not be created and would not affect viewer sensitivity.	**Neutral** ▪ Visible station elements and lighting levels would be compatible with existing visual character of Affected Area. ▪ Viewer groups would have little to no reaction to the change. ▪ No new sources of glare would be created.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	parking lot on southeast side of Alameda St/4th St. ▪ Scale, massing, and character of station entrances would be consistent and fit with visual character and context of the mixed residential, commercial, and industrial character, as well as the mix of low- and mid-rise structures, in the Affected Area. **Scenic Resources:** Station elements would not alter the visual character of scenic resources. **Lighting:** Lighting not expected to extend beyond station areas. Type and level of lighting would be similar to those that are currently present in the Affected Area and would not affect visual character. **Glare:** Station areas would follow MRDC or equivalent, Metro's *Systemwide Station Design Standards*, and Standard/Directive Drawings. Stainless steel for certain station elements (e.g., columns, railings, and walls), glass art panels, and glass canopies would be used. Glass canopies would be placed horizontally above station, and canopy angles are not expected to create new sources of glare or affect the visual character around the station areas. Vertical stainless-steel elements and glass art panels would be dulled so that new sources of glare would not be created.		
LRT Tracks, Tunnels, and TPSS	**Compatible** ▪ Underground and not visible. **Scenic Resources:** Visual character of scenic resources would not be altered. **Lighting and Glare:** Underground; not visible.	**Low** ▪ Underground and not visible. **Scenic Resources:** Views of scenic resources would not be altered. **Lighting and Glare:** Underground; not visible.	**Neutral** ▪ Underground and not visible.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Ventilation Structures and TC&C House	**Compatible** ▪ Constructed of small buildings that would be compatible with scale, massing, and form of the surrounding low-, mid-, and high-rise structures. **Scenic Resources:** Visual character of scenic resources would not be altered. **Lighting and Glare:** No lighting proposed for structures. Materials to be used would not create new sources of glare.	**Low** ▪ Visible in foreground; would not alter visual character and quality of the Affected Area or alter or obstruct views of scenic resources (LAUS and El Pueblo de Los Angeles Historical Monument). **Scenic Resources:** Views of scenic resources would not be altered. **Lighting and Glare:** Project components would not create new sources of light and glare. Viewer sensitivity would not be altered.	**Neutral** ▪ Visual character, views of scenic resources, and lighting levels would not be altered. No new sources of light and glare would be created. ▪ Viewer groups would have little to no reaction to the change.
Landscape and Billboard Removal	**Compatible** **Landscaping** ▪ Although some landscaping would be removed for station entrances, new landscaping would be installed and would be designed to complement character of the surrounding environment. **Billboard** ▪ No billboards are in this landscape unit. **Scenic Resources:** Landscaping (bushes) along the perimeter of LAUS parking lot does not contribute to the unique character of LAUS. The rows of palm trees lining the LAUS driveway and along the LAUS building frontage would not be affected by the station entrance at LAUS. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Low** ▪ Noticeable in foreground. Existing landscaping that would be removed does not contribute to the unique character of LAUS and changes to landscaping would not alter visual character and quality of the Affected Area. ▪ New landscaping would be consistent with Metro's *Systemwide Station Design Standards* and MRDC or equivalent. **Scenic Resources:** New landscaping would not alter or obstruct views of scenic resources and would remain available to sensitive viewers. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Neutral** ▪ Visual character, views of scenic resources, and lighting levels would not be altered by changes to landscaping. No new sources of light and glare would be created. ▪ Sensitive viewers would have little to no reaction to change in landscaping and would not contribute to LAUS' unique character.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Radio Antennas	**Compatible** ▪ Height consistent with low- and mid-rise structures around proposed radio antennas; would not degrade overall visual character and quality of Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Low** ▪ Visible in foreground; would not detract from visual character and quality of Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Neutral** ▪ Visual character and quality of the Affected Area would not change. ▪ Viewer groups would have little to no reaction to the change. ▪ New sources of light and glare would not be created.
OCS Poles, Overhead Wires, Fences and Retaining Walls, Sound Walls, Radio Houses, Parking Facilities, Aerial Structures, Pedestrian Bridges, Grade Crossing Modifications, and Street Closures **Not Applicable**. None proposed in the landscape unit.			

Source: TAHA, 2020
Notes: LADWP = Los Angeles Department of Water and Power; LAUS = Los Angeles Union Station; LRT = light rail transit; MWD = Metropolitan Water District; OCS = overhead catenary system; TC&C = train control and communication; TPSS = traction power substation
[1] Overall change in visual quality is determined based on 1) whether project components would be visually compatible with the visual character of the Affected Area, and 2) viewer sensitivity associated with the visual changes of the project components.

Table 5.3 Project Components' Effects on Visual Character, Viewer Sensitivity, and Visual Quality – Industrial Landscape Unit

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Station Areas ▪ Arts/Industrial District Station (north of 7th Street for Alternatives 1; south of 7th Street for Alternative 2) ▪ Slauson/A Line Station ▪ Firestone Station ▪ Gardendale Station ▪ I-105/C Line Station	**Compatible** ▪ Consistent and fit with character and context of Affected Area; would not detract from visual character of Affected Area. ▪ Design to be sensitive to specific urban context of each station area, pedestrian-oriented and in compliance with MRDC or equivalent and Standard/Directive Drawings. ▪ Public art to be installed to improve visual character per MRDC or equivalent, Metro *Systemwide Station Design Standards*, and Metro's *Art Program Policy*. ▪ Stations would be in areas with low-rise industrial structures. **Arts/Industrial District Station (Alternatives 1 and 2)** ▪ Underground with at-grade station entrances at surface parking areas of industrial properties. ▪ Station canopies would be consistent with scale and massing of the surrounding low- and mid-rise structures. **Slauson/A Line Station** ▪ Station would be on aerial structure in area with low-rise structures adjacent to existing aerial Metro A (Blue) Line Slauson Station. ▪ Scale, form, and massing similar to and consistent with existing Metro A (Blue) Line Slauson Station; would not conflict with the surrounding low-rise structures and adjacent Metro A (Blue) Line aerial structure. **Firestone Station** ▪ Height of aerial station, including station canopy, would not exceed 47 feet and would not	**Low** ▪ Station entrances (including canopies, elevators, escalators, and stairs) for the Arts/Industrial District Station and station elements for the Slauson/A Line, Firestone, Gardendale, and I-105C Line Stations would be visible in the foreground. ▪ Stations would not include features that would detract from the visual character and quality of Affected Area. ▪ No scenic resources in Affected Area. **Arts/Industrial District Station (Alternatives 1 and 2), Firestone, & Gardendale** ▪ Viewer groups would have little to no reaction to changes due to industrial nature of Affected Area. ▪ No sensitive viewers in Affected Area for the proposed stations. **Slauson/A Line Station** ▪ While some sensitive viewers (residents) may be adjacent to the proposed station, sensitive viewers and other viewer groups would have little to no reaction to changes due to industrial nature of the Affected Area. **I-105/ C Line Stations** ▪ Viewer groups, including sensitive viewers (residents), would have little	**Neutral** ▪ Visible elements at station areas and lighting levels would be compatible with the industrial character and quality of the Affected Area. ▪ Viewer groups would have little to no reaction to the change. ▪ No new sources of light and glare would be created.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	conflict with scale and massing of surrounding low-rise industrial structures. ▪ See discussion of "Aerial Structure" for further discussion of the visual effects at the proposed Firestone Station. **Gardendale Station** ▪ Height of station canopies and OCS poles and overhead wires would not exceed 20 feet and would be consistent with scale and massing of surrounding uses. **I-105/C Line Station** ▪ Stations for Project alignment and Metro C (Green) Line would not exceed 20 feet in height and would be consistent with scale and massing of the surrounding uses and freeway. ▪ The new Metro C (Green) Line station platform in the I-105 freeway median would fit with the character and context of the I-105 freeway as a transportation corridor. ▪ See discussion of "Surface Parking Lots" for further discussion of the visual effects of the proposed I-105/C Line Station. ▪ See discussion of "Pedestrian Bridges" and "Bridges" for further discussion of the visual effects associated with the reconstruction of the Arthur Ave pedestrian bridge and San Pedro Subdivision bridge over the I-105 freeway, respectively. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** Lighting not expected to extend beyond station areas. Type and level of lighting would be similar to those that are currently present in the Affected Area and would not affect visual character.	to no reaction to changes due to industrial nature of Affected Area. **I-105/C Line Station Platform for the Metro C (Green) Line** ▪ No sensitive viewers in Affected Area for the proposed stations. ▪ High number of viewers on I-105 freeway, which is reflective of freeway traffic volumes; view duration of proposed station platform would vary based on freeway conditions. ▪ Motorists would have little to no reaction to change since motorists' attention and focus are on the road. ▪ Transit users would be insensitive to view of new I-105/C Line platform as viewer group would expect view of transit station since the Metro C (Green) Line is already located in the I-105 median. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** Type and level of lighting at station areas would be similar to those that are currently present in the Affected Area. Per MRDC, all light sources at station areas would be directed downward to minimize potential spillover onto surrounding properties, including light-sensitive uses. **Glare:** Station elements would be treated so that new sources of glare	

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	Glare: Station areas would follow MRDC or equivalent, Metro's *Systemwide Station Design Standards*, and Standard/Directive Drawings. Stainless steel for certain station elements (e.g., columns, railings, and walls), glass art panels, and glass canopies would be used. Glass canopies would be placed horizontally above station, and canopy angles are not expected to create new sources of glare or affect the visual character around the station areas. Vertical stainless-steel elements and glass art panels would be dulled so that new sources of glare would not be created.	would not be created and would not affect viewer sensitivity.	
Surface Parking Facilities ▪ Firestone Station ▪ I-105/C Line Station	**Compatible** ▪ Fits with character and context of Affected Area and compatible with surrounding industrial uses. ▪ No visually prominent features proposed for parking facilities. ▪ Landscaping of parking facilities would be designed per MRDC or equivalent to improve visual quality of the parking facilities. **Firestone Station** ▪ Existing industrial structures on proposed surface parking lot and wall on north side of San Pedro Subdivision ROW would be removed. ▪ Surface parking facility would minimize the scale and massing of proposed aerial structure as aerial structure would be set back further from Patata Street than the existing industrial structure currently on the proposed parking facility site. ▪ See discussion of "Aerial Structure" for further discussion of the visual effects of the proposed Firestone Station parking lot.	**Low** **Firestone Station** ▪ Visible in foreground; consistent with industrial character of Affected Area and would not detract from visual character and quality of Affected Area. ▪ No sensitive viewers in Affected Area. **I-105/C Line Station** ▪ Consistent with visual character of Affected Area. ▪ Sensitive viewers (residents) would have little to no reaction to the changes as the parking facilities would be located on properties currently used for industrial purposes. **Scenic Resources:** Project component not within viewshed of scenic resources.	**Neutral** **Firestone Station** ▪ Compatible with industrial character of Affected Area. ▪ Viewers would have little to no reaction to the changes associated with the surface parking facility since the Affected Area is industrial in character. ▪ Lighting levels and effects of glare similar to existing conditions and would not affect viewer sensitivity. **I-105/C Line Station** ▪ Compatible with industrial and residential character of Affected Area. ▪ Viewers would have little to no reaction to the changes associated with the surface parking lots since the Affected Area

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	I-105/C Line Station ▪ Removal of existing industrial uses and construction of surface parking facilities would provide partial views of I-105/C Line Station at residential properties on Center St and Industrial Ave. ▪ Minimizes scale and massing of proposed station as station would be set back further from Center St than the existing industrial structures in Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** Lighting would be designed per MRDC or equivalent and not expected to extend beyond parking facilities. Type and level of lighting would be similar to those that are currently present in the Affected Area and would not affect visual character. **Glare:** Sources of glare (e.g., parked vehicles) similar to existing conditions and are not expected to alter visual character.	**Lighting:** Type and level of lighting at parking facilities would be similar to those that are currently present in the Affected Area. Per MRDC, all light sources at proposed surface parking lots would be directed downward and toward parking lots to minimize potential spillover onto surrounding properties, including light-sensitive uses. **Glare:** Sources of glare (e.g., parked vehicles) similar to existing conditions and would not affect viewer sensitivity.	primarily consist of industrial uses. ▪ Lighting levels and effects of glare similar to existing conditions and would not affect viewer sensitivity.
LRT Tracks, OCS Poles, Overhead Wires, and Utility Poles	**Compatible** ▪ Similar visual elements (utility poles and overhead wires) are along and across street rights-of-way and rail ROWs. ▪ OCS poles, overhead wires, and LRT tracks currently located along Wilmington Branch ROW. ▪ Scale would be consistent with existing utility poles, wires, and tracks; would not conflict with visual character of Affected Area. ▪ PEROW currently has no tracks south of San Gabriel River; however, LRT tracks would be consistent with visual character of the rail corridor, which is currently used as parking for	**Low** ▪ Visible in foreground; would not detract from visual character and quality of Affected Area. ▪ Sensitive viewers (residents; visitors of Hollydale Community Park) would have little to no reaction to visual changes as similar visual elements exist in Affected Area. **Scenic Resources:** Views of Hollydale Community Park and Valley Christian Junior High and High Schools would not be obstructed. **Lighting:** No lighting proposed for project components. Lighting from	**Neutral** ▪ Project components would not change the industrial character and quality of the Affected Area. ▪ Similar visual elements currently exist in the Affected Area. ▪ Viewer groups would have little to no reaction to the change. ▪ Views of Hollydale Community Park and Valley Christian Junior High and High Schools

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	the adjacent industrial uses or contains unmaintained vegetation. **Scenic Resources:** Visual character of scenic resources would not be altered. ▪ **Hollydale Community Park:** views to and from the rail ROW would be limited due to a sound wall that would be placed along the perimeter of the San Pedro Subdivision ROW, obstructing views of the rail ROW from the park. ▪ **Valley Christian Junior High and High Schools:** Project component would not obstruct existing views of the school; trees in the northerly portion of the schools softens views of the PEROW. **Lighting:** ▪ No lighting proposed for project components. ▪ North of Somerset Boulevard, light intensity from LRVs traveling along LRT tracks would be comparable to lighting from existing buildings, vehicles, LRVs from the existing Metro A (Blue) Line, and freight trains along the rail ROWs. ▪ South of Somerset Boulevard, LRVs would be a new source of light since the PEROW does not have any existing transportation-related lighting (e.g., freight trains and LRVs); light intensity from proposed LRVs would be consistent with existing lighting levels along Bellflower Bike Trail and vehicle lights along surrounding streets, which currently produce transportation-related light. ▪ **Glare:** LRVs traveling along tracks not a substantial source of glare. Materials to be used for project components would not create new sources of glare.	LRVs traveling along LRT tracks would be directed away from residential uses and other light sensitive uses; LRV lighting would not affect light-sensitive viewers. **Glare:** Materials to be used would not create new sources of glare.	would not be altered or obstructed. ▪ Lighting would be consistent with existing visual character of Affected Area, and viewer groups would have little to no reaction to changes in lighting.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Fences and Retaining Walls ▪ Along at-grade portions that parallel a street right-of-way; low retaining walls with fences on top of retaining walls where rail ROW is slightly elevated from the adjacent street.	**Compatible** ▪ Similar visual elements in Affected Area; properties facing the rail ROWs currently have fences or walls along the property lines. ▪ Scale of fences and retaining walls would be consistent and fit with the industrial visual character of Affected Area. Fences, and combination of retaining walls and fences, along rail ROW would be approximately six feet tall. **Scenic Resources:** Visual character of scenic resources would not be altered. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Low** ▪ Visible in foreground; would not detract from visual character and quality of the Affected Area as similar elements are in the area. ▪ Sensitive viewers (residents and users of Hollydale Community Park) would have little to no reaction to visual changes as similar elements are in the Affected Area. **Scenic Resources:** Views of Hollydale Community Park and Valley Christian Junior High and High Schools would not be obstructed. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Neutral** ▪ Industrial character and quality of Affected Area unchanged as similar visual elements, lighting levels, and sources of glare currently exist. ▪ Viewer groups would have little to no reaction to the change. ▪ Views of Hollydale Community Park and Valley Christian Junior High and High Schools would not be obstructed.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Sound Walls ▪ 4-foot tall sound walls on aerial structures ▪ 8-foot tall sound walls along at-grade portions of Project alignment ▪ See Mitigation Measure NOI-1 (Soundwalls)	**Compatible** ▪ 4-foot tall sound walls would be placed on aerial structure south of 21st St/Long Beach Ave. Height of sound wall with aerial structure would be consistent with scale, character, and context of surrounding uses. ▪ Landscape unit has similar visual elements (walls). ▪ Scale and massing consistent with surrounding low-rise industrial character and context of the Affected Area. **Scenic Resources:** Visual character of scenic resources would not be altered. **Lighting and Glare:** Project component would not create new sources of light and glare; walls would limit the amount of light from LRVs that would spill over onto adjacent properties.	**Low** ▪ Visible in foreground; would not detract from visual character and quality of Affected Area as similar visual elements are in area. ▪ Viewer groups would have little to no reaction to the change as sound walls would be in an industrial area with similar visual elements and would obstruct views of Project components within rail ROW. **Scenic Resources:** Views of San Pedro Subdivision ROW at Hollydale Community Park would be obstructed by sound wall; residents across the street from Hollydale Community Park and users of the park would no longer have views of the rail ROW but would continue to have views of the park. **Lighting and Glare:** Project component would not create new sources of light and glare; walls would limit the amount of light from LRVs that would spill over onto areas with light-sensitive users.	**Neutral** ▪ Industrial character and quality of Affected Area would not change. ▪ Sound walls would be at similar scale as surrounding structures and would limit the amount of light from LRV that spills over onto adjacent properties. ▪ Viewer groups would have little to no reaction to the change since sound walls would be in an industrial area with similar visual elements. ▪ No new sources of light and glare would be created.
Ventilation Structures, Radio Houses, and TC&C Houses	**Compatible** ▪ Constructed as small buildings; consistent with scale, massing, and form of surrounding low- and mid-rise structures and would fit with industrial character. Would not degrade overall visual character of Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** No lighting proposed for structures. Materials to be used would not create new sources of glare.	**Low** ▪ Visible in foreground; would not alter visual character and quality of Affected Area. ▪ Viewer groups would have little to no reaction to the change as Project component would be in an industrial area. **Scenic Resources:** Project component not within viewshed of scenic resources.	**Neutral** ▪ Visual character and quality of Affected Area would not be altered. ▪ Viewer groups would have little to no reaction to the change due to industrial character of Affected Area and buildings would be consistent with surrounding structures.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
		Lighting and Glare: Project components would not create new sources of light and glare. Viewer sensitivity would not be altered.	▪ No new sources of light and glare would be created.
TPSS	**Compatible** ▪ Scale, height, massing, and form consistent with low-rise industrial character of the Affected Area; would not degrade overall visual character and quality of the area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** No lighting proposed for structures. Materials to be used would not create new sources of glare.	**Low** ▪ Visible in foreground; would not detract from visual character and quality of Affected Area as similar visual elements are in Affected Area. ▪ Would be located on industrial properties, properties that currently contain transmission towers, or within the rail ROW. ▪ No sensitive viewers located in areas that would have TPSS. ▪ Viewers would have little to no reaction due to industrial character of Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project component would not create new sources of light and glare. Viewer sensitivity would not be altered.	**Neutral** ▪ Visual character and quality of Affected Area would not be altered. ▪ Viewer groups would have little to no reaction to the change since TPSS are proposed on industrial properties, on properties that currently contain transmission towers, or within the rail ROW. ▪ No new sources of light and glare would be created.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Radio Antennas	**Compatible** ▪ 35- to 55-foot tall radio antennas proposed on Alameda St and Long Beach Ave would be consistent with scale of low- and mid-rise structures surrounding 7th St/Alameda St and low-rise structures in all other areas along Alameda St and Long Beach Ave ▪ If 35-foot radio antenna is built at surface parking lot for I-105/C Line Station, antenna would be consistent with scale of low-rise structures in Affected Area. If 60-foot radio antenna is built, antenna would be taller than surrounding structures. However, antenna would be placed close to the San Pedro Subdivision ROW. Antenna would be further away from surrounding low-rise structures than the existing industrial building on parking lot site, which is not set back from the Industrial Ave right-of-way. Location of antenna would reduce the scale of it from residential area. ▪ Radio antennas would fit with industrial character and would not degrade overall visual character and quality of the Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project component would not create new sources of light and glare.	**Low** ▪ Visible in foreground; would not detract from visual character and quality of Affected Area. ▪ No sensitive viewers near radio houses. ▪ Residents along Industrial Ave would have little to no reaction to the change since the proposed antenna location next to the San Pedro ROW (instead of next to the Industrial Ave right-of-way) would reduce its scale from the residential area; antenna would be consistent with industrial character of the Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project component would not create new sources of light and glare.	**Neutral** ▪ Industrial character and quality of the Affected Area would not change. ▪ Viewer groups would have little to no reaction to the change. ▪ No new sources of light and glare would be created.
Aerial Structures ▪ ~50 feet in height – I-10 freeway at Long Beach Ave ▪ ~32 feet height (~36 feet with sound walls) – Long Beach Ave	**Compatible** **I-10 Freeway at Long Beach Ave** ▪ I-10 freeway aerial structure above the surrounding industrial structures. ▪ Taller than I-10 freeway; however, the form and materials of aerial structure would be consistent with character and context of I-10 freeway as a transportation corridor.	**Low** ▪ Aerial structures would be visible in the foreground and would not detract from the industrial character and quality of the landscape unit. **I-10 Freeway at Long Beach Ave** ▪ Viewer groups include motorists traveling on I-10 freeway, and	**Neutral** ▪ Aerial structures would not change industrial character and quality of Affected Area. ▪ Views and visual character of I-10 freeway as a

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
– Randolph Street (west of Wilmington Avenue) – Randolph St/San Pedro Subdivision ROW – Meadow Dr to South Gate/Downey City Boundary ▪ ~32 feet in height (~47 feet with station canopy): – Ardine St to Rayo Ave (includes Firestone Station)	▪ Would not conflict with industrial character and context of Affected Area and context of the Affected Area. ▪ Figure 5-1 shows existing view of I-10 aerial structure looking north from Long Beach Ave at 16th St intersection and a rendering of the same view with the proposed aerial structure. **Long Beach Ave & Randolph Street (west of Wilmington Avenue)** ▪ Would parallel at-grade tracks for Metro A (Blue) Line and freight rail along Long Beach Ave. ▪ Supported on columns with retaining walls as structure rises/descends at 14th St/Long Beach Ave and Wilmington Ave/Randolph St; straddle bents proposed as aerial structure curves eastward from Long Beach Ave to Randolph St; would fit with industrial character and context of Affected Area. ▪ Similar height, form, massing, and materials as existing aerial structure and surrounding low-rise structures. ▪ South of 55th Street, aerial structure along Long Beach Ave would parallel existing aerial structure for Metro A (Blue) Line. **Randolph St/San Pedro Subdivision ROW** ▪ Aerial structure would be new visual element. ▪ Scale and massing for aerial structure would be similar to surrounding low-rise structures and would not conflict with industrial character of Affected Area **Ardine St to Rayo Ave (including Firestone Station) & Meadow Dr to South Gate/Downey City Boundary** ▪ Primarily supported by retaining walls; supported by columns at Firestone Station and	motorists and pedestrians on nearby local streets; however, no sensitive viewers are in the Affected Area. Number of viewers is reflective of high traffic volumes on freeway; view duration varies based on freeway conditions. ▪ Middle ground view of downtown Los Angeles skyline available to motorists traveling westbound on the I-10 freeway would be partially obstructed. Motorists would not be sensitive to visual changes since view of skyline is at an angle and motorists are focused on driving. ▪ Viewer groups would have little to no reaction to changes in visual character due to industrial character of the area and the aerial structure's consistency in visual character and context of I-10 freeway, which is also an aerial structure. ▪ No sensitive viewers in the Affected Area. **Randolph St/San Pedro Subdivision ROW** ▪ Views of aerial structure would be limited since aerial structure would be located to the rear of industrial properties on both sides of rail ROW. ▪ No sensitive viewers and scenic resources in the Affected Area.	transportation corridor would not change. ▪ Consistent with and would not degrade overall visual character and quality of Affected Area. ▪ Viewer groups would have little to no reaction to changes in visual character and quality of the Affected Area. ▪ LRV lighting would not alter visual character and would not adversely affect viewer sensitivity. ▪ Project component would not create new sources of glare.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	where San Pedro Subdivision ROW intersects at a street (i.e., Atlantic Ave, Firestone Blvd, Imperial Highway, and Garfield Ave). ▪ Aerial structures would be new visual element. ▪ Scale consistent with surrounding low-rise commercial and industrial structures; fits with character and context of Affected Area. ▪ At Firestone Station area, development of a parking facility would allow views of the aerial structure along Patata St and Atlantic Ave. While scale and massing would be consistent with surrounding low-rise structures, the proposed surface parking facility at the station area would minimize appearance of aerial structure since aerial structure would be set back further from Atlantic Avenue and Patata Street than existing industrial structures within the station area. ▪ Figure 5-2 shows exist aerial structure set back further from Atlantic Avenue than existing industrial structures. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** No lighting proposed for aerial structures. Lighting would primarily emanate from LRVs and is not expected to extend beyond aerial structures. See LRV lighting discussion under "LRT Tracks, OCS Poles, Overhead Wires, and Utility Poles". **Glare:** Materials to be used would not create new sources of glare.	**Long Beach Ave, Randolph St, Ardine St to Rayo Ave, & Meadow Dr to South Gate/Downey City Boundary** ▪ Where rail ROWs face rears of buildings on both sides, views of aerial structures would be limited. ▪ Where rail ROWs face a street right-of-way, aerial structure would be visible in foreground but would not detract from character and quality of landscape unit due to industrial character of Affected Area. ▪ No sensitive viewers and scenic resources in Affected Area; viewer groups would have little to no reaction to visual change as aerial structures are in an industrial area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** No lighting proposed for project component. See LRV lighting discussion under "LRT Tracks, OCS Poles, Overhead Wires, and Utility Poles". **Glare:** Materials to be used would not create new sources of glare.	

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Pedestrian Bridges ▪ Arthur Ave over I-105 freeway	**Compatible** ▪ Similar visual elements in Affected Area; two other bridges (San Pedro Subdivision and Grove St bridges) are within 500 feet of Arthur Ave pedestrian bridge. ▪ Reconstructed pedestrian bridge would be compatible in scale, form, and material to existing bridge; would not detract from the visual character of the I-105 freeway. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** Lighting would be directed downwards and towards pedestrian pathway and would not extend beyond the pedestrian bridge. Lighting would be similar to the type and lighting levels in the Affected Area and would not detract from visual character of the Affected Area. **Glare:** Materials to be used would not create new sources of glare.	**Low** ▪ No sensitive viewers in the area. ▪ Viewer groups would have little to no reaction to this change because pedestrian bridge would be reconstructed at the same location as the existing pedestrian bridge and would be compatible in scale, form, and material as the existing bridge. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** Lighting would be directed downwards and towards pedestrian pathway, would not extend beyond the pedestrian bridge, and would not affect sensitive viewers and nighttime views of drivers along I-105 freeway and other roadways. **Glare:** Materials to be used would not create new sources of glare.	**Neutral** ▪ Visual character and quality of the Affected Area would remain similar to existing conditions; would not detract from visual character of the I-105 freeway. ▪ Viewer groups would have little to no reaction to changes in visual character and quality of Affected Area. ▪ Lighting along pedestrian bridge would not alter visual character and would not adversely affect sensitive viewers, as well as drivers along I-105 freeway and other roadways. ▪ Project component would not create new sources of glare.
Bridges ▪ Rio Hondo River ▪ San Gabriel River ▪ I-105	**Compatible** ▪ Scale and massing would be larger than existing bridges; however, similar visual elements (i.e., bridges) are located at the flood control channels and I-105 freeway. ▪ New bridges compatible and fit with visual character and context of the concrete-lined flood control channels and I-105 freeway. Rio Hondo River	**Low** ▪ Visible in foreground; viewer groups (motorists on nearby streets) would have little to no reaction to bridges as views are fleeting and viewers' attention and focus are on the road. **Rio Hondo River** ▪ Angled views of Rio Hondo River bridge available to motorists along Garfield Ave/Imperial Hwy.	**Neutral** ▪ Consistent with visual character and quality of the Affected Area. ▪ Although the proposed bridges over the Rio Hondo and San Gabriel Rivers would be larger than the existing bridges, none of the proposed bridges would not degrade

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	▪ Existing freight bridge over Rio Hondo River would remain and new bridge for the Project would be built adjacent to existing bridge. **San Gabriel River** ▪ Existing bridge over San Gabriel River would be removed; although new bridge would be larger, reconstructed bridge at San Gabriel River would be similar in location and height of existing bridge and would fit with visual character of the flood control channel. **I-105 Freeway** ▪ Reconstructed San Pedro Subdivision bridge over I-105 freeway would replace the existing San Pedro Subdivision bridge at the same location. ▪ Reconstructed San Pedro Subdivision freight bridge would be similar in location, height, form, and material as the existing bridges over the I-105 freeway (Arthur Ave pedestrian bridge, San Pedro Subdivision bridge, and Grove St bridge). The width may be designed up to 35 feet wide. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** No lighting proposed on bridges. Lighting would primarily emanate from LRVs and is not expected to extend beyond the rail ROWs. See LRV lighting discussion under "LRT Tracks, OCS Poles, Overhead Wires, and Utility Poles". **Glare:** Materials to be used would not create new sources of glare.	**San Gabriel River** ▪ Angled views of bridge over San Gabriel River available to motorists along SR-91 freeway and Artesia Blvd. **I-105 Freeway** ▪ View of reconstructed San Pedro Subdivision bridge over I-105 freeway available to motorists along I-105 freeway; views would be consistent with existing views in the Affected Area. ▪ Viewer groups would continue to be exposed to views of three bridges in Affected Area ▪ Number of viewers and duration of view vary based on freeway conditions. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** No lighting proposed for bridges. See LRV lighting discussion under "LRT Tracks, OCS Poles, Overhead Wires, and Utility Poles". **Glare:** Materials to be used would not create new sources of glare.	the overall visual character and quality of the Affected Area. ▪ Viewers would have little to no reaction to the changes associated with the proposed bridges. ▪ LRV lighting would not alter visual character and would not adversely affect sensitive viewers. ▪ Project component would not create new sources of glare.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Undercrossing ▪ Firestone Station	**Compatible** ▪ Undercrossing would be built under the Firestone Station to connect proposed driveway on Atlantic Avenue to the Firestone Station surface parking lot (Figure 5-2). ▪ Consistent with surrounding low-rise industrial structures. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** Lighting is not expected to extend beyond the undercrossing and would be consistent with industrial character of Affected Area. **Glare:** Materials to be used would not create new sources of glare.	**Low** ▪ Viewer groups would have little to no reaction to the change since views of the undercrossing would be limited. ▪ No sensitive viewers are in the area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** No sensitive viewers are in the area. Lighting is not expected to extend beyond the undercrossing and would not affect viewer sensitivity. **Glare:** Materials to be used would not create new sources of glare.	**Neutral** ▪ Consistent with visual character and quality of the Affected Area. ▪ Viewer groups would have little to no reaction to changes in visual character and quality. ▪ Lighting would not alter visual character and would not adversely affect viewer sensitivity. ▪ No new sources of glare would be created.
Tunnels ▪ North of 14th St/ Long Beach Ave ▪ I-710 ▪ I-605	**Compatible** **North of 14th St/Long Beach Ave** ▪ Underground and not visible. **I-710 Freeway** ▪ Similar visual elements within the Affected Area; existing tunnel for freight tracks currently located under I-710 freeway; proposed tunnel would be constructed on northeast side of existing tunnel for Project tracks. ▪ New tunnel would be narrower than the existing tunnel; form and materials would be similar to the existing tunnel. **I-605 Freeway** ▪ No new tunnels are proposed under I-605 freeway. Project would use the existing tunnel. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** Lighting is not expected to extend beyond tunnels and would be consistent with industrial character of Affected Area.	**Low** **North of 14th St/Long Beach Ave** ▪ Underground and not visible. **I-710 Freeway** ▪ Views of tunnel are generally available on adjacent industrial properties but not on public rights-of-way. ▪ Views would not detract from industrial character of the Affected Area. ▪ Viewer groups would have little to no reaction to visual changes due to industrial character of Affected Area. ▪ Sensitive viewers do not have views of proposed tunnel. **Scenic Resources:** Project component not within viewshed of scenic resources.	**Neutral** **North of 14th St/Long Beach Ave** ▪ Underground and not visible. **I-710 Freeway** ▪ Consistent with character and quality of Affected Area; would not degrade overall visual character and quality of Affected Area due to limited and/or angled views of tunnels. ▪ Viewer groups would have little to no reaction to the changes in visual character and quality. ▪ Lighting at tunnels would not alter visual character

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	Glare: Materials to be used would not create new sources of glare.	**Lighting:** Lighting is not expected to extend beyond tunnels and would not affect viewer sensitivity. **Glare:** Materials to be used would not create new sources of glare.	and would not adversely affect viewer sensitivity. ▪ No new sources of glare would be created.
Landscape and Billboard Removal	**Compatible** **Landscaping** ▪ Existing landscaping in Affected Area is limited and/or sporadic. ▪ Vegetation on south side of San Pedro Subdivision ROW along Salt Lake Ave would be outside of the Project work limits and would remain in place. ▪ Removal of vegetation in rail ROWs would not adversely affect visual character due to limited amount of vegetation along rail ROWs. ▪ Landscaping of parking facilities would be designed per MRDC or equivalent and Metro's *Systemwide Station Design Standards* to improve visual character and quality of the parking facilities. ▪ Vegetation removal not expected to adversely affect visual character of Affected Area. **Billboard** ▪ Billboard in heavily industrialized area; removal would not alter overall visual character and quality of Affected Area. **Scenic Resources:** Project components would not alter visual character of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Low** ▪ Changes in landscaping and billboard removal would not detract from industrial character and quality of Affected Area as changes would primarily occur within rail ROWs and existing vegetation along rail ROWs does not enhance the view of the Affected Area. ▪ Due to industrial nature of the landscape unit, viewer groups would have little to no reaction to visual changes associated with this Project component. ▪ No sensitive viewers and scenic resources are in the Affected Area. **Scenic Resources:** Project components would not alter views of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Neutral** ▪ Changes in landscaping and billboard removal not expected to alter visual character and quality of Affected Area. ▪ Viewer groups would have little to no reaction to the change. ▪ No new sources of light and glare would be created.

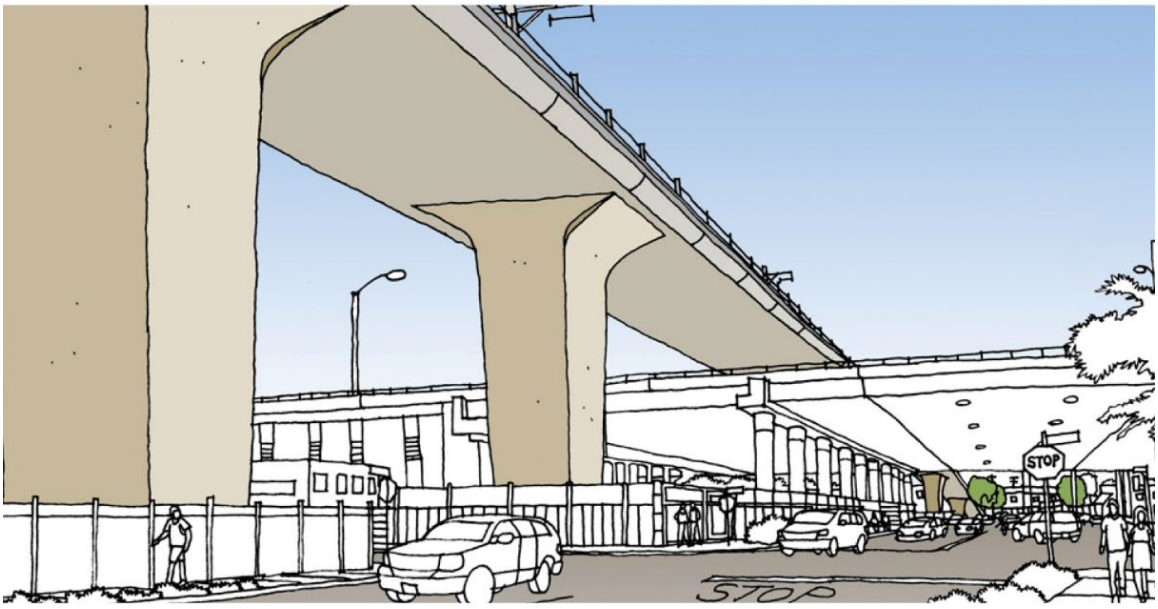
Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Grade Crossing Modifications and Street Closures	**Compatible** **Grade Crossing** ▪ Consistent with scale, form, and materials of existing grade crossings. ▪ Existing grade crossings to be modified at Wilmington Ave and Regent St, which would not allow motorists and pedestrians to cross San Pedro Subdivision ROW. Visual character would be consistent with visual character of industrial area. ▪ Where new grade crossings are proposed, Project component would be consistent with the visual character of the existing street rights-of-way. **Street Closure** ▪ Street closure at Long Beach Ave north of 14th St and at 14th St west of Long Beach Ave would be consistent with scale, massing, and form of Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** Type and level of lighting would be consistent with those that are present in the surrounding street rights-of-way and existing grade crossings. Lighting would not affect visual character. **Glare:** Project components would not create new sources of glare.	**Low** ▪ Visible in foreground; grade crossing modifications and street closures similar in character as existing grade crossings and would not detract from character and quality of Affected Area. ▪ No sensitive viewers and scenic resources are in Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** Type and level of lighting would be similar to those that are currently present in the surrounding street rights-of-way and existing grade crossings. Lighting would not affect viewer sensitivity. **Glare:** Project components would not create new sources of light and glare.	**Neutral** ▪ Visual character and quality of Affected Area would not be altered. ▪ Viewer groups would have little to no reaction to change. ▪ Lighting would be consistent with existing visual character of Affected Area, and viewer groups would have little to no reaction to changes in lighting. ▪ No new sources of glare would be created.

Source: TAHA, 2020
Note: MRDC = Metro Rail Design Criteria; LRT = light rail transit; OCS = overhead catenary system; PEROW = Pacific Electric Right-of-Way; ROW = right-of-way; TC&C = train control and communications; TPSS = traction power substations
[1] Overall change in visual quality is determined based on 1) whether project components would be visually compatible with the visual character of the Affected Area, and 2) viewer sensitivity associated with the visual changes of the project components.

Figure 5-1. Existing and Proposed Views of I-10 Freeway, looking North at Long Beach Avenue

Existing I-10 Freeway

Proposed I-10 Freeway



Source: Cityworks Design, 2019

Figure 5-2 depicts the change in visual character and quality at the proposed southwesterly driveway to the proposed Firestone Station surface parking lot. The figure shows the existing visual character of the Firestone Station area looking east from Atlantic Avenue, south of the San Pedro Subdivision ROW, and a rendering of the same view with implementation of Project components at the station area. Within the San Pedro Subdivision ROW, Firestone Station would be on an aerial structure, while the freight tracks would be at-grade with the surrounding industrial uses. Industrial structures would be demolished to accommodate the southwesterly driveway on Atlantic Avenue and the surface parking lot on the north side of the rail ROW (not shown in Figure 5-2). The retaining walls for the freight tracks and aerial structure would limit views of the surface parking lot from Atlantic Avenue, south of the rail ROW. The driveway shown in Figure 5-2 would cross under the proposed freight tracks and aerial structure to allow vehicles from Atlantic Avenue to access the proposed surface parking lot on the north side of the rail ROW. The surface parking lot would be landscaped in accordance with MRDC or equivalent to improve visual quality of the Affected Area. The proposed surface parking lot and the southwesterly driveway on Atlantic Avenue would minimize the scale and massing of the proposed aerial structure as the aerial structure would be set back further from Atlantic Avenue and Patata Street than the existing industrial structures in the station area.

Overall, changes in visual quality would be neutral since Project components would be compatible with the visual character of the Affected Area and viewer sensitivity would be low. Additionally, Alternative 1 would not change the natural topography of the Affected Area. Although Alternative 1 would be visible at Hollydale Community Park and at the residences on Industrial Avenue next to the park, the Project components would not obstruct views of or alter the visual character and quality of the park as the Project alignment and its associated components would be located to the rear of the park. Existing views of the San Pedro Subdivision ROW and industrial structure from Hollydale Community Park would be blocked by the proposed sound walls along the edge of the rail ROW adjacent to the park. Project components would not alter views of Valley Christian Junior High and High Schools since the PEROW is at the northerly end of the schools, Project components would not obstruct views of the schools, and existing trees along the northern portion of the schools would soften the views of the PEROW. The level of nighttime lighting and the effects of glare in the Affected Area would not significantly increase. Additionally, the existing visual quality of the rail ROWs is low, and the introduction of the project components would not further degrade the visual quality of the rail ROWs. Therefore, adverse visual effects are not expected in the Industrial Landscape Unit for Alternative 1.

5.2.3 Industrial and Residential Landscape Unit

The Industrial and Residential Landscape Unit is aerial along Long Beach Avenue and where La Habra Branch ROW intersect with the San Pedro Subdivision ROW. The alignment would be at-grade within the rail ROWs in all other portions of this landscape unit. No stations are proposed in this landscape unit. Sensitive viewers in the Affected Area for this landscape unit include residents, users of Fred Robert Recreation Center, and users of Salt Lake Park. Table 5.4 evaluates whether each Project component would be compatible with the existing visual character of the Affected Area and viewer sensitivity to the change in visual character associated with each Project component for this landscape unit.

Figure 5-2. Existing and Proposed Views at Atlantic Avenue, looking East towards Proposed Firestone Station Area

Existing Firestone Station

Proposed Firestone Station

Source: Cityworks Design, 2020

Table 5.4. Project Components' Effects on Visual Character, Viewer Sensitivity, and Visual Quality – Industrial and Residential Landscape Unit

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
LRT Tracks, OCS Poles, Overhead Wires, Utility Poles	**Compatible** ▪ Similar visual elements (LRV and freight tracks, utility poles, and overhead wires) are in Affected Area. ▪ LRT tracks and freight tracks currently located within Wilmington Branch ROW; freight tracks are within La Habra Branch and San Pedro Subdivision ROWs. ▪ OCS poles and its associated overhead wires for the existing Metro A (Blue) Line currently located along Wilmington Branch ROW. La Habra Branch and San Pedro Subdivision ROWs do not have OCS poles and its associated overhead wires, but utility poles and overhead wires are in Affected Area. ▪ Scale would be consistent with existing utility poles and wires; would not conflict with visual character of Affected Area. ▪ Figure 5-3 and Figure 5-4 depicts how OCS poles and overhead wires would change the visual character of the Affected Area for this landscape unit. **Scenic Resources:** Visual character of scenic resources would not be altered. **Lighting:** No lighting proposed for OCS poles, overhead wires, and utility poles. Light intensity from LRVs traveling along LRT tracks is expected to be comparable to lighting from existing buildings, vehicles, LRVs from the existing Metro A (Blue) Line, and freight trains along the rail ROWs. **Glare:** LRVs along tracks not a substantial source of glare. Materials to be used for project components would not create new sources of glare.	**Low** ▪ Visible in foreground; would not detract or obstruct existing views of scenic resources (Fred Roberts Recreation Center and Salt Lake Park). ▪ Sensitive viewers (residents, users of Fred Roberts Recreation Center, and users of Salt Lake Park) would have little to no reaction to changes associated with Project component as similar visual elements exist in Affected Area. **Scenic Resources:** Views of scenic resources would not be obstructed. **Lighting:** No lighting proposed for project components. Lighting from LRVs traveling along LRT tracks would be directed away from residential uses and other light sensitive uses; LRV lighting is expected to be comparable to lighting from existing buildings, vehicles, LRVs from the existing Metro A (Blue) Line, and freight trains along the rail ROWs and would not affect viewer sensitivity. **Glare:** Materials to be used would not create new sources of glare.	**Neutral** ▪ Visual quality would remain similar to existing conditions; would not detract from visual character and quality of Affected Area. ▪ Views of Fred Roberts Recreation Center would remain available on Long Beach Ave; views of Salt Lake Park would remain available along Florence Ave and Salt Lake Ave. ▪ Viewers would have little to no reaction to the changes. ▪ Lighting would be consistent with existing visual character of Affected Area, and viewer groups would have little to no reaction to changes in lighting.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Fences and Retaining Walls ▪ Along at-grade portions that parallel a street ROW ▪ Low retaining walls with fences on top of retaining walls where rail ROW is slightly elevated from the adjacent street	**Compatible** ▪ Properties facing rail ROWs currently have fences/walls along the property lines; fences, and combination of retaining walls/fences, along rail ROWs would be six feet tall. ▪ Similar visual elements in area; would not degrade overall visual character and quality of the Affected Area. ▪ Scale and form would be consistent and fit with mixed industrial and residential character of Affected Area. ▪ Figure 5-4 depicts the change in visual character for this landscape unit at Salt Lake Ave where retaining walls would be placed under fences along the edge of the San Pedro Subdivision ROW. View is looking southeast from the Huntington Park Community Center. **Scenic Resources:** Visual character of scenic resources would not be altered. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Low** ▪ Visible in foreground; would not detract from visual character and quality of Affected Area as similar visual elements are in area. ▪ Sensitive viewers would have little to no reaction to the fences and walls as similar visual elements already exist in the Affected Area. **Scenic Resources:** ▪ Views of Fred Roberts Recreation Center from residential areas would not be obstructed. ▪ Views of Salt Lake Park from residential uses on east side of San Pedro Subdivision ROW currently obstructed by existing walls along property line facing rail ROW. Project component would not further obstruct views of the park. ▪ Users of Salt Lake Park and Huntington Park Community Center would see retaining walls with fencing on top instead of parking spaces within San Pedro Subdivision ROW (Figure 5-4). Similar visual element (walls) exists in the Affected Area. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Neutral** ▪ Character and quality of Affected Area would not change as similar visual elements currently exist in Affected Area. ▪ Viewers would have little to no reaction to the change. ▪ Views of Salt Lake Park would remain available on Salt Lake Ave and Florence Ave. ▪ Lighting levels similar to existing conditions and would not affect viewer sensitivity. ▪ No new sources of glare would be created.
Sound Walls ▪ 4-foot tall sound wall on aerial structure along Long Beach Ave and at Randolph	**Compatible** ▪ Along Long Beach Ave, views of street right-of-way, Wilmington Branch ROW, and uses across from Long Beach Ave would remain unobstructed since sound wall would be on	**Low** ▪ Visible in foreground; would not detract from industrial and residential character and quality of the Affected	**Neutral** ▪ Mixed industrial and residential character and quality of Affected Area would not change as it

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
St/San Pedro Subdivision ROW ▪ 8-foot tall sound wall at-grade along Randolph St and Salt Lake Ave ▪ See Mitigation Measure NOI-1 (Soundwalls)	aerial structures that are supported by columns. See "Aerial Structure" for further discussion. ▪ New sound walls at-grade along Randolph St would obstruct views of La Habra Branch ROW and industrial uses across from Randolph St. ▪ Views of San Pedro Subdivision ROW would remain available along Salt Lake Ave (south of Bell Ave) and at Salt Lake Park and Huntington Park Community Center. Views generally would be obstructed at residential uses, including mobile home community, but visible at industrial uses north of Bell Ave. ▪ Similar visual elements in Affected Area as properties facing the rail ROWs currently have walls along the property lines. ▪ Scale and massing of sound walls along Randolph St and Salt Lake Ave consistent with surrounding low-rise structures; would fit with mixed industrial and residential character and context of Affected Area. ▪ Sound walls would be at a similar height as the existing walls at on east side of San Pedro Subdivision ROW along Salt Lake Ave; would not detract from existing views and visual character of the Affected Area. ▪ With the placement of sound walls along Randolph St, residences along Randolph St would no longer be able to see industrial uses across from Randolph St. Rather, they would see a retaining wall within the rail ROW. However, the scale of the aerial structure would be consistent with surrounding low-rise structures. ▪ North of Bell Ave, sound wall along Salt Lake Ave would block views of the San Pedro	Area as similar elements are in Affected Area. ▪ Sensitive viewers (residents and users of Fred Roberts Recreation Center and Salt Lake Park) would have little to no reaction to the change due to the mixed industrial and residential character and similar visual elements currently in the Affected Area. ▪ Sensitive viewers (residents) along Randolph St currently have views of the railroad tracks along the La Habra Branch ROW and industrial uses across from the rail ROW. Sensitive viewers would now see a sound wall that would block views of industrial uses. Sound wall would not detract from existing views and visual character of the Affected Area. ▪ Residents on the east side of San Pedro Subdivision ROW would continue to have limited to no views of the rail ROW and uses on the west side of Salt Lake Ave as existing walls along the easterly perimeter of the rail ROW currently obstruct views. **Scenic Resources:** ▪ Sound wall would be on an aerial structure near Fred Roberts Recreation Center and would not obstruct views of the park. ▪ Sound wall would not obstruct views of Salt Lake Park. San Pedro Subdivision ROW is across the street from Salt Lake Park and Huntington Park Community Center, where	would be a similar scale as the surrounding structures. ▪ Viewers would have little to no reaction to the change due to the mixed industrial and residential character. ▪ Sound wall would limit amount of LRV light that spills over onto adjacent properties.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	Subdivision ROW along Salt Lake Ave from the mobile home community and some industrial uses on the west side of the street. Views of the rail ROW from residential area on the east side of the rail ROW is currently not available due to walls that separate the residential properties from the rail ROW and would continue to not be visible at residential area with implementation of sound walls. ▪ South of Bell Avenue, sound walls on Salt Lake Ave (across the street from Salt Lake Park and Huntington Park Community Center), would be constructed adjacent to the existing walls along the rear property lines of residential properties that adjoin the rail ROW. Views of the rail ROW would remain available along Salt Lake Ave, Salt Lake Park, and Huntington Park Community Center. The sound wall would be at a similar height as the existing walls along the rear of residential properties and would not detract from the existing views and visual character of the Affected Area. **Scenic Resources:** Visual character of scenic resources would not be altered. **Lighting and Glare:** Project component would not create new sources of light and glare; walls would limit the amount of light from LRVs that would spill over onto adjacent properties.	existing walls along the rear property line of adjacent residential properties currently limit views from the residential area (Figure 5-4). **Lighting and Glare:** Project component would not create new sources of light and glare; walls would limit the amount of light from LRVs that would spill over onto areas with light-sensitive users.	

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Radio Houses and TC&C Houses	**Compatible** ▪ TC&C houses consist of small buildings; consistent with scale, massing, and form of the surrounding low-rise structures; would not degrade overall visual character of Affected Area; would fit with the mixed industrial and residential character and scale of Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** No lighting proposed for structures. Materials to be used would not create new sources of glare.	**Low** ▪ Visible in foreground; would not alter visual character and quality of Affected Area. ▪ Sensitive viewers with views of TC&C houses (residents) would have little to no reaction to the change since TC&C houses would be compatible with scale, massing, and form of surrounding low-rise structures. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare. Viewer sensitivity would not be altered.	**Neutral** ▪ Visual character and quality of Affected Area would not be altered. ▪ Viewer groups would have little to no reaction to the change. ▪ No new sources of light and glare would be created.
TPSS	**Compatible** ▪ Scale, height, massing, and form consistent with low-rise structures in Affected Area; would not degrade overall visual character and quality of Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** No lighting proposed for structures. Materials to be used would not create new sources of glare.	**Low** ▪ Visible in foreground; would not detract from mixed industrial and residential character and quality of Affected Area. ▪ Located away from Fred Roberts Recreation Center and Salt Lake Park. ▪ Sensitive viewers with views of TPSS (residents) would have little to no reaction to the change since TPSS are proposed on industrial properties, commercial properties, and San Pedro Subdivision ROW and would be similar in scale, massing, and form of the surrounding low-rise structures. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project component would not create new sources of light and	**Neutral** ▪ Consistent with visual character and quality of Affected Area. ▪ Viewer groups would have little to no reaction the change as TPSS are proposed on industrial properties, commercial properties, and within the San Pedro Subdivision ROW. ▪ No new sources of light and glare would be created.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
		glare. Viewer sensitivity would not be altered.	
Radio Antennas	**Compatible** ▪ Fit with the mixed industrial and residential character and scale of Affected Area. ▪ 35-foot tall radio antennas would be consistent with scale of low-rise structures in Affected Area and would fit with the mixed industrial and residential character of the Affected Area. ▪ 55-foot radio antennas would be taller than structures in Affected Area but would fit with the mixed industrial and residential character of Affected Area; would be similar in height as utility poles in Affected Area. ▪ Similar components (utility poles) located in Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project component would not create new sources of light and glare.	**Low** ▪ Visible in foreground; would not detract from visual character and quality of Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project component would not create new sources of light and glare.	**Neutral** ▪ Character and quality of Affected Area would not change. ▪ Viewer groups would have little to no reaction to the change since Project component would be consistent with visual character of the Affected Area. ▪ No new sources of light and glare would be created.
Aerial Structures ▪ ~50 feet in height (~55 feet with sound wall) – Long Beach Ave at 53rd St pedestrian bridge (from 50th Pl to 55th St) ▪ ~32 feet height (~36 feet with sound wall) – Long Beach Ave north of 50th Pl and south of 55th St	**Compatible** **Long Beach Ave** ▪ Aerial structure would be supported on columns. ▪ Existing aerial structure for Metro A (Blue) Line located along Long Beach Ave south of 55th Street and would parallel Project alignment. ▪ Height of aerial structure (including the 4-foot tall sound wall above aerial structure) north and south of 53rd St pedestrian bridge would be consistent with scale of the surrounding low-rise structures and pedestrian bridge. ▪ Aerial structure would be tallest at 53rd St pedestrian bridge (Figure 5-3). Although aerial	**Low** ▪ Visible in foreground; would not detract from mixed industrial and residential character and quality of Affected Area. ▪ Along Long Beach Ave, would be located on columns ▪ Sensitive viewers (residents and users of Fred Roberts Recreation Center) would have little to no reaction to the change since the aerial structure would be consistent with massing and visual character of the Affected Area.	**Neutral** ▪ Mixed industrial and residential character and quality of Affected Area would not change. ▪ Viewer groups would have little to no reaction to changes since the aerial structure would be consistent with the visual character of the Affected Area. ▪ LRV lighting would not alter visual character and

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
– Randolph St/San Pedro Subdivision ROW ▪ ~40 feet in height – Slauson /A Line Station (includes elevator shafts and pedestrian bridge that will connect the existing Metro A (Blue) Line Slauson Station to the proposed Project Slauson/A Line Station)	structure would be taller than the 53rd St pedestrian bridge and surrounding two-story structures, aerial structure (including sound wall on aerial structure) would be consistent in massing, form, and material of the pedestrian bridge, as well as visual character and quality of Long Beach Ave right-of-way and Wilmington Branch ROW as a transportation corridor. It would not conflict with massing in the Affected Area, including the enclosed pedestrian ramp on both sides of the 53rd St pedestrian bridge as the aerial structure would be on supported columns, which would create a more open feel and would reduce the massing of the aerial structure than if the aerial structure were supported on a retaining wall. **Randolph St/San Pedro Subdivision ROW** ▪ Aerial structure would be new visual element and would be supported by retaining walls as the structure rises/descends around Hollenbeck St and Bissell St. ▪ Residences would now see a retaining wall at San Pedro Subdivision ROW; however, scale and massing of aerial structure would be consistent with surrounding low-rise structures. **Scenic Resources:** Visual character of scenic resources would not be altered. **Lighting:** No lighting proposed for aerial structures. Lighting would primarily emanate from LRVs and is not expected to extend beyond aerial structures. See LRV lighting discussion under "LRT Tracks, OCS Poles, Overhead Wires, and Utility Poles". **Glare:** Materials to be used would not create new sources of glare.	**Scenic Resources:** Views of Fred Roberts Recreation Center would not be obstructed. Areal structure not proposed within viewshed of Salt Lake Park. **Lighting:** No lighting proposed for project component. See LRV lighting discussion under "LRT Tracks, OCS Poles, Overhead Wires, and Utility Poles". **Glare:** Materials to be used would not create new sources of glare.	would not adversely affect sensitive viewers. ▪ New sources of glare would not be created.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Landscape and Billboard Removal	**Compatible** **<u>Landscaping</u>** ▪ Limited vegetation within rail ROWs; landscape removal not expected to degrade visual character of Affected Area; existing vegetation does not beneficially contribute to visual character of rail ROWs, which are actively used by freight trains and Metro A (Blue) Line within the Wilmington Branch ROW and by freight trains within the La Habra Branch and San Pedro Subdivision ROWs. ▪ See Figure 5-4 for a depiction of how the visual character would change with the removal of landscaping along the San Pedro Subdivision ROW. **<u>Billboard</u>** ▪ No billboards would be removed in the Affected Area for this landscape unit. **Scenic Resources:** Visual character of scenic resources would not be degraded. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Low** ▪ Changes to landscaping would not detract from mixed industrial and residential character and quality of Affected Area as the Wilmington Branch ROW is currently used by the Metro A (Blue) Line and freight trains, and La Habra Branch and San Pedro Subdivision ROWs are used by freight trains. **Scenic Resources:** ▪ Would not detract views of Fred Roberts Recreation Center since Wilmington Branch ROW does not have any existing landscaping near Fred Roberts Recreation Center. ▪ Would not detract views of Salt Lake Park; landscape removal near Salt Lake Park would occur within the San Pedro Subdivision ROW, opposite side of the street from Salt Lake Park; would not alter visual character of rail ROW, which is currently an active freight corridor with limited landscaping. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Neutral** ▪ Changes to landscaping is not expected to alter the visual character and quality of the Affected Area. ▪ Viewer groups would have little to no reaction to changes in visual character and quality of the landscape unit since rail ROWs are used by freight trains and/or Metro A (Blue) Line. • Views of Fred Roberts Recreation Center and Salt Lake Park would remain available and would not be altered. • No new sources of light and glare would be created.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Grade Crossing Modifications and Street Closures	**Compatible** **Grade Crossing** ▪ Similar in scale, form, and materials of existing grade crossings; would be similar in character as existing grade crossings. ▪ Existing grade crossing at Albany St would be modified to prevent motorists and pedestrians from crossing La Habra Branch ROW. **Street Closure** ▪ No street closures proposed in the Affected Area for this landscape unit. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** Type and level of lighting would be consistent with those that are present in the surrounding street rights-of-way and existing grade crossings. Lighting would not affect visual character. **Glare:** Project components would not create new sources of glare.	**Insensitive** ▪ Visible in foreground. ▪ Grade crossing modifications similar in character to existing grade crossings; would not detract from mixed industrial and residential character and quality of the Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** Type and level of lighting would be similar to those that are currently present in the surrounding street rights-of-way and existing grade crossings. Lighting would not affect viewer sensitivity. **Glare:** Project components would not create new sources of light and glare.	**Neutral** ▪ Changes are not expected to alter visual character and quality of the Affected Area since modified grade crossings would be consistent with visual character and quality of existing grade crossings in the Affected Area. ▪ Sensitive viewers would have little to no reaction to this change. ▪ Lighting would be consistent with existing visual character of Affected Area, and viewer groups would have little to no reaction to changes in lighting.
Parking Facilities, Pedestrian Bridges, Ventilation Structures, Tunnels, and Station Areas **Not Applicable**. None proposed in this landscape unit. Existing Long Beach Ave/53rd St pedestrian bridge would remain undisturbed.			

Source: TAHA, 2020
Note: LRT = light rail transit; OCS = overhead catenary system; ROW = right-of-way; TC&C = train control and communications; TPSS = traction power substations
[1] Overall change in visual quality is determined based on 1) whether project components would be visually compatible with the visual character of the Affected Area, and 2) viewer sensitivity associated with the visual changes of the project components.

Figure 5-3 depicts the change in visual character and quality of the Affected Area at the 53rd Street pedestrian bridge. This figure shows the existing visual character of Long Beach Avenue looking south towards the 53rd Street pedestrian bridge and a rendering of the same view with the incorporation of Project components. In this portion of the Industrial and Residential Landscape Unit, the Project aerial structure would cross over the 53rd Street pedestrian bridge. A four-foot tall sound wall would be placed on top of the aerial structure, along with OCS poles and overhead wires. The existing freight tracks and Metro A (Blue) Line tracks would remain at-grade with the surrounding uses. The proposed aerial structure would be taller than the pedestrian bridge but would not conflict with the massing, form, and material of the pedestrian bridge since the proposed aerial structure would be placed on concrete support columns, which would create a more open feel and would reduce the massing of the aerial structure than if the aerial structure were supported on a retaining wall.

Figure 5-4 depicts the change in visual character and quality on Salt Lake Avenue at the Huntington Park Community Center. This figure shows the existing visual character looking south towards the La Habra Branch ROW and Salt Lake Avenue looking from the Huntington Park Community Center, and a rendering of the same view with the incorporation of Project components. Salt Lake Park, a scenic resource, is located immediately south of the Huntington Park Community Center. In this portion of the landscape unit, OCS poles, overhead wires, retaining walls with fences on top would be installed; existing freight tracks would be relocated; and parking and landscaping within the San Pedro Subdivision ROW would be removed. A sound wall, which is not visible in the rendering, would be placed along the east side of the rail ROW immediately next to the walls of the adjacent residential properties. As shown in the figure, the Affected Area has similar visual elements as the Project components, and incorporation of Project components would not degrade the visual character and quality of this portion of the landscape unit.

Overall, the change in visual quality for this landscape unit would be neutral since Project components would be compatible with the visual character of the Affected Area and viewer sensitivity would be low due to the mixed industrial and residential nature of the landscape unit. Nighttime lighting levels in the Affected Area would not significantly increase, and the effects of glare would be similar to existing conditions. Additionally, Alternative 1 would not change the natural topography of the Affected Area and would not alter or obstruct views of scenic resources located within this landscape unit. Therefore, adverse visual effects are not expected in the Industrial and Residential Landscape Unit for Alternative 1.

Figure 5-3. Existing and Proposed Views of Long Beach Avenue, looking South towards 53rd Street Pedestrian Bridge

Existing Long Beach Avenue at 53rd Street Pedestrian Bridge

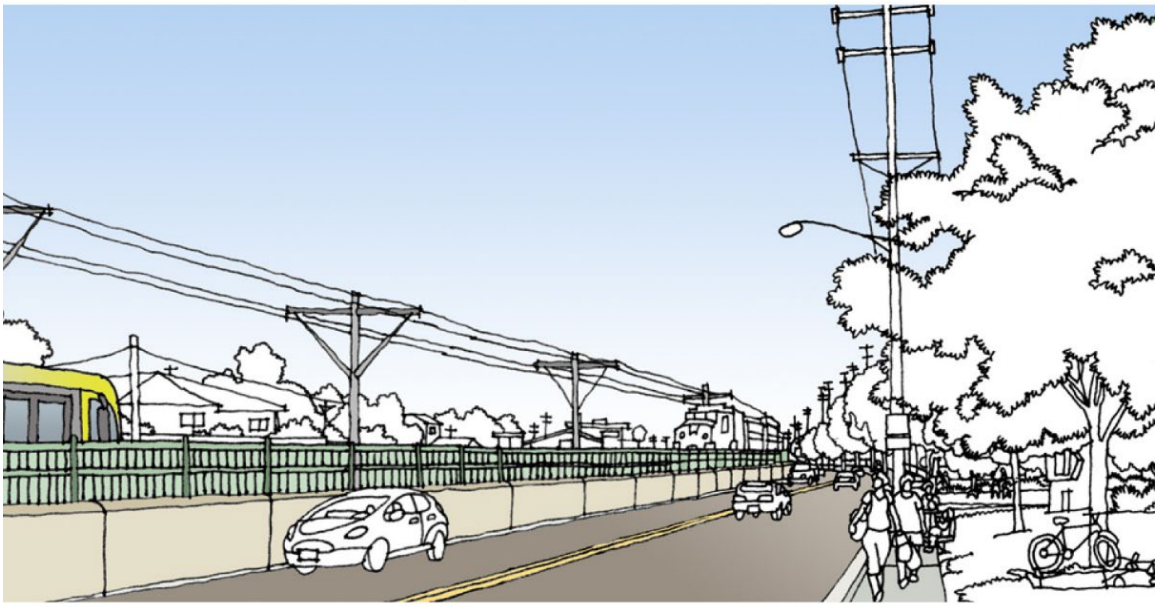
Proposed Long Beach Avenue at 53rd Street Pedestrian Bridge

Source: Cityworks Design, 2020

Figure 5-4. Existing and Proposed Views of Salt Lake Avenue at Huntington Park Community Center, looking South

Existing Salt Lake Avenue

Proposed Salt Lake Avenue



Source: Cityworks Design, 2019

5.2.4 Residential Landscape Unit

The Project alignment would be primarily at-grade with the surrounding uses in the Residential Landscape Unit. No scenic resources are in this landscape unit, but Salt Lake Park is just outside of this landscape unit. Sensitive viewers in the Affected Area for this landscape unit include residents. Table 5.5 evaluates whether each Project component would be compatible with the existing visual character of the Affected Area and viewer sensitivity to the change in visual character associated with each Project component for this landscape unit.

Figure 5-5 depicts the change in visual character and quality of the Affected Area for this landscape unit on Randolph Street. This figure shows the existing visual character of Randolph Street looking east from Miles Avenue and a rendering of the same view with Project components. In this portion of the Residential Landscape Unit, residences are on the south side and Huntington Park High School is on the north side of Randolph Street. LRT tracks, OCS poles, overhead wires, and fences would be installed along the La Habra Branch ROW; existing freight tracks within the La Habra Branch ROW would be relocated; and landscaping along the south side of the rail ROW would be removed. As shown, the Affected Area has similar visual elements as the Project components.

Overall, the change in visual quality for the Residential Landscape Unit would be neutral since Project components would be compatible with the visual character of the Affected Area and viewer sensitivity to Project components would be low. Viewer groups in this landscape unit would have little to no reaction to visual changes associated with the Project components, and Alternative 1 would not obstruct views of scenic resources since none are in the Affected Area. Nighttime lighting levels in the Affected Area would not significantly increase, and the effects of glare would be similar to existing conditions. Additionally, Alternative 1 would not change the natural topography of the Affected Area. Adverse visual effects are not expected in the Residential Landscape Unit.

5.2.5 Suburban Residential and Industrial Landscape Unit

The Project alignment would be at-grade with the surrounding uses or on aerial structures in this landscape unit. Sensitive viewers in the Affected Area for this landscape unit include residents and users of Paramount Park. Table 5.6 evaluates whether each Project component would be compatible with the existing visual character of the Affected Area and viewer sensitivity to the change in visual character associated with each Project component for this landscape unit.

At the Los Angeles River, the new bridge that would be constructed for the Project LRT tracks would not adversely affect views of the existing LA River truss bridge because the new bridge would be compatible with the visual character of the flood control channel. At the residential area between Southern Avenue and Los Angeles River, the new bridge would not obstruct views of the LA River truss bridge, and angled views of the truss bridge would continue to be available at the residential area. “Defiance”, a public art sculpture at the southwest corner of Paramount Boulevard/Rosecrans Avenue, would remain in place and views of this sculpture would not be obstructed. Project components would not obstruct views of or alter the visual character and quality of Paramount Park. Viewer sensitivity to the proposed changes at the Los Angeles River and at Paramount Boulevard/Rosecrans Avenue would be low.

Table 5.5. Project Components' Effects on Visual Character, Viewer Sensitivity, and Visual Quality – Residential Landscape Unit

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Station Areas ▪ Pacific/ Randolph ▪ Florence/Salt Lake	**Compatible** ▪ Pacific/Randolph Station would be in area with low-rise commercial and residential structures. ▪ Florence/Salt Lake Station would be in area with low-rise industrial, commercial, and residential uses. ▪ Station canopies, OCS poles, and overhead wire heights not to exceed 20 feet; would be consistent with scale, massing, character, and context of Affected Area; would not detract from visual character of rail ROWs and the Affected Area. ▪ Design to be sensitive to specific urban context at each station, pedestrian-oriented and in compliance with MRDC or equivalent and Standard/Directive Drawings. ▪ Public art to be installed to improve visual character per MRDC or equivalent, *Metro Systemwide Station Design* Standards, and Metro's *Art Program Policy*. **Scenic Resources:** Visual character of Salt Lake Park would not be altered. **Lighting:** Lighting not expected to extend beyond station areas. Type and level of lighting would be similar to those that are currently present in the Affected Area and would not affect visual character. **Glare:** Station areas would follow MRDC or equivalent, Metro's *Systemwide Station Design Standards*, and Standard/Directive Drawings. Stainless steel for certain station elements (e.g., columns, railings, and walls), glass art panels, and glass canopies would be used. Glass canopies would be placed horizontally above station, and the angle in which the canopies would be placed are not expected to create new sources of glare and would not affect the visual character around the station areas. Based on Metro	**Low** ▪ Visible in foreground; scale and massing would be consistent with low-rise structures in the Affected Area; would not detract from visual character and quality of the Affected Area. ▪ Stations would be designed to be sensitive to the specific urban context of each station area. ▪ Sensitive viewers would have little to no reaction to changes associated with this Project component since views towards the proposed stations from existing residential properties would be at an angle and the stations would not include features that would detract from the visual character of the rail ROWs. **Scenic Resources:** Views of Salt Lake Park would not be obstructed. **Lighting:** Type and level of lighting at station areas would be similar to those that are currently present in the Affected Area. Per MRDC, all light sources at station areas would be directed downward to minimize potential spillover onto surrounding properties, including light-sensitive uses.	**Neutral** ▪ Visual elements and lighting levels would be compatible with character and quality of the Affected Area. No new sources of glare would be created. ▪ Viewer groups would have little to no reaction to the changes associated with the proposed stations as the stations would be in the rail ROW and lighting would be directed away from light-sensitive uses.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	design criteria and standards, vertical stainless-steel elements and glass art panels would be dulled so that new sources of glare would not be created.	**Glare:** Station elements would be treated so that new sources of glare would not be created and would not affect viewer sensitivity.	
LRT Tracks, OCS Poles, Overhead Wires, and Utility Poles	**Compatible** ▪ Figure 5-5 depicts the change in visual character at Randolph Street with the addition of Project components. ▪ Similar visual elements located in Affected Area; Project component would be consistent with scale and form of existing utility wires and poles in the Affected Area. **Scenic Resources:** Visual character of Salt Lake Park would not be altered. **Lighting:** No lighting proposed for OCS poles, overhead wires, and utility poles. Light intensity from LRVs traveling along LRT tracks is expected to be comparable to lighting from existing buildings, vehicles, and freight trains along the rail ROWs. **Glare:** LRVs traveling along tracks not a substantial source of glare. Materials to be used for project components would not create new sources of glare.	**Low** ▪ Visible in foreground; would not detract from visual character and quality of Affected Area. ▪ Sensitive viewers would have little to no reaction to changes since similar visual elements are in the Affected Area. **Scenic Resources:** Visual character of Salt Lake Park would not be altered. **Lighting:** No lighting proposed for project components. Lighting from LRVs traveling along LRT tracks would be directed away from residential uses and other light sensitive uses; LRV lighting is expected to be comparable to lighting from existing buildings, vehicles, and freight trains along the rail ROWs and would not affect viewer sensitivity. **Glare:** Materials to be used would not create new sources of glare.	**Neutral** ▪ Visual character and quality of Affected Area would not change; would remain similar to existing condition. ▪ Viewers would have little to no reaction to the change. ▪ Lighting would be consistent with existing visual character of Affected Area, and viewer groups would have little to no reaction to changes in lighting.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Fences and Retaining Walls Along at-grade portions that parallel a street ROW; low retaining walls with fences on top of retaining walls where rail ROW is slightly elevated from the adjacent street	**Compatible** ▪ Fences, as well as the combination of retaining walls and fences, along the rail ROWs would be approximately six feet in height. ▪ Figure 5-5 shows fences would be installed along the perimeter of La Habra Branch ROW. ▪ Similar visual elements in Affected Area; properties along Randolph Street and Salt Lake Avenue currently have fences or walls along the property lines. ▪ Scale, form, and massing to be consistent and fit with visual character of Affected Area; would not degrade overall visual character and quality of Affected Area. **Scenic Resources:** Visual character of Salt Lake Park would not be altered. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Low** ▪ Visible in foreground; would not detract from visual character and quality of Affected Area and sensitive viewers would have little to no reaction to the addition of Project components since similar visual elements are in Affected Area. **Scenic Resources:** Views of Salt Lake Park would not be obstructed or altered. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Neutral** ▪ Visual character and quality of Affected Area would not change because similar visual elements and lighting levels exist in Affected Area; would not degrade overall visual character and quality of Affected Area. ▪ Viewers would have little to no reaction to the change. ▪ No new sources of light and glare would be created.
Sound Walls ▪ 8-foot tall sound walls would be placed at-grade along edge of San Pedro Subdivision ROW (along Salt Lake Ave) ▪ See Mitigation Measure NOI-1 (Soundwalls)	**Compatible** ▪ Sound walls at-grade along Salt Lake Ave would obstruct residential views across Salt Lake Ave and views of San Pedro Subdivision ROW. ▪ Scale of sound wall would be consistent with surrounding low-rise structures and existing visual elements. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project component would not create new sources of light and glare; walls would limit the amount of light from LRVs that would spill over onto adjacent properties.	**Low** ▪ Visible in foreground; would not detract from visual character and quality of Affected Area as sound walls would be at similar scale as surrounding structures. ▪ Sensitive viewers would see new sound wall along San Pedro Subdivision ROW instead of railroad tracks and structures across the rail ROW. ▪ Viewer sensitivity would be low, and sensitive viewers would have little to no reaction to the change since sound walls	**Neutral** ▪ Visual character and quality of Affected Area would not change because sound walls would be at a similar in scale as the surrounding structures and would limit amount of LRV light that spills over onto adjacent properties; would not degrade overall visual character and quality of Affected Area. ▪ Viewers would have little to no reaction to the change. ▪ No new sources of light and glare would be created.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
		would be at similar scale as the surrounding structures. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project component would not create new sources of light and glare; walls would limit the amount of light from LRVs that would spill over onto areas with light-sensitive users.	
TC&C Houses	**Compatible** ▪ TC&C houses would be small buildings; would be consistent with scale, massing, and form of surrounding low-rise structures. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** No lighting proposed for structures. Materials to be used would not create new sources of glare.	**Low** ▪ Visible in foreground; would not alter visual character and quality of Affected Area. ▪ Sensitive viewers would have little to no reaction to TC&C house; would be compatible with scale, massing, and form of the surrounding low-rise structures. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project component would not create new sources of light and glare. Viewer sensitivity would not be altered.	**Neutral** ▪ Visual character and quality of Affected Area would not be altered. ▪ Viewer groups would have little to no reaction the change. ▪ No new sources of light and glare would be created.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
TPSS	**Compatible** ▪ Scale, height, massing, and form consistent with low-rise structures and residential character of Affected Area; would not degrade overall visual character and quality of area. ▪ TPSS would be situated on commercial and industrial properties. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** No external lighting proposed for structures. Materials to be used would not create new sources of glare.	**Low** ▪ Visible in foreground; would not detract from character and quality of Affected Area, which contains residential structures and a few commercial and industrial structures. ▪ Sensitive viewers would have little to no reaction as TPSS are proposed on industrial and commercial properties; would be similar in scale, massing, and form of surrounding low-rise structures. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare. Viewer sensitivity would not be altered.	**Neutral** ▪ Scale, massing, and form would be compatible with the character and quality of the Affected Area; would not degrade the overall visual character and quality of Affected Area. ▪ Viewers would have little to no reaction to the change since TPSS would be consistent with scale, massing, and form of surrounding low-rise structures. ▪ No new sources of light and glare would be created.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Radio Antennas	**Compatible** ▪ 35- to 60-foot tall radio antenna within La Habra Branch ROW at Randolph St/Seville Ave intersection; would be consistent with the scale of low- and mid-rise structures. A 5-story residential structure is located at northeast corner of this intersection. ▪ Antenna would not degrade overall visual character and quality of the Affected Area since similar components (utility poles) are in Affected Area; antenna would be consistent with the character of the existing utility poles. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project component would not create new sources of light and glare.	**Low** ▪ Visible in foreground; would not detract from visual character and quality of Affected Area. ▪ No sensitive viewers and scenic resources near proposed radio antenna. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project component would not create new sources of light and glare.	**Low** ▪ Visual character and quality of Affected Area would not change. ▪ Viewer groups would have little to no reaction to the change. ▪ No new sources of light and glare would be created.
Landscape and Billboard Removal	**Compatible**. **Landscaping** ▪ Landscape removal would not visually degrade overall visual character of Affected Area as La Habra Branch ROW and San Pedro Subdivision ROW are currently and has historically been used for freight rail and removal of existing landscaping would not change the character of the rail ROWs. **Billboard** ▪ No billboards are in this landscape unit. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Low** ▪ Viewer sensitivity would be low as the changes would be within existing rail ROWs that are currently used by freight trains; viewer groups would continue to see the rail ROWs. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Neutral** ▪ Landscape removal not expected to degrade visual character and quality of Affected Area. ▪ Viewers would have little to no reaction to the change. No new sources of light and glare would be created.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Grade Crossing Modifications	**Compatible** ▪ Consistent with scale, form, and materials of existing grade crossings in the same areas. ▪ Existing grade crossing would be closed at Rugby Ave and Rita Ave; changes would be consistent with the visual character of the existing grade crossings. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** Type and level of lighting would be consistent with those that are present in the surrounding street rights-of-way and existing grade crossings. Lighting would not affect visual character. **Glare:** Project components would not create new sources of glare.	**Low** ▪ Visible in foreground; viewer sensitivity would be low since grade crossing modifications would be similar in character as existing grade crossings; would not detract from character and quality of the Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** Type and level of lighting would be similar to those that are currently present in the surrounding street rights-of-way and existing grade crossings. Lighting would not affect viewer sensitivity. **Glare:** Project components would not create new sources of light and glare.	**Neutral** ▪ Visual character and quality of Affected Area would not be altered as existing grade crossings are in the Affected Area. ▪ Viewers would have little to no reaction to the change. ▪ Lighting would be consistent with existing visual character of Affected Area, and viewer groups would have little to no reaction to changes in lighting. ▪ No new sources of glare would be created.
Aerial Structures, Pedestrian Bridges, Tunnels, Parking Facilities, Radio Houses, Ventilation Structures, Street Closures **Not Applicable.** None proposed in this landscape unit.			

Source: TAHA, 2020
Note: LRT = light rail transit; MRDC = Metro Rail Design Criteria; OCS = overhead catenary system; ROW = right-of-way; TC&C = train control and communications; TPSS = traction power substations
[1] Overall change in visual quality is determined based on 1) whether project components would be visually compatible with the visual character of the Affected Area, and 2) viewer sensitivity associated with the visual changes of the project components.

Figure 5-5. Existing and Proposed Views of Randolph Street at Miles Avenue, looking East

Existing Randolph Street

Proposed Randolph Street

Source: Cityworks Design, 2019

Table 5.6. Project Components' Effects on Visual Character, Viewer Sensitivity, and Visual Quality – Suburban Residential and Industrial Landscape Unit

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
LRT Tracks, OCS Poles and Overhead Wires	**Compatible** ▪ Similar visual elements (i.e., freight tracks, utility poles, and overhead wires) are located within the Affected Area. ▪ Scale of OCS poles and overhead wires consistent with existing utility poles and wires and would not conflict with visual character of Affected Area. **Scenic Resources:** Visual character of scenic resources would not be altered. **Lighting:** ▪ No lighting proposed for OCS poles, overhead wires, and utility poles. ▪ North of Somerset Boulevard, light intensity from LRVs traveling along LRT tracks is expected to be comparable to lighting from existing buildings, vehicles, Paramount Bike Trail, and freight trains along the rail ROWs. ▪ South of Somerset Boulevard, LRVs would be a new source of light since the PEROW does not have any existing transportation-related lighting (e.g., freight trains and LRVs); light intensity from proposed LRVs would be consistent with existing lighting levels along Bellflower Bike Trail and vehicle lights along surrounding streets, which currently produce transportation-related light. **Glare:** LRVs along tracks not a substantial source of glare. Materials to be used for project components would not create new sources of glare.	**Low** ▪ Visible in foreground. ▪ Sensitive viewers would have little to no reaction to visual changes as similar visual elements already exist in Affected Area. **Scenic Resources:** Views of scenic resources would not be obstructed. **Lighting:** No lighting proposed for project components. Lighting from LRVs traveling along LRT tracks would be directed away from residential uses and other light sensitive uses; LRV lighting would not affect light-sensitive viewers. **Glare:** Materials to be used would not create new sources of glare.	**Neutral** ▪ Mixed industrial and residential character and quality of Affected Area unchanged as similar visual elements currently exist in Affected Area. ▪ Sensitive viewers would have little to no reaction to change. ▪ Lighting would be consistent with existing visual character of Affected Area, and viewer groups would have little to no reaction to changes in lighting.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Fences and Retaining Walls ▪ Along at-grade portions of the Project that parallel a street ROW ▪ Low retaining walls with fences on top of the retaining walls where the rail ROW is slightly elevated from the adjacent street	**Compatible** ▪ Properties facing rail ROWs currently have fences or walls along property lines; fences, and combination of retaining walls/fences, along rail ROW would be six feet tall. ▪ Similar visual elements in Affected Area; scale and form would be consistent and fit with visual character of Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Low** ▪ Visible in foreground; would not detract from visual character and quality of Affected Area as similar visual elements are in Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Neutral** ▪ Mixed industrial and residential character and quality of Affected Area unchanged as similar visual elements and lighting levels currently exist in Affected Area. ▪ Sensitive viewers would have little to no reaction to change. ▪ No new sources of light and glare would be created.
Sound Walls ▪ 4-foot tall sound wall along edge of proposed bridge over the LA River, and on proposed aerial structure within PEROW ▪ 8-foot tall sound wall along at-grade portions of PEROW ▪ See Mitigation Measure NOI-1 (Soundwalls)	**Compatible** ▪ Scale and massing would be consistent and fit with the existing low-rise structures in the Affected Area. ▪ Similar visual elements in Affected Area. **Scenic Resources:** Visual character of scenic resources would not be altered. **Lighting and Glare:** Project component would not create new sources of light and glare; walls would limit the amount of light from LRVs that would spill over onto adjacent properties.	**Low** ▪ Visible in foreground; would not detract from visual character and quality of Affected Area since similar visual elements are in area. ▪ Sensitive viewers would have little to no reaction to sound walls since sound walls would be similar in scale as the surrounding low-rise structures. **Scenic Resources:** Project component would not obstruct views of scenic resources. **Lighting and Glare:** Project component would not create new sources of light and glare; walls would limit the amount of light from LRVs that would spill over onto areas with light-sensitive users.	**Neutral** ▪ Mixed residential and industrial character and quality of Affected Area would not change as similar visual elements currently exist in Affected Area. ▪ Viewers would have little to no reaction to the change. ▪ Sound walls would limit amount of LRV light that spills over onto adjacent properties.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
TC&C Houses	**Compatible** ▪ TC&C houses consist of small buildings, which would be compatible with surrounding low-rise structures. ▪ **Lighting and Glare:** No lighting proposed for structures. Materials to be used would not create new sources of glare.	**Low** ▪ TC&C house visible in foreground; would not alter visual character and quality of Affected Area. ▪ Sensitive viewers would have little to no reaction as buildings would be small and would fit with scale of Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare. Viewer sensitivity would not be altered.	**Neutral** ▪ Visual character and quality of Affected Area would not be altered as structures would be consistent with scale of surrounding low-rise structures. ▪ Viewer groups would have little to no reaction the change. ▪ No new sources of light and glare would be created.
Radio Antennas	**Compatible** ▪ Proposed on a surface parking lot on the rear side of a privately-owned entertainment activity center facing PEROW and Bellflower Bike Trail. ▪ If 35-foot tall radio antenna is constructed, would be consistent with scale of low-rise structures in Affected Area. ▪ If 55-foot tall radio antenna is constructed, would be taller than surrounding low-rise structures; however, radio antenna would fit with the character of the Affected Area as it would be located on a surface parking lot to the rear of a privately-owned entertainment center (the location of the Bellflower MSF site option); would not conflict with the character of industrial properties and a mobile home community that are on the opposite side of the PEROW. **Scenic Resources:** Project component not within viewshed of scenic resources.	**Low** ▪ Visible in foreground; would not detract from visual character and quality of Affected Area, which consists of low-rise industrial properties, a mobile home community, the unpaved PEROW, and Bellflower Bike Trail. ▪ Views of radio antenna would not be available at nearby residential properties. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project component would not create new sources of light and glare.	**Neutral** ▪ Character and quality of Affected Area would not change. ▪ Viewer groups would have little to no reaction to the change since Project component would be consistent with visual character of Affected Area and would be situated on a surface parking lot to the rear of a privately-owned entertainment activity center. ▪ No new sources of light and glare would be created.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	Lighting and Glare: Project component would not create new sources of light and glare.		
TPSS	**Compatible** ▪ Scale, height, massing, and form would be consistent with low-rise structures in surrounding area; would not degrade overall visual character and quality of area. ▪ TPSS would be located on adjacent LADWP property with overhead utility towers and used as a nursery. **Scenic Resources:** Visual character of scenic resources would not be altered. **Lighting and Glare:** No lighting proposed for structures. Materials to be used would not create new sources of glare.	**Low** ▪ Located on adjacent LADWP property between PEROW and rear of residential properties; views of TPSS would be limited. ▪ Viewer groups would have little to no reaction to change; sensitive viewers do not have views of TPSS. **Scenic Resources:** Views of scenic resources would not be obstructed. **Lighting and Glare:** Project component would not create new sources of light and glare. Viewer sensitivity would not be altered.	**Neutral** ▪ Consistent with character and quality of Affected Area; would not degrade overall visual character and quality of Affected Area. ▪ Viewer groups would have little to no reaction to changes in visual character and quality, and sensitive viewers would not have views of TPSS. ▪ No new sources of light and glare would be created.
Aerial Structures ▪ ~32 feet height – Paramount Blvd/Rosecrans Ave – Downey Ave	**Compatible** ▪ Aerial structures primarily supported by retaining walls; supported by columns where aerial structure would cross over a street (i.e., Paramount Blvd/Rosecrans Ave and Downey Ave). ▪ Aerial structure would be new visual element, particularly at Paramount Blvd/Rosecrans Ave, Paramount Park, and Downey Ave. ▪ Trees and some landscaping in PEROW would be removed to accommodate aerial structure. **Paramount Blvd/Rosecrans Ave** ▪ Scale would be consistent with surrounding low-rise one-story structures surrounding the Paramount Blvd/Rosecrans Ave intersection; would fit with the commercial character and context of the existing area.	**Low** ▪ Visible in foreground; would not detract from character and quality of Affected Area. **Paramount Blvd/Rosecrans Ave** ▪ Sensitive viewers would have little to no reaction to visual change as aerial structure would be located along northerly edge of Paramount Park and surface parking lot. ▪ Limited views at residential neighborhood north of PEROW; most views blocked by walls and structures on adjacent residential properties. **Downey Ave** ▪ Sensitive viewers (residents) on south side of Downey Ave would	**Neutral** ▪ Would not degrade overall visual character and quality of Affected Area. ▪ Viewer groups would have little to no reaction to changes in visual character and quality.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	Downey Ave ▪ Existing fences and vegetation in PEROW would be removed; landscaped medians outside work limit would be retained. ▪ Scale of aerial structure would be consistent with surrounding low-rise one- and two-story structures. **Scenic Resources:** ▪ Aerial structure would not degrade the visual character of Paramount Park; located along the northeastern boundary of the park, near existing surface parking lot for the park. ▪ "Defiance", a public art sculpture at the southwest corner of Paramount Blvd/Rosecrans Ave would not be removed; views of the public art sculpture would remain available in the surrounding area, including along Rosecrans Ave and Paramount Blvd. **Lighting:** No lighting proposed for aerial structures. Lighting would primarily emanate from LRVs and is not expected to extend beyond aerial structures. See LRV lighting discussion under "LRT Tracks, OCS Poles, Overhead Wires, and Utility Poles". **Glare:** Materials to be used would not create new sources of glare.	see a new retaining wall in PEROW (on west and east side of Downey Ave); new aerial structure would be supported by columns as aerial structure crosses over Downey Ave. ▪ Figure 5-6 presents a view of aerial structure at Downey Ave looking south towards residential uses. ▪ Sensitive viewers would have little to no reaction to this change as retaining wall would be at a similar scale as surrounding structures. **Scenic Resources:** Views of scenic resources would not be obstructed. **Lighting:** No lighting proposed for project component. See LRV lighting discussion under "LRT Tracks, OCS Poles, Overhead Wires, and Utility Poles". **Glare:** Materials to be used would not create new sources of glare.	

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Pedestrian Bridges/Undercrossing ▪ Paramount High School	**Compatible** ▪ Pedestrian bridge connecting Paramount Park to the Paramount High School main campus would be removed and replaced with an undercrossing or tunnel; views of undercrossing/tunnel would be limited. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** Lighting is not expected to extend beyond the pedestrian bridge/undercrossing and would be consistent with visual character of Affected Area. **Glare:** Materials to be used would not create new sources of glare.	**Low** ▪ Pedestrian bridge would be removed and would no longer be visible; views of pedestrian undercrossing/tunnel would be limited. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** Lighting is not expected to extend beyond the pedestrian bridge/undercrossing and would not affect viewer sensitivity. **Glare:** Materials to be used would not create new sources of glare.	**Neutral** ▪ Consistent with visual character and quality of the Affected Area. ▪ Viewer groups would have little to no reaction to changes in visual character and quality. ▪ Lighting would not alter visual character and would not adversely affect viewer sensitivity. ▪ Project component would not create new sources of glare.
Bridges ▪ LA River	**Compatible** ▪ Existing angled views of bridge would continue to be available at residential area south of Southern Avenue and to motorists along I-710 freeway and Firestone Blvd. **Scenic Resources:** ▪ Existing LA River truss bridge would be retained; new bridge would be constructed immediately northeast and adjacent to existing truss bridge. ▪ Scale and massing of new bridge would be larger than existing LA River truss bridge and would change visual setting of the truss bridge, but new bridge would be compatible with visual character of flood control channel. ▪ New bridge would not obstruct views of existing truss bridge at residential area along Salt Lake Avenue (between Southern Avenue and Los Angeles River) and along I-710 freeway, but would obstruct views of bridge from Firestone	**Low** ▪ Visible in foreground; would not detract from character and quality of Affected Area around aerial structures. ▪ Existing use of LA River bike trail is low. ▪ Angled views of LA River truss bridge to remain and would not be obstructed at residential area along Salt Lake Avenue (between Southern Avenue and Los Angeles River) and at I-710 freeway. ▪ Viewer groups would have little to no reaction to visual change since the new bridge and the existing LA River truss bridge are on a flood control facility, views are at an angle, limited views of the truss bridge as motorists travel over the	**Neutral** ▪ Proposed bridge would be larger than existing truss bridge; however, proposed bridge would be consistent with and would not degrade overall visual character and quality of Affected Area. ▪ Viewer groups would have little to no reaction to changes in visual character and quality. ▪ LRV lighting would not alter visual character and would not adversely affect sensitive viewers. ▪ Project component would not create new sources of glare.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	Blvd and along LA River Bike Path north of the bridge. ▪ Public parking and stopping points not available on I-710 freeway and Firestone Blvd in immediate area for stationary viewing of this bridge. Area not generally used as stationary vantage points to view the truss bridge. ▪ Access to bicycle path is available on Firestone Blvd; however, heavily industrialized area and lack of public parking and stopover points make it difficult to access bicycle path for purpose of viewing the truss bridge. No other stationary vantage points are available north of truss bridge. **Lighting:** No lighting proposed on bridge. Lighting would primarily emanate from LRVs and is not expected to extend beyond the rail ROWs. See LRV lighting discussion under "LRT Tracks, OCS Poles, Overhead Wires, and Utility Poles". **Glare:** Materials to be used would not create new sources of glare.	LA River, and views of the LA River truss bridge at residential area south of Southern Avenue would not be obstructed. **Lighting:** No lighting proposed for bridges. See LRV lighting discussion under "LRT Tracks, OCS Poles, Overhead Wires, and Utility Poles". **Glare:** Materials to be used would not create new sources of glare.	

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Tunnels/Undercrossings ▪ I-710 ▪ SR-91	**Compatible** **I-710 Freeway** ▪ See Table 5.3 for discussion of proposed tunnel under the I-710 freeway. **SR-91 Freeway** ▪ No tunnels or new undercrossing proposed under SR-91. LRVs would travel under SR-91 using the existing passageway. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting:** Lighting would not extend beyond tunnels/undercrossing and would be consistent with character of Affected Area. **Glare:** Materials to be used would not create new sources of glare.	**Low** **I-710 Freeway** ▪ See Table 5.3 for discussion of proposed tunnel under the I-710 freeway. **SR-91 Freeway** ▪ Limited views of PEROW at SR-91 freeway; PEROW situated below SR-91 freeway and between rear of Ruth R. Caruthers Park and residential properties. ▪ Landscaping around undercrossing limits views from park and residential area; viewer groups would have little to no reaction to change. **Scenic Resources**: Project component not within viewshed of scenic resources. **Lighting:** No sensitive viewers in Affected Area. Lighting would not extend beyond tunnels/undercrossing and would not affect viewer sensitivity. **Glare:** Materials to be used would not create new sources of glare.	**Neutral** ▪ Viewer groups would have little to no reaction to changes in visual character and quality. ▪ Lighting at would not alter visual character and would not adversely affect viewer sensitivity. ▪ Project component would not create new sources of glare. **I-710 Freeway** ▪ See Table 5.3 for discussion of proposed tunnel under the I-710 freeway. **SR-91 Freeway** ▪ Consistent with character of Affected Area; would not degrade overall visual character and quality of Affected Area.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Landscape and Billboard Removal	**Incompatible (Without Mitigation); Compatible (With Mitigation)** **Landscaping** ▪ Vegetation to be removed in PEROW; landscaping outside of work limits to be retained. ▪ **Downey Ave**. Vegetation removal within PEROW would not degrade visual character of street as landscaping outside of PEROW would remain. ▪ **Somerset Blvd**. Existing landscaping and decorative wall on south side of World Energy storage tracks could potentially be removed and make refinery storage tank cars more visible in Affected Area. Mitigation Measure VA-1 (Screening at Somerset Boulevard) requires existing walls and landscaping east of proposed LRT tracks to either remain or be replaced with new landscaping and wall. **Billboard** No billboards are in this landscape unit. **Scenic Resources:** ▪ Project component would not alter visual character of scenic resources. ▪ **Paramount Park:** Landscape removal along northeasterly edge of the park is not expected to degrade visual character and quality of park as it is located near the park's surface parking lot. ▪ **Lighting and Glare:** Project components would not create new sources of light and glare.	**Moderate (Without Mitigation); Low (With Mitigation)** ▪ Sensitive viewers would have little to no reaction to the change since changes to landscaping would not detract from visual character and quality of Affected Area. ▪ Vegetation to be removed within or adjacent to PEROW; landscaping outside of work limits would be retained. ▪ Increased visibility of World Energy storage tank cars at residential uses may occur. However, Mitigation Measure VA-1 (Screening at Somerset Boulevard) would reduce viewer sensitivity to low as the storage tank cars (east of Project LRT tracks) would be screened from public views with existing wall or new landscaping and wall. **Scenic Resources:** Project component would not alter or obstruct views of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Adverse (Without Mitigation); Neutral (With Mitigation)** ▪ Changes to landscaping not expected to alter visual character and quality of Affected Area. ▪ Residents would be sensitive to the changes on Somerset Blvd with the removal of existing decorative wall and landscaping that currently obstruct views of refinery storage tank cars. ▪ Mitigation Measure VA-1 (Screening at Somerset Boulevard) would reduce viewer sensitivity to low as the storage tank cars (east of Project LRT tracks) would continue to be screened from public views with existing wall or new landscaping and wall. ▪ No new sources of light and glare would be created.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Grade Crossing Modifications	**Compatible** ▪ Consistent with scale, form, and materials of existing grade crossings. ▪ Existing grade crossing at Frontage Rd (northwest of I-710 freeway) would be closed; grade crossing is on private industrial property and would not alter industrial character of the Affected Area. **Scenic Resources:** Project component would not alter visual character of scenic resources. **Lighting:** Type and level of lighting would be consistent with those that are present in the surrounding street rights-of-way and existing grade crossings. Lighting would not affect visual character. **Glare:** Project components would not create new sources of glare.	**Low** ▪ Visible in foreground; would not detract from character and quality of Affected Area and would be consistent with visual character of Affected Area. ▪ Viewers would have little to no reaction to the change. ▪ No sensitive viewers at Frontage Rd as grade crossing is on a private industrial property. **Scenic Resources:** Project component would not alter or obstruct views of scenic resources. **Lighting:** Type and level of lighting would be similar to those that are currently present in the surrounding street rights-of-way and existing grade crossings. Lighting would not affect viewer sensitivity. **Glare:** Project components would not create new sources of light and glare.	**Neutral** ▪ Visual character and quality of Affected Area would not be altered. ▪ Viewers would have little to no reaction to the change. ▪ Lighting would be consistent with existing visual character of Affected Area, and viewer groups would have little to no reaction to changes in lighting.
Station, Parking Facilities, and Ventilation Structures **Not Applicable**. None proposed in this landscape unit.			

Source: TAHA, 2020

Note: LADPW = Los Angeles Department of Power and Water; LRT = light rail transit; LRV = light rail vehicle; MSF = maintenance and storage facility; OCS = overhead catenary system; PEROW = Pacific Electric Right-of-Way; ROW = right-of-way; TC&C = train control and communications; TPSS = traction power substation

[1] Overall change in visual quality is determined based on 1) whether project components would be visually compatible with the visual character of the Affected Area, and 2) viewer sensitivity associated with the visual changes of the project components.

Figure 5-6 depicts the change in visual character and quality of the Affected Area for this landscape unit at Downey Avenue. This figure shows existing visual character of the PEROW at Downey Avenue looking south towards a multi-family residential development and a rendering of the same view with the Project components. This multi-family residential development adjacent to the PEROW currently has views of the rail ROW and Paramount High School, which is located on the north side of the PEROW. At Downey Avenue, the Project would be on an aerial structure that would be supported by columns over the Downey Avenue right-of-way and retaining walls on both sides of the street. A four-foot tall sound wall would be situated on top of the aerial structure. OCS poles and overhead wires would be located on the aerial structure, and landscaping outside of the rail ROW would be retained. The existing freight tracks would remain at-grade with the surrounding uses. While the aerial structure would be a new visual feature in the area, it would be consistent with the scale of the two-story multi-family residential structure. The aerial structure would also obstruct views of Paramount High School from residents. However, Paramount High School is not a scenic resource.

Within this Suburban Residential and Industrial Landscape Unit, the Bellflower Bike Trail would share the PEROW with the Project alignment south of Somerset Boulevard. Existing views of the PEROW along the Bellflower Bike Trail and in the surrounding area currently include strips of vacant land, along with ornamental landscaping associated with the bike trail. With implementation of Alternative 1, these current views would be replaced with views of Project components, which would include sound walls, fences, OCS poles, overhead wires, and LRT tracks. The Bellflower Bike Trail would also be realigned from Somerset Boulevard to Lakewood Boulevard. The bike trail would remain in the same location as existing conditions in all other portion of this landscape unit. Landscaping associated with the bike trail would remain within the PEROW where there is adequate space available. Views of the PEROW at residential areas are limited. Where views are available, views of Project components would either be obstructed by sound walls (Mitigation Measure NOI-1 [Soundwalls]) or by existing walls that are currently situated between the PEROW and residential properties. The sound walls would also obstruct views of Project components along the Bellflower Bike Trail. Project components, the realignment of the bike trail between Somerset Boulevard and Lakewood Boulevard, and the potential removal of landscaping associated with the bike trail would not degrade the visual character of the PEROW as the PEROW currently contains wide strips of unpaved land. Viewer sensitivity to the changes associated with Project components, bike trail realignment, and potential landscape removal within the PEROW would be low.

As discussed above and in Table 5.6, Project components would be compatible with the visual character of the Affected Area and viewer sensitivity to the changes associated with the Project components would be low. Nighttime lighting levels in the Affected Area would not significantly increase, and the effects of glare would be similar to existing conditions. Additionally, Alternative 1 would not change the natural topography of the Affected Area in this landscape unit. However, the existing landscaping and decorative wall on the south side of the World Energy storage tracks (east of the proposed LRT tracks) could potentially be removed, which would make the refinery storage tank cars on the railroad tracks more apparent along Somerset Boulevard. Views of the storage tracks would not be visually compatible with the surrounding residential area, and residents would be sensitive to the change in visual character. Therefore, adverse effects on visual quality would occur in this landscape unit. However, with implementation of Mitigation Measure VA-1 (Screening at Somerset Boulevard), no adverse effect would occur.

Figure 5-6. Existing and Proposed Views of Downey Avenue, looking South

Existing Downey Avenue

Proposed Downey Avenue

Source: Cityworks Design, 2019

5.2.6 Suburban Residential Landscape Unit

The Project alignment would be at-grade with the surrounding uses or on aerial structures in the Suburban Residential Landscape Unit. Sensitive viewers include residents; users of the Bellflower Bike Trail; and visitors of the original Bellflower Pacific Electric Station, Artesia Historical Museum and Old Station #30. The PEROW is situated behind Ruth R. Caruthers Park and Rosewood Park, and users of Ruth R. Caruthers Park and Rosewood Park are not considered sensitive viewers because views of the PEROW from the two parks are obstructed by landscaping and fencing/walls. Table 5.7 evaluates whether each Project component would be compatible with the existing visual character of the Affected Area and viewer sensitivity to the change in visual character associated with each Project component for this landscape unit.

Project components would not obstruct views of or alter the visual character of the scenic resources within this landscape unit: original Bellflower Pacific Electric Station, "Belle" public art cow statue, Ruth R. Caruthers Park, Rosewood Park, Artesia Historical Museum, and Old Station #30. The PEROW is located to the rear of Rosewood Park, Artesia Historical Museum and Old Station #30. Landscaping and fencing/walls limit views of the PEROW from Ruth R. Caruthers Park and Rosewood Park. A wall along the southerly perimeter of Rosewood Park currently block views of the PEROW from the park.

Between Hegel Street to Ruth R. Caruthers Park, the Bellflower Bike Trail would share the PEROW with the Project alignment. Existing views of the PEROW along the Bellflower Bike Trail and in the surrounding area currently include wide strips of vacant land and remnants of railroad tracks, along with landscaping associated with the bike trail. With implementation of Alternative 1, these current views would be replaced with views of Project components, which include sound walls, fences, OCS poles, overhead wires, and LRT tracks. A portion of the Bellflower Bike Trail would also be realigned east of Bellflower Boulevard. The bike trail would remain in the same location as existing conditions in all other areas. Landscaping associated with the bike trail would remain within the PEROW where there is adequate space available.

At residential areas, views of Project components within the PEROW would either be obstructed by sound walls (Mitigation Measure NOI-1 [Soundwalls]) or by existing walls that are currently located between the PEROW and residential properties. The sound walls would also obstruct views of Project components along some portions of the Bellflower Bike Trail. However, other portions of the Bellflower Bike Trail (such as around Bellflower Boulevard) would have views of Project components. Visitors of the original Bellflower Pacific Electric Station would also have views of Project components. The location of the original Bellflower Pacific Electric Station would not change. Although Project components would be visible along some portions of the Bellflower Bike Trail and at scenic resources, Project components, the realignment of the bike trail east of Bellflower Boulevard, and the potential removal of some landscaping associated with the bike trail would not degrade the visual character of the PEROW as the PEROW currently contains strips of unpaved land and/or remnants of railroad tracks. Additionally, Project components would not detract from views of the original Bellflower Pacific Electric Station. Viewer sensitivity to the changes associated with Project components, bike trail realignment, and potential landscape removal within the PEROW would be low.

Table 5.7. Project Component Effects on Visual Character, Viewer Sensitivity, and Visual Quality – Suburban Residential Landscape Unit

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Station Areas ▪ Paramount/Rosecrans Station ▪ Bellflower Station ▪ Pioneer Station	**Compatible** ▪ Located in an area with low-rise structures. ▪ Consistent and fit with character and context of Affected Area; would not detract from visual character of Affected Area. ▪ Design to be sensitive to specific urban context at each station, pedestrian-oriented and in compliance with MRDC or equivalent and Standard/Directive Drawings. ▪ Public art to be installed to improve visual character per MRDC or equivalent, *Metro Systemwide Station Design* Standards, and Metro's *Art Program Policy*. **Paramount/Rosecrans Station:** ▪ Aerial station height not to exceed approximately 50 feet (includes station canopy); would be consistent with scale and massing of surrounding uses. ▪ See discussion of "Aerial Structure" for further discussion of the visual effects of the proposed Paramount/Rosecrans Station. **Bellflower & Pioneer Stations** ▪ Height of station canopies and OCS poles not to exceed 20 feet and would be consistent with scale and massing of Affected Area. **Scenic Resources:** Station elements would not alter the visual character of scenic resources. **Lighting:** Lighting not expected to extend beyond station areas. Type and level of lighting would be similar to those that are currently present in the Affected Area and would not affect visual character. **Glare:** Station areas would follow MRDC or equivalent, Metro's *Systemwide Station Design Standards*, and Standard/Directive Drawings. Stainless steel for certain station elements (e.g., columns, railings, and walls),	**Low** ▪ Visible in foreground; would be at a similar scale as surrounding structures; would not detract from visual character and quality of Affected Area. ▪ Viewer groups would have little to no reaction to visual changes as station areas would be located in existing rail corridor. **Scenic Resources:** Views of scenic resources would not be obstructed; would remain available to sensitive viewers. **Lighting:** Type and level of lighting at station areas would be similar to those that are currently present in the Affected Area. Per MRDC, all light sources at station areas would be directed downward to minimize potential spillover onto surrounding properties, including light-sensitive uses. **Glare:** Station elements would be treated so that new sources of glare are not created and would not affect viewer sensitivity.	**Neutral** ▪ Compatible with visual character and quality of Affected Area; would not include features that would detract from visual character and quality of Affected Area. ▪ Viewers would have little to no reaction to the changes. ▪ Lighting would be directed away from light-sensitive uses. ▪ No new sources of glare would be created.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	glass art panels, and glass canopies would be used. Glass canopies would be placed horizontally above station, and the angle in which the canopies would be placed are not expected to create new sources of glare and would not affect the visual character around the station areas. Based on Metro design criteria and standards, vertical stainless-steel elements and glass art panels would be dulled so that new sources of glare are not created.		
Parking Facilities ▪ Paramount/Rosecrans Station ▪ Bellflower Station ▪ Pioneer Station	**Compatible** ▪ No visually prominent features proposed for parking facilities. Landscaping would be designed per Metro's *Systemwide Station Design Standards* and Standard/Directive Drawings to improve visual quality of parking facilities. **Paramount/Rosecrans Station** ▪ Removal of existing industrial structures for surface parking lot would provide views of aerial structure for Paramount/Rosecrans Station within PEROW. ▪ Surface parking lot would fit with character and context of Affected Area. ▪ Aerial structure would be set back further from Rosecrans Ave than existing industrial structures on the proposed parking site; as a result, surface parking lot would reduce the scale and massing of aerial structure and station. **Bellflower Station** ▪ Located in commercial area used for automobile auctions that consists of a surface parking lot and low-rise structures. ▪ Surface parking lot would fit with context of surrounding commercial area.	**Low** ▪ Visible in the foreground. ▪ Viewer groups would have little to no reaction to changes since similar visual elements exist in Affected Area. **Scenic Resources:** Views of scenic resources would not be obstructed; would remain available to sensitive viewers. **Lighting:** Type and level of lighting at parking facilities would be similar to those that are currently present in the Affected Area. All light sources at proposed surface parking lots would be directed downward and toward parking lots to minimize potential spillover onto surrounding properties, including light-sensitive uses. **Glare:** Sources of glare (e.g., parked vehicles) similar to existing conditions and would not affect viewer sensitivity.	**Neutral** ▪ Compatible with visual character and scale of Affected Area. ▪ Viewers would have little to no reaction to changes. ▪ Lighting levels and effects of glare similar to existing conditions and would not affect viewer sensitivity.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	Pioneer Station ▪ Industrial, commercial, and residential structures would be removed to build a four-story parking structure. ▪ Pioneer Blvd currently has mix of one- to three-story commercial and multi-family residential development. Four-story parking structure would fit with context of surrounding residential, commercial, and industrial uses. ▪ Figure 5-8 shows a view the proposed parking facility from Pioneer Boulevard. **Scenic Resources:** Project component would not alter the visual character of scenic resources. **Lighting:** Lighting would be designed per MRDC or equivalent and not expected to extend beyond parking facilities. Type and level of lighting would be similar to those that are currently present in the Affected Area and would not affect visual character. **Glare:** Sources of glare (e.g., parked vehicles) similar to existing conditions and are not expected to alter visual character.		
LRT Tracks, OCS Poles and Overhead Wires, and Utility Poles	**Compatible** ▪ Similar visual elements along and across street rights-of-way and rail ROWs in Affected Area. ▪ Scale and form consistent with existing freight tracks, utility poles, and wires; would not conflict with visual character of Affected Area. ▪ South of Somerset Blvd, new LRT tracks would be installed within PEROW; would be consistent with existing visual character of the PEROW, which currently consists of remnants of freight tracks in some areas and wide strips of unpaved land.	**Low** ▪ Visible in foreground; viewer groups would have little to no reaction to visual changes due to similar visual elements in the Affected Area. **Scenic Resources:** ▪ Views of scenic resources would not be obstructed. ▪ Views of original Bellflower Pacific Electric Station, Artesia Historical Museum, and Old	**Neutral** ▪ Visual character and quality of Affected Area would not change; similar visual elements exist in Affected Area. ▪ Viewers would have little to no reaction to the change. ▪ Lighting would be consistent with existing visual character of Affected Area, and viewer groups would have little to

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	Scenic Resources: ▪ Project component would not alter the visual character of scenic resources. ▪ Views would remain available south of PEROW and along Bellflower Bike Trail; would not obstruct north-facing views of original Bellflower Pacific Electric Station; (Figure 5-7). ▪ Located behind Rosewood Park, Artesia Historical Museum, and Old Station #30 and would not obstruct views of these scenic resources. ▪ Existing wall along southerly perimeter of Rosewood Park blocks views of PEROW from park. **Lighting:** ▪ No lighting proposed for OCS poles, overhead wires, and utility poles. ▪ LRVs would be a new source of light since the PEROW does not have any existing transportation-related lighting (e.g., freight trains and LRVs); light intensity from proposed LRVs would be consistent with existing lighting levels along Bellflower Bike Trail and vehicle lights along surrounding streets, which currently produce transportation-related light. ▪ **Glare:** LRVs along tracks not a substantial source of glare. Materials to be used for project components would not create new sources of glare.	Station #30 would remain available. **Lighting:** No lighting proposed for project components. Lighting from LRVs traveling along LRT tracks would be directed away from residential uses and other light sensitive uses; LRV lighting would not affect light-sensitive viewers.	no reaction to changes in lighting.
Fences and Retaining Walls Along at-grade portions that parallel a street ROW	**Compatible** ▪ Similar visual elements in area; properties facing PEROW currently have fences or walls along property lines. ▪ Fences along rail ROW would be six feet tall; would be consistent and fit with visual character of Affected Area. **Scenic Resources:** Fences and walls would not obstruct views of scenic resources.	**Low** ▪ Visible in foreground; would not degrade overall visual character and quality of Affected Area as similar visual elements exist in Affected Area. ▪ Viewer groups would have little to no reaction to visual changes.	**Neutral** ▪ Visual character and quality of Affected Area would not change; similar visual elements and lighting levels exist in Affected Area. ▪ Viewers would have little to no reaction to the change.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	Lighting and Glare: Project components would not create new sources of light and glare.	**Scenic Resources:** Views of scenic resources would not be obstructed. **Lighting and Glare:** Project components would not create new sources of light and glare.	▪ No new sources of light and glare would be created.
Sound Walls ▪ 4-foot tall sound walls on aerial structure ▪ 8-foot tall sound walls at-grade along perimeter of the San Pedro Subdivision ROW and PEROW ▪ See Mitigation Measure NOI-1 (Soundwalls)	**Compatible** ▪ At-grade sound walls along perimeter of San Pedro Subdivision ROW and PEROW would obstruct views of rail ROW. However, sound walls would be of similar height as surrounding low-rise structures and walls along rear of properties facing rail ROWs. ▪ Views of Project components within PEROW would be limited along portions of the existing Bellflower Bike Trail and/or its surrounding area; similarly, views of existing Bellflower Bike Trail would no longer be available along some areas; however, scale and massing of at-grade sound walls would be consistent with surrounding low-rise structure and sound walls. ▪ Height of aerial structure with sound wall would be approximately 36 feet and would be consistent with scale and massing of surrounding low-rise structures. ▪ Sound walls would not detract with overall visual character of Affected Area. **Scenic Resources:** Sound walls would not alter visual character of scenic resources. **Lighting and Glare:** Project component would not create new sources of light and glare; walls would limit the amount of light from LRVs that would spill over onto adjacent properties.	**Low** ▪ Visible in foreground; views of scenic resources would remain available. ▪ Viewer groups would have little to no reaction to visual changes as sound walls would be consistent with low-rise structures in Affected Area. **Scenic Resources:** Views of scenic resources would not be obstructed. **Lighting and Glare:** Project component would not create new sources of light and glare; walls would limit the amount of light along the rail ROWs from spilling over onto areas with light-sensitive users.	**Neutral** ▪ Visual character and quality of the Affected Area would not change as similar visual elements exist in Affected Area. ▪ Sound walls would be at similar scale as surrounding structures and would limit amount of LRV light that spills over onto adjacent properties. ▪ Viewers would have little to no reaction to the change. ▪ No new sources of light and glare would be created.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
TC&C Houses	**Compatible** ▪ TC&C houses would be small buildings; compatible with surrounding low-rise structures. **Scenic Resources:** Project component would not alter visual character of scenic resources. **Lighting and Glare:** No lighting proposed for structures. Materials to be used would not create new sources of glare.	**Low** ▪ Visible in foreground; would be similar in scale as surrounding low-rise structures. ▪ Viewer groups would have little to no reaction. **Scenic Resources:** Views of scenic resources would not be obstructed. **Lighting and Glare:** Project component would not create new sources of light and glare. Viewer sensitivity would not be altered.	**Neutral** ▪ Visual character and quality of Affected Area would not be altered. ▪ Viewer groups would have little to no reaction to the change. ▪ No new sources of light and glare would be created.
TPSS	**Compatible** ▪ Scale, height, massing, and form consistent with low-rise residential character of Affected Area; would not degrade overall visual character and quality of area. ▪ TPSS site would be landscaped if in residential area or would incorporate design features to screen or improve appearance of the structure; not expected to contrast with existing visual character and quality of surrounding residential neighborhood. **Scenic Resources:** Project component would not alter visual character of scenic resources. **Lighting and Glare:** No lighting proposed for structures. Materials to be used would not create new sources of glare.	**Low** ▪ Visible in foreground; would not detract from character and quality of Affected Area. ▪ Located in rail ROW, rear of proposed Bellflower MSF site option, adjacent to PEROW, at proposed parking facility for Bellflower Station, or on vacant properties. ▪ Viewer groups would have little to no reaction to TPSS; consistent with uses on which it would be located on. ▪ Landscaping to be incorporated if TPSS is in residential area. **Scenic Resources:** Views of scenic resources would not be obstructed.	**Neutral** ▪ Consistent and would not degrade overall visual character and quality of Affected Area. ▪ Viewers would have little to no reaction to the change. ▪ No new sources of light and glare would be created.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
		Lighting and Glare: Project component would not create new sources of light and glare. Viewer sensitivity would not be altered.	
Radio Antennas	**Compatible** ▪ Proposed next to Paramount/Rosecrans Station parking structure. ▪ 35-foot-tall radio antennas would be consistent with scale of low-rise structures. ▪ 60-foot-tall radio antennas would be taller than structures in the Affected Area but would not degrade overall visual character and quality of Affected Area. ▪ Similar components (utility poles) located in Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project component would not create new sources of light and glare.	**Low** ▪ Visible in foreground; would not detract from visual character and quality of Affected Area. **Scenic Resources:** Project component not within viewshed of scenic resources. **Lighting and Glare:** Project component would not create new sources of light and glare.	**Neutral** ▪ Character and quality of the Affected Area would not change. ▪ Viewer groups would have little to no reaction to the change. ▪ No new sources of light and glare would be created.
Aerial Structures ▪ ~32 feet height (~36 feet with sound wall) – Woodruff Ave/Flower St/Floral Vista St – Gridley Rd/183rd St ▪ ~32 feet height (~47 feet to top of station canopy) – Paramount Blvd/Rosecrans Ave (includes Paramount/Rosecrans Station)	**Incompatible (Without Mitigation); Compatible (With Mitigation)** ▪ No scenic views located in Affected Area for aerial structures. **<u>Paramount Blvd/Rosecrans Ave (Paramount/Rosecrans Station)</u>** ▪ New visual element; would be visible along commercial area around Paramount Blvd/Rosecrans Ave intersection (particularly with the removal of industrial structures for the proposed parking facility) and at cul-de-sacs in residential neighborhood north of Rosecrans Ave. ▪ Aerial structures primarily supported by retaining walls; supported by columns at Paramount/Rosecrans Station platform and as it crosses over Rosecrans Ave/Paramount Blvd. Straddle bents proposed where	**Moderate (Without Mitigation); Low (With Mitigation)** ▪ Visible in foreground; would not detract from character and quality of Affected Area around aerial structures. **<u>Paramount Blvd/Rosecrans Ave (Paramount/Rosecrans Station)</u>** ▪ Viewer groups would have little to no reaction to visual change as aerial structures would be at a similar scale as surrounding structures. **<u>Woodruff Ave/Flower St/Floral Vista St</u>**	**Adverse (before mitigation); Neutral (after mitigation)** ▪ Located within PEROW; would not degrade visual character and quality of rail ROWs and Affected Area. ▪ Removal of "Belle" would not detract from visual character and quality of PEROW and viewers generally would not be sensitive to the change, but statue has aesthetic value to City of Bellflower.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	alignment turns from San Pedro Subdivision ROW to PEROW. ▪ Views limited at residential neighborhood north of Rosecrans Ave since aerial structure is situated between the rear of adjacent residential properties; views of aerial structure would be mostly blocked by walls and structures on adjacent residential properties. ▪ Consistent with surrounding one- and two-story structures; fit with character and context of existing area. ▪ See "Parking Facilities" for further discussion. **Woodruff Ave/Flower St/Flora Vista St** ▪ Aerial structure would be visible along Bellflower Bike Trail, Flora Vista St, Flower St, and Woodruff Ave. ▪ Aerial structure primarily supported by retaining walls and would be supported by columns as it crosses over Flower St, Woodruff Ave, and Bellflower Bike Trail. ▪ New visual element in area with low-rise commercial and residential structures; scale consistent with surrounding low-rise structures. ▪ Landscaping at Bellflower Bike Trail within PEROW would be removed to accommodate aerial structure; landscaping outside of the work limits would remain. ▪ Users of bike trail and residents facing alignment (along Flora Vista St) would now see a retaining wall within PEROW. **Gridley Rd/183rd St** ▪ New visual element; would be visible at Gridley Rd/183rd St and by residents east of the PEROW. ▪ Aerial structure primarily supported by retaining walls but supported on columns over Gridley Rd/183rd St intersection.	▪ Retaining wall would be new visual element; visible from residences south of PEROW (primarily from second-story windows) and along north side of Flora Vista St. ▪ Residents would have little to no reaction to change as retaining wall would be at similar scale as surrounding structures. **Gridley Rd/183rd St** ▪ Views of retaining walls primarily obstructed by landscaping and/or walls that surrounding residential properties; some views of aerial structure would be visible at residential properties. ▪ Residents would have little to no reaction to change as retaining wall with 4-foot tall sound wall on top of aerial structure would be at a similar scale as surrounding structures; would not obstruct any scenic views and scenic resources. ▪ Resident would have little to no reaction to removal of "Belle" as existing residential views of statute is limited due to angled views at residential properties. ▪ View of "Belle" at existing location from the bike trail would be gone; however, users	▪ "Belle" would be relocated at a different location with implementation of Mitigation Measure VA-2 ("Relocation of Belle") and City of Bellflower would be able preserve public art at a City-approved location. ▪ LRV lighting would not alter visual character and would not adversely affect sensitive viewers. ▪ Project component would not create new sources of glare.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	▪ Scale and massing consistent with surrounding one- and two-story structures and fit with character and context of area. No scenic resources in the area. **Scenic Resources:** ▪ "Belle" public art cow statue in PEROW would be removed; would not detract from or conflict with visual character of area as statue is in PEROW, which has been historically used as a rail corridor and contains remnants of railroad tracks. ▪ Although removal of "Belle" would not conflict with visual character of the ROW, the public art statue has aesthetic value to the city and, thus, removal of statue would have an adverse effect. Mitigation Measure VA-2 ("Relocation of Belle") would reduce Project-related effects on "Belle". **Lighting:** No lighting proposed for aerial structures. Lighting would primarily emanate from LRVs and is not expected to extend beyond aerial structures. See LRV lighting discussion under "LRT Tracks, OCS Poles, Overhead Wires, and Utility Poles". **Glare:** Materials to be used would not create new sources of glare.	of Bellflower Bike Trail generally do not access bike trail for purpose of viewing the statue and the statue is located within a rail corridor with remnants of railroad tracks that are visible in surrounding area. ▪ Mitigation Measure VA-2 ("Relocation of Belle") would relocate "Belle" to a city-approved location where residents can continue to view the statue. **Lighting:** No lighting proposed for project component. See LRV lighting discussion under "LRT Tracks, OCS Poles, Overhead Wires, and Utility Poles". **Glare:** Materials to be used would not create new sources of glare.	
Landscape and Billboard Removal	**Compatible** **<u>Landscaping</u>** ▪ Landscaped medians intersecting PEROW, and vegetation and decorative lighting within PEROW to be removed; landscaping outside of work limits to be retained. ▪ Existing landscaping, street amenities, fences, bollards, and billboards to be removed for installation of railroad tracks and other grade crossing components. ▪ Vegetation removal would modify streetscape character at streets that intersect with PEROW but not expected to degrade visual quality of affected streets.	**Low** ▪ Changes to landscaping and billboard removal would not detract from visual character and quality of Affected Area as changes located in existing rail ROW or on a strip of land between I-105 freeway and residential properties are currently blocked by fences. ▪ Viewers would have little to no reaction to the change as landscape and billboard	**Neutral** ▪ Landscape removal not expected to degrade visual character and quality of Affected Area as landscaping within work limits of rail ROWs is limited. ▪ Landscaping would be replaced in residential areas if adequate space available, consistent with Metro's *Systemwide*

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	▪ Removal of vegetation on south side of I-105 freeway between San Pedro Subdivision ROW and Arthur Ave to accommodate a new sidewalk would not adversely affect visual character because views of this area are currently blocked by fences. ▪ Landscaping on Bellflower Bike Trail between Flower St and Woodruff Ave would be removed to accommodate support columns for the aerial structure; would not change character of Bellflower Bike Trail since existing landscaping and design of the bike trail characterizes the PEROW as a rail transit corridor. Landscape removal not expected to degrade visual quality of Affected Area and Bellflower Bike Trail. ▪ Landscaping would be replaced in residential areas if adequate space available, consistent with MRDC or equivalent and Metro's *Systemwide Station Design Standards*. **Billboard** ▪ Billboards within rail ROWs would be removed; would not adversely affect visual character of area. ▪ Figure 5-7 presents visual character of PEROW at Bellflower Blvd with billboard removal. **Scenic Resources:** Project components would not alter visual character of scenic resources.	removal would only occur within Project work limits, which primarily consist of rail ROW and adjacent properties that would be acquired for Project. ▪ Views of scenic resources would not be altered or obstructed by landscape and billboard removal. **Scenic Resources:** Landscape removal would not alter views of scenic resources.	*Station Design Standards* and MRDC or equivalent. ▪ Viewers would have little to no reaction to the change.
Grade Crossing Modifications	**Compatible** ▪ Although grade crossings would be new visual element at some street rights-of-way (e.g., street rights-of-ways south of the SR-91 freeway), grade crossing elements would be consistent with scale and visual character of the street rights-of-way as transportation corridors. **Scenic Resources:** Unobstructed north-facing views of original Bellflower Pacific Electric Station would remain	**Low** ▪ Visible in foreground; grade crossing modifications would not detract from character and quality of Affected Area. ▪ Viewers would have little to no reaction to the change as grade crossings would be consistent with scale of Affected Area and	**Neutral** ▪ Visual character and quality of Affected Area would not be altered. ▪ Viewers would have little to no reaction to change. ▪ Lighting would be consistent with existing visual character of Affected Area, and viewer

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	available south of PEROW and along Bellflower Bike Trail. ▪ Figure 5-7 and Figure 5-8 shows new grade crossings at Bellflower Boulevard and Pioneer Boulevard, respectively. **Lighting:** Type and level of lighting would be consistent with those that are present in the surrounding street rights-of-way and existing grade crossings. Lighting would not affect visual character. **Glare:** Project components would not create new sources of glare.	visual character of street rights-of-way. **Scenic Resources:** Project components would not obstruct or alter views of scenic resources. **Lighting:** Type and level of lighting would be similar to those that are currently present in the surrounding street rights-of-way and existing grade crossings. Lighting would not affect viewer sensitivity. **Glare:** Project components would not create new sources of light and glare.	groups would have little to no reaction to changes in lighting. ▪ No new sources of glare would be created.
Ventilation Structures, Pedestrian Bridges, Bridges, Tunnels **Not Applicable**. None proposed in this landscape unit.			

Source: TAHA, 2020

Note: LRT = light rail transit; OCS = overhead catenary system; MSF = maintenance and storage facility; PEROW = Pacific Electric Right-of-Way; ROW = right-of-way; TC&C = train control and communications; TPSS = traction power substation

[1] Overall change in visual quality is determined based on 1) whether project components would be visually compatible with the visual character of the Affected Area, and 2) viewer sensitivity associated with the visual changes of the project components.

Figure 5-7 depicts the change in visual character and quality within the PEROW at Bellflower Boulevard. This figure shows existing conditions from the Bellflower Bike Trail looking east towards Bellflower Boulevard and the original Bellflower Pacific Electric Station, as well as a rendering of the same view with incorporation of Project components. In this portion of the Suburban Residential Landscape Unit, the landscaping across the PEROW and a billboard would be removed. Additional landscaping would be installed along the Bellflower Bike Trail. LRT tracks, OCS poles, overhead wires, and fences would also be installed within the PEROW. The proposed changes would not detract from or obstruct views of the original Bellflower Pacific Electric Station.

"Belle", a bronze public art cow statue at the southeast corner of Woodruff Avenue/Flora Vista Street, would be removed to accommodate the retaining walls for the proposed aerial structure. The portion of the PEROW in which the statue is located has limited aesthetic value since the PEROW consists of primarily unpaved dirt land, a patch of grass on which the statue is situated, and remnants of a railroad track. Although the removal of "Belle" would not conflict with or detract from the visual character of the Affected Area, the statue is a piece of public art that has aesthetic value to the City of Bellflower and, therefore, an adverse effect would occur.

Figure 5-8 depicts the change in visual character and quality at Pioneer Station. This figure shows existing conditions where the PEROW intersects with Pioneer Boulevard and a rendering of the same view with incorporation of Project components. At this station, the street tree, bollards, and streetlight within the rail ROW would be removed. The two-story commercial development on the south side of Pioneer Station would be removed to accommodate a four-story parking structure. The four-story parking structure would be similar in scale as the one- to three-story commercial and multi-family residential development along Pioneer Boulevard in the Affected Area. Other commercial, industrial, and residential structures in the station area would also be removed but are not shown in this figure. Landscaping consistent with Metro's *Systemwide Station Design Standards* and Standard/Directive Drawings would be installed at the proposed surface parking structure south of Pioneer Station. Additionally, LRT tracks, OCS poles, overhead wires, and fencing would be installed within the PEROW. A new grade crossing would also be placed at Pioneer Boulevard. Project components would not detract from the visual character and quality of the Affected Area.

As shown in Table 5.7 and discussed above, with the exception of the portion of the landscape unit at Woodruff Avenue/Flora Vista Street, the change in visual quality in this landscape unit would be neutral since Project components would be compatible with the visual character of the Affected Area and viewer sensitivity to the changes associated with the Project components would be low. Nighttime lighting levels in the Affected Area would not significantly increase, and the effects of glare would be similar to existing conditions. Additionally, Project components would not change the natural topography of the Affected Area. At Woodruff Avenue/Flora Vista Street, the removal of the "Belle" public art cow statue would be considered an adverse effect since the statue has aesthetic value to the City of Bellflower. However, with implementation of Mitigation Measure VA-2 ("Relocation of Belle"), "Belle" would be relocated in coordination with the City of Bellflower, and no adverse effect would occur.

Figure 5-7. Existing and Proposed Views of Bellflower Boulevard, looking East from Bellflower Bike Trail

Existing Bellflower Boulevard

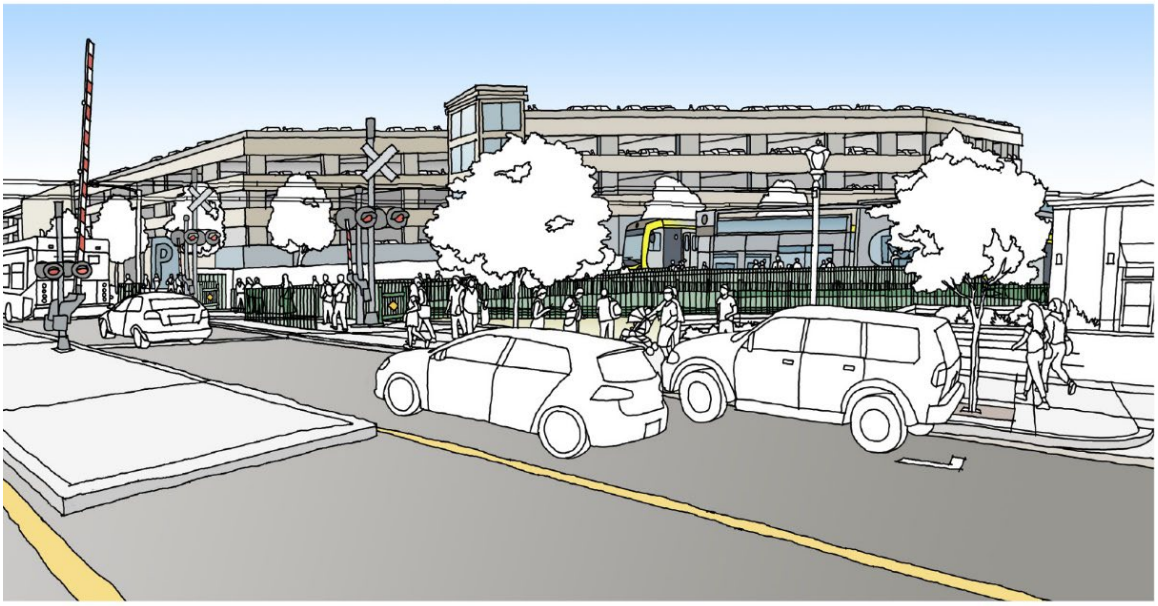
Proposed Bellflower Boulevard

Source: Cityworks Design, 2019

Figure 5-8. Existing and Proposed Views at Pioneer Boulevard, looking Southwest towards Proposed Pioneer Station Area

Existing Pioneer Boulevard

Proposed Pioneer Boulevard



Source: Cityworks Design, 2020

5.3 Alternative 2

Alternative 2 would introduce the same types of visual elements as Alternative 1. As discussed in Section 4.4.2, Alternative 2 is categorized into six landscape units: Downtown Mid-Rise and High-Rise, Industrial, Industrial and Residential, Residential, Suburban Residential and Industrial, and Suburban Residential Landscape Units. Potential changes in visual character and quality in the Downtown Mid-Rise and High-Rise Landscape Unit and Industrial Landscape Unit for Alternative 2 are discussed below.

Visual changes in the Industrial and Residential, Residential, Suburban Residential and Industrial, and Suburban Residential Landscape Units for Alternative 2 would be the same as discussed in Sections 5.2.3 through 5.2.6 since Alternative 2 would follow the same alignment as Alternative 1 in these landscape units. As discussed in Sections 5.2.3 and 5.2.4, above, and Sections 5.3.1 and 5.3.2, below, changes in visual quality would be neutral in the Downtown Mid-Rise and High-Rise, Industrial, Industrial and Residential, and Residential Landscape Units since Project components would be compatible with the visual character of the Affected Area, viewer groups would have little to no reaction to visual changes associated with the Project components, and Project components would not obstruct views of scenic resources.

As discussed in Sections 5.2.5 and 5.2.6, adverse visual effects would occur in the Suburban Residential and Industrial Landscape Unit and Suburban Residential Landscape Unit, respectively. In the Suburban Residential and Industrial Landscape Unit, the existing landscaping and decorative wall on the south side of the World Energy storage tracks could potentially be removed, which would make the refinery storage tank cars on the railroad tracks more apparent along Somerset Boulevard. Views of the storage tracks would not be visually compatible with the surrounding residential area, and residents would be sensitive to the change in visual character. Implementation of Mitigation Measure VA-1 (Screening at Somerset Boulevard) would ensure that views of the World Energy storage tracks would continue to be shielded along Somerset Boulevard. In the Suburban Residential Landscape Unit, the removal of "Belle" at Woodruff Avenue/Flora Vista Street in the City of Bellflower would be considered an adverse effect as the statue has aesthetic value to the city. Implementation of Mitigation Measure VA-2 ("Relocation of Belle") would require Metro to coordinate with the City of Bellflower to determine the best possible location to relocate "Belle". With implementation of mitigation measures, no adverse effect would occur.

5.3.1 Downtown Mid-Rise and High-Rise Landscape Unit

Alternative 2 would be primarily underground in this landscape unit. Project components and any potential changes in lighting would primarily be visible at station areas. Any potential sources of glare would also be from station areas. Sensitive viewers in the Affected Area for this landscape unit include residents and visitors/tourists of downtown Los Angeles.

Table 5.8 evaluates whether each Project component would be compatible with the existing visual character of the Affected Area and viewers' sensitivity to the change in visual character associated with each Project component for this landscape unit.

Alternative 2 would not change the natural topography of the Affected Area and would not alter or obstruct views of scenic resources located within the Downtown Mid-Rise and High-Rise Landscape Unit (i.e., Barker Brothers Building, Southern California Gas Company Complex, Hamburger's Department Store, Union Bank and Trust Building, Tower Theater, Garment Capitol Building, and Textile Center Building) as Alternative 2 would be located primarily underground in this landscape unit. Station entrances and ventilation structures would not obstruct views of the scenic resources. No scenic vistas are available in the Affected Area. The Affected Area currently has a substantial amount of nighttime lighting, and the level of nighttime lighting would not significantly increase. The effects of glare would be similar to existing conditions.

Overall, the change in visual quality in this landscape unit would be neutral since Project components would be compatible with the visual character of the Affected Area and viewer sensitivity would be low. The level of nighttime lighting and the effects of glare in the Affected Area would not significantly increase. Additionally, Alternative 2 would not obstruct views of scenic resources. Therefore, adverse visual effects are not expected in the Downtown Mid-Rise and High-Rise Landscape Unit.

Table 5.8. Project Components' Effects on Visual Character, Viewer Sensitivity, and Visual Quality – Downtown Mid-Rise and High-Rise Landscape Unit

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Station Areas (Station Entrances) ▪ 7th St/Metro Center ▪ South Park/Fashion District	**Compatible** ▪ Scale and massing of station entrances (including canopies, elevators, escalators, and stairs) would be consistent and fit with visual character and context of Affected Area. ▪ Design would be sensitive to specific urban context of each station and in compliance with MRDC or equivalent and Metro's Standard/Directive Drawings. ▪ Public art would be installed to improve visual character Metro's *Systemwide Station Design Standards* and *Art Program Policy*. **7th St/Metro Center Station** ▪ Station entrances would be in area with mid- and high-rise structures; integrated into an existing building and on a surface parking lot. **South Park/Fashion District Station** ▪ Station entrances would be in area with low- and mid-rise structures; would be integrated into existing buildings. **Scenic Resources:** Station elements would not alter the visual character of scenic resources. **Lighting:** Lighting not expected to extend beyond station areas. Type and level of lighting would be similar to those that are currently present in the Affected Area and would not affect visual character. **Glare:** Station areas would follow MRDC or equivalent, Metro's *Systemwide Station Design Standards*, and Standard/Directive Drawings. Stainless steel for certain station elements (e.g., columns, railings, and walls), glass art panels, and glass canopies would be used. Glass canopies would be placed horizontally above station, and the	**Low** ▪ Visible in foreground; would not include features that would detract from the visual character and quality of Affected Area. **Scenic Resources:** Views of scenic resources (Barker Brothers Building, Southern California Gas Complex, Garment Capitol Building, and Textile Center Building) would not be obstructed or altered and would remain available to viewer groups. **Lighting:** Affected Area currently has a substantial amount of nighttime lighting. Type and level of lighting at station areas would be similar to those that are currently present in the Affected Area. Per MRDC, all light sources at station areas would be directed downward to minimize potential spillover onto surrounding properties, including light-sensitive uses. **Glare:** Station elements would be treated so that new sources of glare are not created and would not affect viewer sensitivity.	**Neutral** ▪ Visible elements and lighting levels would be compatible with existing visual character of Affected Area. ▪ Viewers would have little to no reaction to the change. ▪ No new sources of glare would be created.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
	angle in which the canopies would be placed are not expected to create new sources of glare and would not affect the visual character around the station areas. Based on Metro design criteria and standards, vertical stainless-steel elements and glass art panels would be dulled so that new sources of glare are not created.		
LRT Tracks, Tunnels, and TPSS	**Compatible.** Underground and not visible. **Scenic Resources:** Project components not within viewshed of scenic resources. **Lighting and Glare:** Underground; not visible.	**Low.** Underground and not visible. **Scenic Resources:** Project components not within viewshed of scenic resources. **Lighting and Glare:** Underground; not visible.	**Neutral.** Underground and not visible.
Ventilation Structures and TC&C Houses	**Compatible** ▪ Constructed of small buildings that would be compatible with surrounding low-, mid-, and high-rise structures. **Scenic Resources:** Project components would not alter the visual character of scenic resources. **Lighting and Glare:** No lighting proposed for structures. Materials to be used would not create new sources of glare.	**Low** ▪ Visible in foreground; would not alter visual character and quality of the Affected Area. ▪ Would not alter or obstruct views of scenic resources. **Scenic Resources:** Project components would not obstruct views of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare. Viewer sensitivity would not be altered.	**Neutral** ▪ Visual character and quality, views of scenic resources, and level of lighting would not be altered. No new sources of light and glare would be created. ▪ Viewer groups would have little to no reaction to the change.

Project Components	Visual Character	Viewer Sensitivity	Change in Visual Quality
Radio Antennas	**Compatible** ▪ Height consistent with mid-rise structures in Affected Area; would not degrade overall visual character and quality of Affected Area. **Scenic Resources:** Project components would not alter the visual character of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Low** ▪ Visible in foreground; would not detract from visual character and quality of Affected Area. **Scenic Resources:** Project components would not obstruct views of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Neutral** ▪ Visual character and quality of the Affected Area would not change. ▪ Viewer groups would have little to no reaction to the change. ▪ New sources of light and glare would not be created.
Landscape and Billboard Removal	**Compatible** **Landscaping** ▪ New landscaping would be designed to complement character of the surrounding environment. ▪ Alignment would be primarily underground. Existing sparse landscaping at station areas to be removed for station entrances. Landscaping would not alter overall visual character and quality of the Affected Area. **Billboard:** No billboards are in this landscape unit. **Scenic Resources:** Project components would not alter the visual character of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Low** ▪ Noticeable in foreground; changes to landscaping would not alter visual character and quality of the Affected Area or obstruct views of scenic resources. **Scenic Resources:** Project components would not obstruct views of scenic resources. **Lighting and Glare:** Project components would not create new sources of light and glare.	**Neutral** ▪ Changes in landscaping not expected to alter visual character and quality of Affected Area. ▪ Views of scenic resources would remain available in Affected Area. ▪ Viewer groups would have little to no reaction to the change, ▪ New sources of light and glare would not be created.
Parking Facilities, OCS Poles and Overhead Wires, Fences and Retaining Walls, Sound Walls, Radio Houses, Aerial Structures, Pedestrian Bridges, Grade Crossing Modifications and Street Closures **Not Applicable.** None proposed in this landscape unit.			

Source: TAHA, 2020
Note: LRT = light rail transit; MRDC = Metro Rail Design Criteria; OCS = overhead catenary system; TC&C = train control and communications; TPSS = traction power substation
[1] Overall change in visual quality is determined based on 1) whether project components would be visually compatible with the visual character of the Affected Area, and 2) viewer sensitivity associated with the visual changes of the project components.

5.3.2 Industrial Landscape Unit

Alternative 2 would introduce the same Project components as Alternative 1 in the Industrial Landscape Unit (Section 5.2.2). Project components would be placed in the same location as Alternative 1 south of Alameda Street/Bay Street. North and west of Alameda Street/Bay Street, Alternative 2 would be primarily underground. Table 5.3 evaluates whether each Project component would be compatible with the existing visual character of the Affected Area and viewers' sensitivity to the change in visual character associated with each Project component for this landscape unit. Figure 5-1 depicts the visual character and quality of the Affected Area for this landscape unit at the I-10 freeway, and Figure 5-2 depicts the visual character and quality of the Affected Area at the proposed Firestone Station area looking from Atlantic Avenue.

Overall, changes in visual quality would be neutral since Project components would be compatible with the visual character of the Affected Area and viewer sensitivity would be low. The level of nighttime lighting and the effects of glare in the Affected Area would not significantly increase. Additionally, Alternatives 2 would not change the natural topography of the Affected Area, and no scenic resources are in this landscape unit. Therefore, adverse visual effects are not expected in the Industrial Landscape Unit for Alternative 2.

5.4 Alternative 3

Alternative 3 would be located within the Industrial, Industrial and Residential, Residential, Suburban Residential and Industrial, and Suburban Residential Landscape Units. The Downtown Low-Rise and Mid-Rise Landscape Unit and Downtown Mid-Rise and High-Rise Landscape Unit are not part of Alternative 3 and, thus, Alternative 3 would not alter the visual character and quality in these two landscape units. The Industrial Landscape Unit and Industrial and Residential Landscape Unit applicable to Alternative 3 are generally located at and south of the 55th Street/Long Beach Avenue. Project components, as well as new sources of light and glare, would not be introduced north of 55th Street/Long Beach Avenue and, thus, no changes to visual character and quality would occur in these two landscape units north of 55th Street/Long Beach Avenue. At and south of 55th Street/Long Beach Avenue, Alternative 3 would introduce the same visual elements, including sources of light and glare, as Alternatives 1 and 2. However, no station entrances would be introduced since no underground alignment is proposed for this alternative. Alternative 3 would either be elevated on aerial structures or at-grade within rail ROWs.

Alternative 3 would have fewer effects on visual quality compared to Alternatives 1 and 2 since it would be a shorter alignment. As discussed in Section 5.2.1, no adverse effects would occur in the Industrial, Industrial and Residential, and Residential Landscape Units. Changes in visual quality would be neutral in these landscape units since Project components would be compatible with the visual character of the Affected Area and viewer sensitivity would be low. The level of nighttime lighting and the effects of glare in the Affected Area would not significantly increase.

As discussed in Sections 5.2.5 and 5.2.6, adverse visual effects would occur in the Suburban Residential and Industrial Landscape Unit and Suburban Residential Landscape Unit since the existing landscaping and decorative wall on the south side of the World Energy storage tracks (City of Paramount) and the "Belle" public art cow statue (City of Bellflower) could potentially be removed. The removal of existing landscaping and decorative wall on the south side of the World Energy storage tracks (east of the proposed LRT tracks) would make the refinery storage

tank cars on the railroad tracks more apparent along Somerset Boulevard. Views of the storage tracks would not be visually compatible with the surrounding residential area, and residents would be sensitive to the change in visual character. Implementation of Mitigation Measure VA-1 (Screening at Somerset Boulevard) would ensure that views in the World Energy storage tracks would continue to be shielded from view along Somerset Boulevard. Although removal of the "Belle" public art cow statue would not conflict with the visual character and quality of the PEROW, the public art statue has aesthetic value to the City of Bellflower. Implementation of Mitigation Measure VA-2 ("Relocation of Belle") would require Metro to coordinate with the City of Bellflower to determine the best possible location to relocate "Belle". With implementation of mitigation measures, no adverse effect would occur.

5.5 Alternative 4

Alternative 4 would be located within the Industrial, Suburban Residential and Industrial, and Suburban Residential Landscape Units. The Downtown Low-Rise and Mid-Rise, Downtown Mid-Rise and High-Rise, Industrial and Residential, and Residential Landscape Units are not part of Alternative 4 and, thus, Alternative 4 would not alter the visual character and quality in these landscape units.

The Industrial Landscape Unit applicable to Alternative 4 is generally located at and south of Main Street/San Pedro Subdivision ROW. Project components, as well as new sources of light and glare, would not be installed north of Main Street/San Pedro Subdivision ROW and, thus, no changes in visual character and quality would occur north of Main Street/San Pedro Subdivision ROW. Alternative 4 would have fewer effects on visual character and quality than Alternatives 1 through 3 since Alternative 4 is a shorter alignment. At and south of Main Street/San Pedro Subdivision ROW, Alternative 4 would introduce the same visual elements, including sources of light and glare, as Alternatives 1, 2, and 3. However, no station entrances would be introduced since no underground alignment is proposed for this alternative. Alternative 4 would either be elevated on aerial structures or at-grade within rail ROWs.

Alternative 4 would have fewer effects on visual quality compared to Alternatives 1, 2, and 3 since it would be a shorter alignment. As discussed in Section 5.2.2, no adverse effects would occur in the Industrial Landscape Unit. Changes in visual quality would be neutral in this landscape unit since Project components would be compatible with the visual character of the Affected Area and viewer sensitivity would be low. The level of nighttime lighting and the effects of glare in the Affected Area would not significantly increase.

As discussed in Sections 5.2.5 and 5.2.6, adverse visual effects would occur in the Suburban Residential and Industrial Landscape Unit and Suburban Residential Landscape Unit since the existing landscaping and decorative wall on the south side of the World Energy storage tracks (City of Paramount) and the "Belle" public art cow statue (City of Bellflower) could potentially be removed. The removal of existing landscaping and decorative wall on the south side of the World Energy storage tracks (east of the proposed LRT tracks) would make the refinery storage tank cars on the railroad tracks more apparent along Somerset Boulevard. Views of the storage tracks would not be visually compatible with the surrounding residential area, and residents would be sensitive to the change in visual character. Implementation of Mitigation Measure VA-1 (Screening at Somerset Boulevard) would ensure that views in the World Energy storage tracks would continue to be shielded from view along Somerset Boulevard. Although removal of the "Belle" public

art cow statue would not conflict with the visual character and quality of the PEROW, the public art statue has aesthetic value to the City of Bellflower. Implementation of Mitigation Measure VA-2 ("Relocation of Belle") would require Metro to coordinate with the City of Bellflower to determine the best possible location to relocate "Belle". With implementation of mitigation measures, no adverse effect would occur.

5.6 Design Options

5.6.1 Design Option 1

Design Option 1 would be in the Downtown Low-Rise and Mid-Rise Landscape Unit. Under this design option, no changes in visual character and quality would occur at the LAUS forecourt since a station entrance would not be constructed in the LAUS forecourt area and landscaping along the perimeter of the LAUS parking lot would not be removed. No scenic vistas are available in the Affected Area.

Table 5.2 evaluates whether each Project component would be compatible with the existing visual character of the Affected Area and viewers' sensitivity to the change in visual character associated with each Project component in this landscape unit. The LAUS MWD station for Design Option 1 would be primarily underground with a station entrance in the LAUS concourse area. The station entrance would be adjacent to the Metro B Line Station entrance and in proximity to several existing refreshment/snack stores, one of which would be removed as part of the Project. Visual changes would primarily occur at the proposed station entrance. The station entrance would be similar in character to the existing Metro B Line entrance. Ventilation structures would be constructed behind the LAUS building and would be consistent with the scale, massing, and form of LAUS and its surrounding area.

Lighting from the station entrance would occur at-grade with surrounding uses. In all other areas, lighting would occur underground. The types and level of lighting that would be used at the station entrance would be similar to the surrounding areas. Stainless-steel elements, glass canopies, and glass art panels would be incorporated into the station entrances. These elements are not expected to create new sources of glare since the station entrance would be inside LAUS. Design Option 1 would follow the MRDC or equivalent, Metro's *Systemwide Station Design Standards*, *Station Design Standards*, and *Standard/Directive Drawings*. The design options would not create substantial light or glare with compliance with these requirements. Lighting at the station entrances would be consistent with the visual character of the Affected Area and would not affect viewer sensitivity. The design options would not create new sources of glare.

Design Option 1 would not degrade the visual character of the Affected Area. The installation of public art at the station entrance per MRDC or equivalent, Metro's *Systemwide Station Design Standards,* and *Art Program Policy* would improve the visual character of the station entrance. Further, this design option would not remove landscaping or alter natural topography. The level of nighttime lighting and the effects of glare in the Affected Area would not significantly increase. Sensitive viewers for this design option, which include tourists who visit LAUS for its aesthetic value as a historic resource, would have little to no reaction to the changes associated with this design option because the proposed changes would be consistent with existing Metro B (Red) Line Station and would be located in the portion of LAUS where historical design elements have been integrated with modern elements. Changes to visual quality are expected to be neutral because the project components would be compatible with the visual character of the Affected Area and viewer sensitivity to the

proposed changes would be low. Therefore, adverse effects on visual character and quality are not expected for Design Option 1.

5.6.2 Design Option 2

Design Option 2 would be in the Downtown Low-Rise and Mid-Rise Landscape Unit. Table 5.2 evaluates whether each Project component would be compatible with the existing visual character of the Affected Area and viewers' sensitivity to the change in visual character associated with each Project component for this landscape unit. The Little Tokyo Station for Design Option 2 would be located below Alameda Street between 1st Street and Traction Avenue. Two station entrances and ventilation structures would be placed at-grade with the surrounding uses. One station entrance would be located on the east side of a low-rise commercial building, just south of the Regional Connector Little Tokyo/Arts District Station. The other station entrance would be located on a surface parking lot of the LADWP Materials Testing Laboratory at the southeast corner of 2nd Street/Alameda Street.

Design Option 2 would not degrade the visual character of the Affected Area since the proposed station entrances and ventilation structures would be consistent with the scale, massing, and character of the surrounding low- and mid-rise buildings. Additionally, the installation of public art at the station entrance per MRDC or equivalent, *Metro Systemwide Station Design Standards*, and Metro's *Art Program Policy* would improve the visual character of the station entrances. Further, this design option would not alter natural topography, and no scenic vistas are available in the Affected Area. Sensitive viewers for this design option, which include residents, would have little to no reaction to the changes associated with this design option.

Nighttime lighting from station entrances would occur at-grade with surrounding uses. In all other areas, lighting would occur underground. The types and level of lighting that would be used at station entrances would be similar to the surrounding areas. Although stainless-steel elements, glass canopies, and glass art panels would be incorporated into the station entrances, Design Option 2 would not create substantial light or glare as it would follow the MRDC or equivalent, Metro's *Systemwide Station Design Standards*, *Station Design Standards*, and *Standard/Directive Drawings*. The station elements would be designed and treated in a manner that would not create new sources of glare. Lighting at the station entrances would be consistent with the visual character of the Affected Area for visual and would not affect viewer sensitivity. The design options would not create new sources of glare.

Changes to visual quality are expected to be neutral because the project components would be compatible with the visual character of the Affected Area and viewer sensitivity to the proposed changes would be low. Therefore, adverse effects on visual character and quality are not expected for Design Option 2.

5.7 Maintenance and Storage Facility

5.7.1 Paramount MSF Site Option

The Paramount MSF site option would introduce low-rise structures, storage tracks, lead tracks, and other industrial-related features to the Affected Area. Security lighting for all buildings and areas within the MSF site option would be provided. Landscaping along the perimeter and within the MSF site option would be removed, lead tracks along the San Pedro Subdivision ROW and PEROW would be installed, and the existing grade crossing where the San Pedro Subdivision ROW intersects with Rosecrans Avenue would be modified. The scale and massing of the proposed structures and other elements associated with the MSF site

option would be consistent and fit with the surrounding low-rise industrial and commercial structures. While landscaping would be removed and industrial-related visual elements would be added to the MSF site option, viewer groups would have little to no reaction to the proposed changes given the industrial and commercial character of the Affected Area. Views of the MSF site option would primarily be available at the surface parking lot of Paramount Entertainment Center. Grade crossing modifications where the San Pedro Subdivision ROW intersects with Rosecrans Avenue would be similar in visual character as the existing grade crossing in the same area.

The MRDC requires sufficient illumination to permit operating and maintenance activities to be performed safely on a 24-hour basis. These requirements include maintaining a minimum illumination of average-maintained one-foot candle in all areas; requiring yard lights to be mounted on buildings or other structures whenever it is possible to minimize the need for separate yard lighting support structures; and designing and locating lights to maximize maintenance accessibility, minimize shadows, minimize light pollution, and avoid interference with operations. Lighting is not expected to spillover outside of the MSF site boundaries since light sources would be shielded so that nighttime lighting is focused on the MSF site. Additionally, the MSF site option does not include the use of materials that would be a substantial source of glare. Nighttime lighting levels and would be consistent with the visual character of the Affected Area for visual, and no sensitive viewers would be affected by lighting and glare.

Changes in visual quality would be neutral since the visual character of the area would be consistent and compatible with the commercial and industrial character of the Affected Area, and viewer sensitivity to the proposed changes would be low. No sensitive viewers would have views of the Project components associated with the MSF site option. Development of the Paramount MSF site option would not result in the visual degradation of the area, and adverse effects to visual character and quality are not expected.

5.7.2 Bellflower MSF Site Option

The Bellflower MSF site option would introduce low-rise structures, storage tracks, a radio antenna, and other industrial-related features to the Affected Area. Security lighting for all buildings and areas within the MSF site option would be provided. Lead tracks would be installed within the PEROW south of the MSF site option. The scale and massing of the proposed structures and other elements associated with the Bellflower MSF site option would be consistent with the low-rise commercial, industrial, and residential structures surrounding the MSF site option. The lead tracks would not detract from the visual character of the PEROW immediately south of the MSF site option, which currently contains the Bellflower Bike Trail, its associated landscaping, and a wide strip of unpaved land (Photo 2 in Figure 4-10). A radio antenna would be placed to the rear of the MSF site option, near the PEROW and would not be visible at the surrounding residential areas.

The MRDC requires sufficient illumination to permit operating and maintenance activities to be performed safely on a 24-hour basis. These requirements include maintaining a minimum illumination of average-maintained one-foot candle in all areas; requiring yard lights to be mounted on buildings or other structures whenever it is possible to minimize the need for separate yard lighting support structures; and designing and locating lights to maximize maintenance accessibility, minimize shadows, minimize light pollution, and avoid interference with operations. Lighting is not expected to spillover outside of the MSF site

boundaries since light sources would be shielded so that nighttime lighting is focused on the MSF site. Additionally, the MSF site option does not include the use of materials that would be a substantial source of glare. Nighttime lighting levels and would be consistent with the visual character of the Affected Area for visual, and no sensitive viewers would be affected by lighting and glare.

Tall trees and vines along the easterly perimeter of the MSF site currently obstruct views of the site from a residential neighborhood. Existing vegetation along the northerly and southerly perimeters of the MSF site option (along Somerset Boulevard and PEROW, respectively) partially obstruct views of the MSF site option. The existing landscaping and barriers along the perimeter of the Bellflower MSF site option would either remain or be replaced with other types of landscaping and barriers that obstruct views of the MSF site option from the surrounding residential uses. The landscaping and barriers also limit the amount of light that would spill over onto nearby properties. As a result, viewer groups would have little to no reaction to changes associated with the Bellflower MSF site option.

Changes in visual quality would be neutral since the visual character of the area would be consistent and compatible with the mixed commercial, industrial, and residential character of the Affected Area, as well as the landscaping and barriers that obstruct views of the MSF site option. In addition, viewer sensitivity to the proposed changes would be low. Development of the Bellflower MSF site option would not result in the visual degradation of the area, and adverse effects to visual character and quality are not expected.

6 CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION

To satisfy CEQA requirements, visual and aesthetic impacts would also be analyzed in accordance with Appendix G of the *CEQA Guidelines*.

6.1 Would the Project have a substantial adverse effect on a scenic vista?

6.1.1 No Project Alternative

Under the No Project Alternative, the Project alignment would not be developed, properties would not be acquired for the Project, no structures along the Project alignment would be demolished, and no new structures would be constructed along or adjacent to the rail ROWs and street rights-of-ways. Existing freight tracks (including freight track remnants south of Somerset Boulevard) within the rail ROWs would remain in place, and the rail ROWs would be undisturbed. No scenic vistas are located within the Affected Area. Therefore, no impact is expected for scenic vistas.

6.1.1.1 Mitigation Measures

No mitigation measures are required.

6.1.1.2 Impacts Remaining After Mitigation

No impact.

6.1.2 Alternative 1

No scenic vistas are present in the Affected Area. As such, the proposed underground, at-grade, and aerial Project components are not expected to adversely affect scenic vistas. None of the views in the Affected Area are considered unique or of aesthetic significance. Although distant north-facing views of the mountains and west-facing views of the downtown Los Angeles skyline are available at a few locations, the built-out urban landscape (i.e., intervening structures, trees, and utility poles) prevent clear views of the mountains and skyline. Project components are not expected to significantly obstruct public views of scenic vistas because most of the views are blocked by the existing urban landscape and the available views in this area are not considered unique or of aesthetic significance.

At the I-10 freeway, the proposed aerial structure would partially obstruct view of the downtown Los Angeles skyline. However, the view of downtown Los Angeles skyline at the I-10 freeway is not considered a scenic vista because the view is limited to motorists traveling along the freeway, viewing duration of the skyline is short, and motorists are focused on the road. Additionally, overhead utility poles and overhead wires in the foreground do not beneficially contribute to the skyline view. Thus, no impact on scenic vistas is expected.

6.1.2.1 Mitigation Measures

No mitigation measures are required.

6.1.2.2 Impacts Remaining After Mitigation

No impact.

6.1.3 Alternative 2

No scenic vistas are present in the Affected Area. As such, the proposed underground, at-grade, and aerial Project components are not expected to adversely affect scenic vistas. None of the views in the Affected Area are considered unique or of aesthetic significance. Although distant north-facing views of the mountains and west-facing views of the downtown Los Angeles skyline are available at a few locations, the built-out urban landscape (i.e., intervening structures, trees, and utility poles) prevent clear views of the mountains and skyline. The Project is not expected to significantly obstruct public views of scenic vistas because most of the views are blocked by the existing urban landscape and the available views in this area are not considered unique or of aesthetic significance.

At the I-10 freeway, the proposed aerial structure would partially obstruct views of the downtown Los Angeles skyline. However, the view of downtown Los Angeles skyline is not considered a scenic vista because the views are limited to motorists traveling along the freeway, viewing duration of the skyline is short, and motorists are focused on the road. Thus, no impact on scenic vistas is expected.

6.1.3.1 Mitigation Measures

No mitigation measures are required.

6.1.3.2 Impacts Remaining After Mitigation

No impact.

6.1.4 Alternative 3

No scenic vistas are available in the Affected Area. None of the views within the Affected Area are considered unique or of aesthetic significance. The built-out urban landscape generally prevents clear views of the mountains, where available. Therefore, no impact on scenic vistas are expected for Alternative 3.

6.1.4.1 Mitigation Measures

No mitigation measures are required.

6.1.4.2 Impacts Remaining After Mitigation

No impact.

6.1.5 Alternative 4

No scenic vistas are available in the Affected Area. None of the views within the Affected Area are considered unique or of aesthetic significance. The built-out urban landscape generally prevents clear views of the mountains, where available. Therefore, no impact on scenic vistas are expected for Alternative 4.

6.1.5.1 Mitigation Measures

No mitigation measures are required.

6.1.5.2 Impacts Remaining After Mitigation

No impact.

6.1.6 Design Options

6.1.6.1 Design Option 1

No scenic vistas are available in the Affected Area associated with Design Option 1. Thus, no impact on scenic vistas is expected.

6.1.6.2 Design Option 2

No scenic vistas are available in the Affected Area associated with Design Option 2. Thus, no impact on scenic vistas is expected.

6.1.6.3 Mitigation Measures

No mitigation measures are required.

6.1.6.4 Impacts Remaining After Mitigation

No impact.

6.1.7 Maintenance and Storage Facility

6.1.7.1 Paramount MSF Site Option

No scenic vistas are available in the Affected Area associated with the Paramount MSF site option. Thus, no impact on scenic vistas is expected.

6.1.7.2 Bellflower MSF Site Option

No scenic vistas are available in the Affected Area associated with the Bellflower MSF site option. Thus, no impact on scenic vistas is expected.

6.1.7.3 Mitigation Measures

No mitigation measures are required.

6.1.7.4 Impacts Remaining After Mitigation

No impact.

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

6.2.1 No Project Alternative

Under the No Project Alternative, the Project alignment would not be developed, properties would not be acquired for the Project, no structures along the Project alignment would be demolished, and no new structures would be constructed along the rail ROWs and street rights-of-way. The existing freight tracks within the rail ROWs would remain in place and the rail ROWs would be undisturbed. No state scenic highways are located within the Affected Area. Therefore, no scenic resources within a state scenic highway would be affected. No impact is expected.

6.2.1.1 Mitigation Measures

No mitigation measures are required.

6.2.1.2 Impacts Remaining After Mitigation

No impact.

6.2.2 Alternative 1

No state scenic highways are located within the Affected Area. Therefore, Alternative 1 would not damage any scenic resources within a state scenic highway. No impact is expected.

6.2.2.1 Mitigation Measures

No mitigation measures are required.

6.2.2.2 Impacts Remaining After Mitigation

No impact.

6.2.3 Alternative 2

No state scenic highways are located within the Affected Area. Therefore, Alternative 1 would not damage any scenic resources within a state scenic highway. No impact is expected.

6.2.3.1 Mitigation Measures

No mitigation measures are required.

6.2.3.2 Impacts Remaining After Mitigation

No impact.

6.2.4 Alternative 3

No state scenic highways are located within the Affected Area. Therefore, Alternative 3 would not damage any scenic resources within a state scenic highway. No impact is expected.

6.2.4.1 Mitigation Measures

No mitigation measures are required.

6.2.4.2 Impacts Remaining After Mitigation

No impact.

6.2.5 Alternative 4

No state scenic highways are located within the Affected Area. Therefore, Alternative 4 would not damage any scenic resources within a state scenic highway. No impact is expected.

6.2.5.1 Mitigation Measures

No mitigation measures are required.

6.2.5.2 Impacts Remaining After Mitigation

No impact.

6.2.6 Design Options

6.2.6.1 Design Option 1

No state scenic highways are located within the Affected Area for Design Option 1. Therefore, Design Option 1 would not damage any scenic resources within a state scenic highway. No impact is expected.

6.2.6.2 Design Option 2

No state scenic highways are located within the Affected Area for Design Option 2. Therefore, Design Option 2 would not damage any scenic resources within a state scenic highway. No impact is expected.

6.2.6.3 Mitigation Measures

No mitigation measures are required.

6.2.6.4 Impacts Remaining After Mitigation

No impact.

6.2.7 Maintenance and Storage Facility

6.2.7.1 Paramount MSF Site Option

No state scenic highways are located within the Affected Area for the Paramount MSF site option. Therefore, the development of the Paramount MSF site option would not damage any scenic resources within a state scenic highway, and no impact is expected.

6.2.7.2 Bellflower MSF Site Option

No state scenic highways are located within the Affected Area for the Bellflower MSF site option. Therefore, the development of the Bellflower MSF site option would not damage any scenic resources within a state scenic highway, and no impact is expected.

6.2.7.3 Mitigation Measures

No mitigation measures are required.

6.2.7.4 Impacts Remaining After Mitigation

No impact.

6.3 In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

6.3.1 No Project Alternative

Under the No Project Alternative, the Project alignment would not be developed, properties would not be acquired for the Project, no structures along the Project alignment would be demolished, and no new structures would be constructed along the rail ROWs and street rights-of-way. The existing freight tracks within the rail ROWs would remain in place and the

rail ROWs would be undisturbed. The visual character and quality of the Affected Area would remain unchanged. Therefore, no impact is expected under the No Project Alternative.

6.3.1.1 Mitigation Measures

No mitigation measures are required.

6.3.1.2 Impacts Remaining After Mitigation

No impact.

6.3.2 Alternative 1

Figure 5-1 through Figure 5-8 shows existing and Project-related changes in visual character and quality at various locations within the Affected Area. The locations were selected based on areas where Project components could potentially differ from the existing visual character (e.g., mass, scale, and new visual features that do not exist in the Affected Area) and/or locations with sensitive viewers. As discussed in Section 1.5, the jurisdictions within the Affected Area are considered urbanized areas in accordance with CEQA Guidelines Section 15387, and a significant impact would occur if the Project conflict with applicable zoning and other regulations governing scenic quality. While each jurisdiction within the Affected 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 light rail transit. Additionally, Metro projects are not required to adhere to local zoning ordinances. However, certain Project elements that would be located on properties outside of the rail ROWs and public street rights-of-way (such as station entrances and TPSS) would comply with local zoning ordinances as they pertain to scenic quality.

As discussed in Section 5, Alternative 1 would remove the existing decorative wall and landscaping on the south side of the World Energy storage tracks (east of the proposed LRT tracks) in the City of Paramount and the "Belle" public art cow statue in the City of Bellflower. The decorative wall and landscaping that would be removed, as well as the "Belle" public art cow statue, are within the PEROW. Removal of the decorative wall and landscaping on the south side of the World Energy storage tracks (east of the proposed LRT tracks) would make the refinery storage tank cars within the PEROW more apparent along Somerset Boulevard and would not comply with Section 44.82(53) of the City of Paramount Municipal Code, which requires open storage or outdoor uses be concealed from view from nearby streets and adjoining property by buildings or solid masonry walls not less than six feet in height. Implementation of Mitigation Measure VA-1 (Screening at Somerset Boulevard) would ensure that the Project would comply with Section 44.82(53) of the City of Paramount Municipal Code by ensuring that views of the World Energy storage tracks would continue to be blocked by a decorative screening wall and landscaping.

The "Belle" public art cow statue was installed as part of the City of Bellflower's public arts program (codified in City of Bellflower Municipal Code Chapter 3.32) and has aesthetic value to the city. With the removal of the "Belle" public art cow statue, Alternative 1 would be inconsistent with the program's intent of promoting visual arts in the city. To ensure that the city does not lose one of its permanent outdoor artwork, Mitigation Measure VA-2 ("Relocation of Belle") would require Metro to coordinate with the city to relocate the "Belle" public art cow statue to ensure that the public art cow statue would continue to be displayed in the city.

Alternative 1 would follow MRDC or equivalent, Metro's *Systemwide Station Design Standards*, *Public Art Program Policy*, and *Standard/Directive Drawings*. The *Systemwide Station Design Standards* provides a consistent, streamlined systemwide design approach for Metro stations that include sustainable design features and sustainable landscaping; MRDC or equivalent, provides a uniform basis for the design of light rail projects; Metro's *Public Art Program Policy* mandates the inclusion of art in the design of its transit systems; and Metro requires its rail projects to incorporate architectural directive and standard drawings based on lessons learned from past rail projects completed by Metro (*Standard/Directive Drawings*).

As the Project would conflict with the City of Paramount Municipal Code requirement to conceal views of open storage areas and the City of Bellflower's public arts program, significant impacts on visual character and quality would occur before implementation of mitigation measures. Implementation of Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 ("Relocation of Belle") would be required to reduce impacts to less than significant levels.

6.3.2.1 Mitigation Measures

Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 ("Relocation of Belle").

6.3.2.2 Impacts Remaining After Mitigation

Less than significant impact after mitigation.

6.3.3 Alternative 2

Figure 5-1 through Figure 5-8 shows existing and Project-related changes in visual character and quality at various locations within the Affected Area. As discussed in Section 1.5, the jurisdictions within the Affected Area are considered urbanized areas in accordance with CEQA Guidelines Section 15387, and a significant impact would occur if Alternative 2 conflict with applicable zoning and other regulations governing scenic quality. Each jurisdiction within the Affected Area has a zoning ordinance that regulate the scenic quality of development projects. However, the zoning ordinances do not directly regulate the design of transportation infrastructure elements, including light rail transit. Although the zoning ordinances are not applicable to the design of transportation infrastructure elements, Alternative 2 would follow Metro's *Systemwide Station Design Standards*, MRDC or equivalent, *Art Program Policy*, and *Standard/Directive Drawings*. These Metro standards, design criteria, policies, and directives include design elements for light rail transit projects that are applicable to Alternative 2.

While Metro projects are not required to adhere to local zoning ordinances, certain Project elements that would be located on properties outside of the rail ROWs and public street rights-of-way (such as station entrances and TPSS) would comply with local zoning ordinances as they pertain to scenic quality, where applicable.

Alternative 2 would be the same alignment and would have the same Project components as Alternative 1 south of Bay Street/Alameda Street. As discussed in Sections 5 and 6.3.2, the existing decorative wall and landscaping on the south side of the World Energy storage tracks (east of the proposed LRT tracks) in the City of Paramount and the "Belle" public art cow statue in the City of Bellflower would be removed. The removal of the decorative wall would conflict with the City of Paramount Municipal Code Section 44.82(53), which requires open

storage or outdoor uses be concealed from view from nearby streets and adjoining property by buildings or solid masonry walls not less than six feet in height. The removal of the "Belle" public art cow statue would be inconsistent with the intent of the City of Bellflower's public arts program to promote visual arts in the city. Implementation of Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of "Belle") would be required to reduce significant impacts to less than significant levels. Mitigation Measure VA-1 (Screening at Somerset Boulevard) would ensure that views of the World Energy storage tracks would continue to be blocked by a decorative screening wall and landscaping, which would comply with Section 44.82(53) of the City of Paramount Municipal Code. Mitigation Measure VA-2 ("Relocation of Belle") would require Metro to coordinate with the city to relocate the "Belle" public art cow statue, and the "Belle" public art cow statue would continue to be displayed in the city.

6.3.3.1 Mitigation Measures

Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of "Belle").

6.3.3.2 Impacts Remaining After Mitigation

Less than significant impact after mitigation.

6.3.4 Alternative 3

Figure 5-2 and Figure 5-4 through Figure 5-8 show existing and Project-related changes in visual character and quality at various locations within the Affected Area. Alternative 3 would be the same alignment and Project components as Alternatives 1 and 2 at and south of 55th Street/Long Beach Avenue. Alternative 3 would have fewer effects on visual character and quality than Alternatives 1 and 2 because it is a shorter alignment. No effects on visual character and scenic quality would occur north of 55th Street/Long Beach Avenue. As discussed in Section 6.3.2, the zoning ordinances for each jurisdiction within the Affected Area do not directly regulate the design of transportation infrastructure elements, including light rail transit. Although the zoning ordinances are not applicable to the design of transportation infrastructure elements, Alternative 3 would follow Metro's *Systemwide Station Design Standards*, MRDC or equivalent, *Art Program Policy*, and *Standard/Directive Drawings*. These Metro standards, design criteria, policies, and directives include design elements for light rail transit projects that are applicable to Alternative 3.

Certain Project elements would be located on properties outside of the rail ROWs and public street rights-of-way (such as station entrances and TPSS). While Metro projects are not required to adhere to local zoning ordinances, these Project elements would comply with local zoning ordinances as they pertain to scenic quality.

As discussed in Sections 5 and 6.3.2, the existing decorative wall and landscaping on the south side of the World Energy storage tracks (east of the proposed LRT tracks) in the City of Paramount and the "Belle" public art cow statue in the City of Bellflower would be removed to accommodate the Project tracks and aerial structure, respectively. As a result, Alternative 3 would conflict with the City of Paramount Municipal Code Section 44.82(53) and would be inconsistent with the intent of the City of Bellflower's public arts program to promote visual arts in the city. Due to Alternative 3's conflict with City of Paramount Municipal Code and City of Bellflower's public art program, significant impacts would occur. Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of "Belle") would be required

to reduce impacts to less than significant levels. Mitigation Measure VA-1 (Screening at Somerset Boulevard) would ensure that views of the World Energy storage tracks (east of the proposed LRT tracks) would continue to be blocked by a decorative screening wall and landscaping, which would comply with Section 44.82(53) of the City of Paramount Municipal Code. Mitigation Measure VA-2 (Relocation of "Belle") would require Metro to coordinate with the City of Bellflower to relocate the "Belle" public art cow statue, and the "Belle" public art statue would continue to be displayed in the city.

6.3.4.1 Mitigation Measures

Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of "Belle").

6.3.4.2 Impacts Remaining After Mitigation

Less than significant impact after mitigation.

6.3.5 Alternative 4

Figure 5-6 through Figure 5-8 show existing and Project-related changes in visual character and quality at various locations within the Affected Area. Alternative 4 would be the same alignment and Project components as Alternatives 1, 2, and 3 south of Main Street/San Pedro Subdivision ROW. Alternative 4 would have fewer effects on visual character and quality than Alternatives 1, 2, and 3 because it is a shorter alignment. As discussed in Section 6.3.2, the zoning ordinances for each jurisdiction within the Affected Area do not directly regulate the design of transportation infrastructure elements, including light rail transit. Although the zoning ordinances are not applicable to the design of transportation infrastructure elements, Alternative 4 would follow Metro's *Systemwide Station Design Standards*, MRDC or equivalent, *Art Program Policy*, and *Standard/Directive Drawings*. These Metro standards, design criteria, policies, and directives include design elements for light rail transit projects that are applicable to Alternative 4.

Certain project elements would be located on properties outside of the rail ROWs and public street rights-of-way (such as station entrances and TPSS). While Metro projects are not required to adhere to local zoning ordinances, these Project elements would comply with local zoning ordinances as they pertain to scenic quality.

As discussed in Sections 5 and 6.3.2, the existing decorative wall and landscaping on the south side of the World Energy storage tracks (east of the proposed LRT tracks) in the City of Paramount and the "Belle" public art cow statue in the City of Bellflower would be removed to accommodate the Project tracks and aerial structure, respectively. As a result, Alternative 4 would conflict with the City of Paramount Municipal Code Section 44.82(53) and would be inconsistent with the intent of the City of Bellflower's public arts program to promote visual arts in the city. As a result, significant impacts would occur, and Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of "Belle") would be required to reduce impacts to less than significant levels. Mitigation Measure VA-1 (Screening at Somerset Boulevard) would ensure that views of the World Energy storage tracks would continue to be blocked by a decorative screening wall and landscaping, which would comply with Section 44.82(53) of the City of Paramount Municipal Code. Mitigation Measure VA-2 (Relocation of "Belle") would require Metro to coordinate with the City of Bellflower to relocate the "Belle" public art cow statue, and the "Belle" public art cow statue would continue to be displayed in the city.

6.3.5.1 Mitigation Measures

Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of "Belle").

6.3.5.2 Impacts Remaining After Mitigation

Less than significant impact after mitigation measure.

6.3.6 Design Options

6.3.6.1 Design Option 1

Design Option 1 would be in the City of Los Angeles, which is considered an urbanized area under CEQA Guidelines Section 15387. Design Option 1 would follow MRDC or equivalent, Metro's *Public Program Policy*, *Systemwide Station Design Standards*, and *Standard/Directive Drawings*. Although Metro projects are not required to adhere to local zoning ordinances, certain Project components that would be located on properties outside of the public street rights-of-way would comply with local zoning ordinances as they pertain to scenic quality, where applicable. Thus, impacts would be less than significant.

6.3.6.2 Design Option 2

Design Option 1 would be in the City of Los Angeles, which is considered an urbanized area under CEQA Guidelines Section 15387. Design Option 2 would follow MRDC or equivalent, Metro's *Art Program Policy*, *Systemwide Station Design Standards*, and *Standard/Directive Drawings*. Although Metro projects are not required to adhere to local zoning ordinances, certain Project components that would be located on properties outside of the public street rights-of-way would comply with local zoning ordinances as they pertain to scenic quality, where applicable. Thus, impacts would be less than significant.

6.3.6.3 Mitigation Measures

No mitigation measures are required.

6.3.6.4 Impacts Remaining After Mitigation

Less than significant impact.

6.3.7 Maintenance and Storage Facility

6.3.7.1 Paramount MSF Site Option

The Paramount MSF site option would be in the City of Paramount, which is considered an urbanized area under CEQA Guidelines Section 15387. The Paramount MSF site option would follow MRDC or equivalent and Metro's *Standard/Directive Drawings*. Activities occurring within the MSF site option would also adhere to the City of Paramount's zoning ordinance and other city regulations governing scenic quality, where applicable. Thus, less than significant impacts would occur.

6.3.7.2 Bellflower MSF Site Option

The Bellflower MSF site option would be in the City of Bellflower, which is considered an urbanized area under CEQA Guidelines Section 15387. The Bellflower MSF site option would follow MRDC or equivalent and *Standard/Directive Drawings* (Metro 2017d). Activities occurring within the MSF site option would also adhere to the City of Bellflower's zoning

ordinance and other city regulations governing scenic quality, where applicable. Thus, less than significant impacts would occur.

6.3.7.3 Mitigation Measures

No mitigation measures are required.

6.3.7.4 Impacts Remaining After Mitigation

Less than significant impact.

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

6.4.1 No Project Alternative

Under the No Project Alternative, the Project alignment would not be developed, properties would not be acquired for the Project, no structures along the Project alignment would be demolished, and no new structures would be constructed along the rail ROWs and street rights-of way. The existing freight tracks within the rail ROWs would remain in place and the rail ROWs would be undisturbed. Existing light from the Metro A (Blue) Line LRVs and freight trains traveling within the rail ROWs would not change. Light and glare effects in year 2042 would remain similar to existing conditions. Therefore, no impact on light and glare is expected under the No Project Alternative.

6.4.1.1 Mitigation Measures

No mitigation measures are required.

6.4.1.2 Impacts Remaining After Mitigation

No impact.

6.4.2 Alternative 1

Alternative 1 would be primarily located underground north of 14th Street/Long Beach Avenue in downtown Los Angeles. In this area, lighting would primarily emanate from station entrances, which would not significantly increase the amount of lighting in the Affected Area since the area north of 14th Street/Long Beach Avenue currently has a substantial amount of nighttime lighting and glare. Lighting at the station entrances are not expected to extend beyond the station areas. Additionally, the type and level of lighting would be similar to the type and lighting levels in the Affected Area.

South of 14th Street/Long Beach Avenue, Project-related sources of light and glare would primarily emanate from LRVs and station areas (including at-grade and above-grade station platforms and parking facilities). Project-related lighting would primarily occur along the rail ROW, street rights-of-way, and/or proposed parking facilities. Lighting would be designed per MRDC or equivalent and would be directed towards the rail ROWs, street rights-of-way, and/or proposed parking facilities. Light emanating from the proposed aerial structures would be directed away from adjacent residential uses and other light-sensitive use. Lighting from LRVs (on at-grade tracks and on aerial structures) are not expected to extend beyond the rail ROWs or public street rights-of-way. Per MRDC or equivalent, all light sources at the proposed surface parking lots and stations would be directed downwards to minimize potential spillover onto surrounding properties, including light-sensitive uses. Light intensity

from LRVs is expected to be comparable to lighting from existing buildings, vehicles, LRVs from the existing Metro A (Blue) Line (along the Wilmington Branch ROW), and freight trains along the rail ROWs.

South of Somerset Boulevard, LRVs would be a new source of light within the Affected Area since the PEROW south of Somerset Boulevard does not have any existing transportation-related lighting (e.g., freight trains and LRVs). However, light intensity from LRVs south of Somerset Boulevard would be consistent with vehicle lights along surrounding streets, which currently produce transportation-related light. Lighting from LRVs would also be consistent with existing lighting levels along the Bellflower Bike Trail.

In the portions of the rail ROWs that are situated between the rears of properties on both sides (e.g., from Randolph Street to Gage Street, Atlantic Avenue to Southern Avenue, LA River to Meadow Road, Imperial Highway to Virginia Avenue, Bellflower Boulevard to Cornuta Avenue, Flora Vista Park to South Street), existing walls that separate adjacent properties from the PEROW would limit the amount of light along the PEROW from spilling over onto adjacent properties.

None of the Project components are expected to be a substantial source of glare. Station areas would follow the MRDC or equivalent, Metro's *Systemwide Station Design Standards*, and Standard/Directive Drawings. Metro's *Systemwide Station Design Standards* includes the use of stainless steel for certain station elements (such as columns, railings, and walls), glass art panels, and glass canopy. The glass canopy would be placed horizontally above the stations. The angle in which the canopy would be placed is not expected to create new sources of glare around the station areas. Vertical stainless-steel elements and glass art panels may have the potential to create new sources of glare; however, based on Metro design criteria and standards, the elements would be dulled to ensure new sources of glare are not created.

Project components are not expected to result in a substantial change in existing light and glare in the Affected Area. Thus, impacts would be less than significant.

6.4.2.1 Mitigation Measures

No mitigation measures are required.

6.4.2.2 Impacts Remaining After Mitigation

Less than significant impact.

6.4.3 Alternative 2

Alternative 2 would involve similar sources of light and glare as Alternative 1. Alternative 2 would be primarily underground north of 14th Street/Long Beach Avenue in downtown Los Angeles. Nighttime lighting would primarily be located at the proposed station entrances with the types and level of lighting similar to the Affected Area. The area north of 14th Street/Long Beach Avenue currently has a substantial amount of existing lighting and glare in the Affected Area, and the proposed station entrances would not significantly increase the amount of lighting in the Affected Area. Lighting at the station entrances are not expected to extend beyond the station areas.

South of 14th Street/Long Beach Avenue, lighting would primarily emanate from LRVs and station areas (including at-grade and above-grade station platforms and parking facilities). Project-related lighting would primarily occur within the rail ROW, street rights-of-ways,

and/or proposed parking facilities. Lighting would be designed per the MRDC or equivalent and would be directed towards the rail ROWs, street rights-of-way, and/or proposed parking facilities. Light emanating on proposed aerial structures would be directed away from adjacent residential uses and light-sensitive use. Lighting from LRVs (on at-grade tracks and on aerial structures) are not expected to extend beyond the rail ROWs or public street rights-of-way. Per MRDC or equivalent, all light sources at the proposed surface parking lots and stations would be directed downwards to minimize potential spillover onto surrounding properties, including light-sensitive uses. Light intensity from LRVs is expected to be comparable to lighting from existing buildings, vehicles, LRVs from the existing Metro A (Blue) Line (along the Wilmington Branch ROW), and freight trains in the Affected Area. While LRVs would be a new source of light south of Somerset Boulevard, light intensity would be consistent with vehicle lights along surrounding streets, which currently produce transportation-related light. Lighting from LRVs would also be consistent with existing lighting levels along the Bellflower Bike Trail.

In the portions of the rail ROWs that would be located between the rears of properties on both sites, existing walls that separate adjacent properties from the PEROW would block light along the PEROW from spilling over onto adjacent properties.

The proposed parking facilities and station platforms would also introduce new light sources or increase the amount of lighting in the Affected Area. However, per the MRDC or equivalent, all light sources would be directed downwards towards the surface parking lots and stations and away from adjacent residential uses to minimize potential spillover onto surrounding properties.

None of the Project components are expected to be a substantial source of glare. Station areas would follow the MRDC or equivalent, *Metro Systemwide Station Design Standards*, and Standard/Directive Drawings. The *Metro Systemwide Station Design Standards* involves the use of stainless steel for certain station elements (such as columns, railings, and walls), glass art panels, and glass canopy. The glass canopy would be placed horizontally above the stations. The angle in which the canopy would be placed is not expected to create new sources of glare around the station areas. Vertical stainless-steel elements and glass art panels may have the potential to create new sources of glare; however, based on Metro design criteria and standards, the elements would be dulled to ensure new sources of glare are not created.

Project components are not expected to result in a substantial change in existing light and glare in the Affected Area. Thus, impacts would be less than significant.

6.4.3.1 Mitigation Measures

No mitigation measures are required.

6.4.3.2 Impacts Remaining After Mitigation

Less than significant impact.

6.4.4 Alternative 3

Alternative 3 would not create any new or additional light sources or cast glare north of 55th Street/Long Beach Avenue. Light sources and lighting levels south of 55th Street/Long Beach Avenue would be the same as Alternatives 1 and 2. Lighting and glare from Alternative 3 would affect fewer areas since Alternative 3 would be a shorter alignment. Project-related

lighting would primarily occur within the rail ROWs, street rights-of-way, and on properties acquired for the Project components. Lighting from LRVs and station platforms would be directed towards the rail ROWs. Per MRDC or equivalent, all light sources at the proposed surface parking lots and stations would be directed downwards to minimize potential spillover onto surrounding properties, including light-sensitive uses. In the portions of the rail ROWs that would be located between the rears of properties on both sites, existing walls that separate adjacent properties from the PEROW would block light along the PEROW from spilling over onto adjacent properties.

The light intensity from Project components is expected to be comparable to lighting from existing buildings, vehicles, LRVs from the existing Metro A (Blue) Line (along the Wilmington Branch ROW), and freight trains in the Affected Area. While LRVs would be a new source of light south of Somerset Boulevard, light intensity would be consistent with vehicle lights along surrounding streets. Lighting from LRVs would also be consistent with existing lighting levels along the Bellflower Bike Trail.

None of the Project components are expected to be a substantial source of glare. Station areas would follow the MRDC or equivalent, Metro's *Systemwide Station Design Standards*, and Standard/Directive Drawings. The *Metro Systemwide Station Design Standards* involves the use of stainless steel for certain station elements (such as columns, railings, and walls), glass art panels, and glass canopy. The glass canopy would be placed horizontally above the stations. The angle in which the canopy would be placed is not expected to create new sources of glare around the station areas. Vertical stainless-steel elements and glass art panels may have the potential to create new sources of glare; however, based on Metro design criteria and standards, the elements would be dulled to ensure new sources of glare are not created.

Project components are not expected to result in a substantial change in existing light and glare in the Affected Area. Thus, impacts would be less than significant.

6.4.4.1 Mitigation Measures

No mitigation measures are required

6.4.4.2 Impacts Remaining After Mitigation

Less than significant impact.

6.4.5 Alternative 4

Alternative 4 would not create any new or additional light sources or cast glare north of Main Street/San Pedro Subdivision ROW. Light sources and lighting levels south of Main Street/San Pedro Subdivision ROW would be the same as Alternatives 1, 2, and 3. Lighting and glare from Alternative 4 would affect fewer areas than Alternatives 1, 2, and 3 since Alternative 4 would be a shorter alignment. Project-related lighting would primarily occur within the rail ROWs and on properties acquired for the Project components. Lighting from LRVs and station platforms would be directed towards the rail ROWs. Per MRDC or equivalent, all light sources at the proposed surface parking lots and stations would be directed downwards to minimize potential spillover onto surrounding properties, including light-sensitive uses. In the portions of the rail ROWs that would be located between the rears of properties on both sites, existing walls that separate adjacent properties from the PEROW would block light along the PEROW from spilling over onto adjacent properties.

The light intensity from Project components are expected to be comparable to lighting from existing buildings, vehicles, and freight trains in the Affected Area. While LRVs would be a new source of light within the PEROW south of Somerset Boulevard, light intensity would be consistent with vehicle lights along surrounding streets. Lighting from LRVs would also be consistent with existing lighting levels along the Bellflower Bike Trail.

None of the Project components are expected to be a substantial source of glare. Station areas would follow the MRDC or equivalent, Metro's *Systemwide Station Design Standards*, and Standard/Directive Drawings. The *Metro Systemwide Station Design Standards* involves the use of stainless steel for certain station elements (such as columns, railings, and walls), glass art panels, and glass canopy. The glass canopy would be placed horizontally above the stations. The angle in which the canopy would be placed is not expected to create new sources of glare around the station areas. Vertical stainless-steel elements and glass art panels may have the potential to create new sources of glare; however, based on Metro design criteria and standards, the elements would be dulled to ensure new sources of glare are not created.

Project components are not expected to result in a substantial change in existing light and glare in the Affected Area. Thus, impacts would be less than significant.

6.4.5.1 Mitigation Measures

No mitigation measures are required.

6.4.5.2 Impacts Remaining After Mitigation

Less than significant impact.

6.4.6 Design Options

6.4.6.1 Design Option 1

Design Option 1 would not create new sources of substantial light and glare and would not increase the amount of light and glare in the Affected Area. Lighting from the LAUS MWD station would occur at-grade with surrounding uses within the LAUS concourse area, where similar light sources and levels currently exist. In all other areas, lighting would occur underground. Stainless steel elements and glass art panels would be incorporated into the station entrance, and these elements are not expected to create new sources of glare since the station entrance would be inside LAUS. Design Option 1 would follow the MRDC or equivalent, Metro's *Systemwide Station Design Standards*, *Station Design Standards*, and *Standard/Directive Drawings*. Compliance with these requirements would ensure that lighting from Design Option 1 would not create substantial light or glare in the Affected Area. Thus, impacts related to light and glare would be less than significant.

6.4.6.2 Design Option 2

Design Option 2 would not create new sources of substantial light and glare and would not increase the amount of light and glare in the Affected Area. Lighting from the station entrances would occur at-grade with surrounding uses. In all other areas, lighting would occur underground. The types and level of lighting that would be used at the station entrances would be similar to the surrounding area. Station entrances would be located on the easterly side yard of a commercial development and on a surface parking lot of a LADWP Materials Testing Laboratory. Stainless steel elements and glass art panels would be incorporated into the station entrances. These elements are not expected to create new sources of glare because station areas

would be designed to ensure no new sources of glare are created through the use and placement of stainless steel and glass art panels. Design Option 2 would follow the MRDC or equivalent, Metro's *Systemwide Station Design Standards*, *Station Design Standards*, and *Standard/Directive Drawings*. Compliance with these requirements would ensure that lighting from Design Option 2 would not create substantial light or glare in the Affected Area. Thus, impacts related to light and glare would be less than significant.

6.4.6.3 Mitigation Measures

No mitigation measures are required.

6.4.6.4 Impacts Remaining After Mitigation

Less than significant impact.

6.4.7 Maintenance and Storage Facility

6.4.7.1 Paramount MSF Site Option

The proposed Paramount MSF site option would include security lighting for all buildings and areas within the MSF site option. Per MRDC or equivalent, lighting at the MSF site option is required to provide sufficient illumination to permit operations and maintenance activities to be performed safely on a 24-hour basis. These requirements include maintaining a minimum illumination of average-maintained one-foot candle in all areas; requiring yard lights to be mounted on buildings or other structures whenever it is possible to minimize the need for separate yard lighting support structures; and designing and locating lights to maximize maintenance accessibility, minimize shadows, minimize light pollution, and avoid interference with operations. Lighting is not expected to spillover or create glare outside of the MSF site boundaries since light sources would be shielded so that nighttime lighting is focused on the MSF site. Additionally, the MSF site option does not include the use of materials that would be a substantial source of glare. Thus, impacts on lighting and glare would be less than significant.

6.4.7.2 Bellflower MSF Site Option

The proposed Bellflower MSF site option would include security lighting for all buildings and areas within the MSF site option. Per MRDC or equivalent, lighting at the MSF site option is required to provide sufficient illumination to permit operations and maintenance activities to be performed safely on a 24-hour basis. These requirements include maintaining a minimum illumination of average-maintained one-foot candle in all areas; requiring yard lights to be mounted on buildings or other structures whenever it is possible to minimize the need for separate yard lighting support structures; and designing and locating lights to maximize maintenance accessibility, minimize shadows, minimize light pollution, and avoid interference with operations. Lighting is not expected to spillover or create glare outside of the MSF site boundaries since light sources would be shielded so that nighttime lighting is focused on the MSF site. Additionally, the MSF site option does not include the use of materials that would be a substantial source of glare. Thus, impacts on lighting and glare would be less than significant.

6.4.7.3 Mitigation Measures

No mitigation measures are required.

6.4.7.4 Impacts Remaining After Mitigation

Less than significant impact.

7 CONSTRUCTION IMPACTS

7.1 Construction Activities

Construction activities associated with the West Santa Ana Branch Project are detailed in the *West Santa Ana Branch Transit Corridor Project Construction Methods Report* (Metro 2021c).

7.2 Construction Methodology

To satisfy National Environmental Policy Act (NEPA) requirements, construction-related visual and aesthetic effects were evaluated based on Project-related construction effects on visual character, visual quality, and viewer sensitivity. The analysis compares Project-related construction activities to the existing visual character of the Affected Area and the viewer groups' sensitivity to the changes in visual character associated with Project-related construction activities to determine how construction-related activities would affect the visual quality of the Affected Area. Project-related construction effects on visual character and viewer sensitivity were also used to determine how construction-related activities would affect visual quality.

To satisfy California Environmental Quality Act (CEQA) requirements, construction-related visual and aesthetic impacts are analyzed in accordance with Appendix G of the *CEQA Guidelines* and considered significant if the Project has the potential to:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings; in urbanized areas, conflict with applicable zoning and other regulations governing scenic quality; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

7.3 Construction Impacts

7.3.1 Visual Character and Quality

7.3.1.1 No Build Alternative

Under the No Build Alternative, the Build Alternatives would not be constructed. The future planning of TODs surrounding the Build Alternatives station areas would also not occur as these TODs are dependent on the construction and operation of the Build Alternatives. However, several regional and local infrastructure and transportation-related projects located within the Affected Area would continue to be implemented and built. These projects include the Metro East-West Line/Regional Connector/Eastside Phase 2, CA HSR, Metro North-South Line/Regional Connector, I-710 South Corridor, I-105 Express Lane, I-605 Corridor "Hot Spot" improvements, and improvements to the Metro bus system and local municipality bus systems. The No Build Alternative also includes local transportation-related projects, including Link US, Active Transportation Rail to Rail/River Corridor, LAUS Forecourt and Esplanade Improvement, I-710 Corridor Bike Path project, and Cesar E. Chavez Bus Stop Improvements projects.

Construction activities may include, but are not limited to, construction staging, materials stockpiling, hauling of dirt and materials, temporary street and lane closures, and require temporary easements. However, construction activities would be temporary and would not result in long-term visual and aesthetic impacts. Each of the projects that would be built under the No Build Alternative is required to undergo separate environmental review to determine the individual projects' environmental effects and mitigation, as necessary. The projects would not result in visual changes beyond those considered for those projects. Therefore, adverse effects are not expected, and the existing visual character of the Affected Area would not be directly or indirectly degraded or enhanced.

7.3.1.2 Alternative 1

Construction of Alternative 1 would include underground, aerial, and at-grade construction activities. Construction activities would generally require tunneling, cut-and cover, and excavation activities; freight track relocation; utility relocation; underground, at-grade and aerial guideway system construction (including TPSS and OCS); at-grade and aerial station construction; street widening and reconstruction; grade crossing improvements; and the construction of parking facilities.

Construction activities occurring at-grade and above-grade have the potential to temporarily alter the visual character and quality of the Affected Area since it could introduce heavy equipment to the area (i.e., tunnel boring machines, cranes, bulldozers, scrapers, and trucks), lighting (if nighttime construction activities were to occur), security fencing, barricade materials, noise barriers or noise control curtains (Mitigation Measure NOI-8 (Noise Control Plan) in the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report*), stock-piled building materials, and safety and directional signage into the view corridor of public streets, sidewalks, rail ROWs, and properties where construction would occur. Mature vegetation, including trees, would be removed from some areas. Laydown areas would be located primarily on surface parking lots and on commercial and industrial properties. Where construction activities involve tunneling or underground station construction (such as in the Downtown Low-Rise and Mid-Rise Landscape Unit and Industrial Landscape Unit), laydown areas would also be located on portions of existing street rights-of-way.

No scenic vistas are located within the Affected Area. In each landscape unit, nighttime construction may be required for certain construction activities, such as tunneling, trackwork, catenary wire installation, and other construction activities that require cut-and-cover sections. Generally, construction activities are not a substantial source of light or glare. However, nighttime construction work may be required and could increase nighttime light or glare in the Affected Area. If nighttime lighting spills over onto nearby areas or are not shielded in a manner to prevent glare, the additional lighting and glare would be inconsistent with the visual character of the Affected Area and sensitive viewers would be highly sensitive to the change, if not mitigated. Mitigation Measure VA-5 (Construction Lighting) would be required to reduce spillover light and glare. The following discussion describes other visual effects during construction at each landscape unit that are part of Alternative 1.

Downtown Low-Rise and Mid-Rise Landscape Unit

Construction activities would be visible to viewer groups in the Affect Area at proposed station entrance and laydown areas. In all other areas within the Downtown Low-Rise and Mid-Rise Landscape Unit, construction activities would not be visible since construction would occur underground, which would not detract from the visual character of the Affected Area. Laydown areas are proposed on the surface parking lot at the southeast corner of Main Street/Vignes Street where the northerly tail tracks would end and at the surface parking lot on the north side of the LAUS forecourt driveway facing Alameda Street.

The existing visual quality for the laydown area at the southeast corner of Main Street/Vignes Street is inharmonious, disorderly, and incoherent due to the mixed commercial and industrial character, as well as mixed visual elements. No scenic resources are located within the Affected Area for this laydown area. Although residents are located within the Affected Area for this laydown area, construction activities are not expected to further degrade the visual character and quality of the Affected Area for this laydown area, and viewer sensitivity would be low. However, to shield sensitive viewers (residents) from views of construction activities, Mitigation Measure VA-4 (Construction Screening) would be implemented in this area.

As discussed in Section 4.4.1, the existing visual quality for the LAUS Forecourt station area is harmonious, orderly, and coherent. In this area, a laydown area is proposed at the surface parking lot on north side of the LAUS forecourt driveway. Scenic resources within the Affected Area include LAUS and the El Pueblo de Los Angeles Historical Monument. Sensitive viewers in this area consist of residents on the north side of the laydown area and visitors of the two scenic resources. Construction activities would temporarily introduce features (e.g., large construction vehicles, equipment, temporary lighting, temporary security fencing, and temporary barricades) at the proposed laydown areas that would conflict with the visual character and quality of LAUS and the El Pueblo de Los Angeles Historical Monument as scenic resources.

Ornamental landscaping (e.g., bushes and small trees) in LAUS Forecourt Lot B (the surface parking lot on the north side of the LAUS forecourt driveway) could potentially be removed for the laydown area. The ornamental landscaping that would be removed does not contribute to the unique character of LAUS. The rows of palm trees that line the forecourt driveway (including the row of palm trees adjacent and closest to the surface parking lot on the north side of the forecourt driveway) are not expected to be removed. However, if construction activities require the laydown area to extend into the rows of palm trees, the palm trees may need to be remove and the visual character of LAUS would be adversely affected since the palm trees contribute to the unique character of LAUS. Visitors and users of LAUS would be highly sensitivity to this change at LAUS.

Since construction has the potential to conflict with the visual character and quality of LAUS and El Pueblo de Los Angeles Historical Monument, adverse visual effects could occur during construction. If palm trees are removed along the LAUS forecourt driveway, Mitigation Measure VA-3 (Landscaping at Los Angeles Union Station [LAUS]) would be required to replace the palm trees after construction in the area has been completed. Mitigation Measure VA-4 (Construction Screening) would screen construction activities in the laydown areas at the southeast corner of Main Street/Vignes Street and at LAUS forecourt area from views at residences, LAUS, and El Pueblo de Los Angeles Historical Monument. Construction screening could partially block westerly views of El Pueblo de Los

Angeles Historical Monument from LAUS and southeasterly views of LAUS from Alameda Street and El Pueblo de Los Angeles Historical Monument. However, El Pueblo de Los Angeles Historical Monument is located across the street from the LAUS forecourt laydown area and unobstructed views of this scenic resource would remain available along Alameda Street. Although partial southeasterly views of LAUS would be obstructed, westerly and northeasterly views of LAUS would remain available from Alameda Street and El Pueblo de Los Angeles Historical Monument.

Additionally, community artwork that would be incorporated into the screening under Mitigation Measure VA-4 (Construction Screening) would reduce the visual contrast between the construction area, LAUS, and El Pueblo de Los Angeles Historical Monument. Construction screening would also limit construction lighting from spilling over onto surrounding areas. Mitigation Measure VA-5 (Construction Lighting) would require lighting to be directed toward the interior of construction areas and shielded, which would also prevent spillover lighting and glare. Construction screening and lighting would be temporary and would be removed upon completion of construction activities in the area. Therefore, with implementation of Mitigation Measures VA-3 (Landscaping at Los Angeles Union Station [LAUS]), VA-4 (Construction Screening), and VA-5 (Construction Lighting), no adverse effects would occur.

Industrial Landscape Unit

North of 14th Street/Long Beach Avenue, construction activities would be visible to viewer groups at the laydown areas from 6th Street to 7th Street (Arts/Industrial District Station area) and from Olympic Boulevard to 14th Street. South of 14th Street/Long Beach Avenue. Construction activities would be visible to viewer groups along and adjacent to Long Beach Avenue, Randolph Street, Salt Lake Avenue, and areas where the rail ROWs are not situated between the rears of buildings. Construction activities are generally proposed on industrial properties, along public rights-of-way that face or intersect with the rail ROWs, and along the rail ROWs.

Construction activities would not block views of scenic resources (Hollydale Community Park, Valley Christian Junior High School, and Valley Christian High School) since construction activities would occur to the rear of Holldale Community Park and on the northerly perimeter of Valley Christian Junior High and High Schools. Sensitive viewers (users of Hollydale Community Park and residents across the street from the park) would be able to see construction activities occurring within the PEROW behind Hollydale Community Park. At Valley Christian Junior High and High Schools, trees along the northerly perimeter of the schools would soften views of construction activities within the PEROW.

The existing visual quality of the landscape unit is inharmonious, disorderly, and incoherent due to the industrial nature of the Affected Area, and construction activities, including those that involve nighttime lighting, would not further degrade the visual character and quality of the landscape unit. Additionally, construction is temporary and construction barriers, equipment, and lighting would be removed once construction is completed. If nighttime construction activities occur behind Hollydale Community Park or near residences, spillover lighting and glare from construction areas could potentially affect these sensitive viewers. These sensitive viewers would be highly sensitive to the changes in lighting and glare. Since sensitive viewers (users of Hollydale Community Park and residents across the street from the park) would be able to see construction activities and would potentially be affected by

spillover lighting and glare, adverse effects related to visual quality are anticipated during construction. However, Mitigation Measure VA-4 (Construction Screening) would provide construction screening along the edge of the San Pedro Subdivision ROW behind Hollydale Community Park to obstruct views of construction activities from sensitive viewers and would also limit construction lighting from spilling over onto surrounding areas. Mitigation Measure VA-5 (Construction Lighting) would require lighting to be directed toward the interior of construction areas and shielded, which would also prevent spillover lighting and glare. Construction screening and lighting would be temporary and would be removed upon completion of construction activities in the area. Therefore, no adverse effects are expected in this landscape unit with implementation of Mitigation Measures VA-4 (Construction Screening) and VA-5 (Construction Lighting).

Industrial and Residential Landscape Unit

Construction in the Industrial and Residential Landscape Unit would generally be visible to viewer groups along and adjacent to Long Beach Avenue, Randolph Street, and Salt Lake Avenue. Sensitive viewers that would have views of the construction areas include residents and users of Fred Roberts Recreation Center and Salt Lake Park, both of which are scenic resources within the Affected Area for the Industrial and Residential Landscape Unit. Residents whose properties faces the rear of the San Pedro Subdivision ROW along Salt Lake Avenue generally would not have views of construction activities. Construction activities would primarily occur within rail ROWs; street rights-of-way; and commercial, industrial, and underutilized/vacant properties adjacent to the public rights-of-way and rail ROWs.

Construction activities are not expected to obstruct views of Fred Roberts Recreation Center at residential uses west of Long Beach Avenue. Although views of the park would be affected on the east side of Long Beach Avenue, the uses along the east side of the street are industrial, which generally have low sensitivity to visual changes. Views of Salt Lake Park would remain unobstructed since this scenic resource would be located across the street from the San Pedro Subdivision ROW, where construction activities would primarily occur. Although construction activities, including those that involve nighttime lighting, would temporarily alter the visual character and quality of the Affected Area, construction activities are not expected to degrade visual quality in the Industrial and Residential Landscape Unit since the existing visual quality of the Affected Area is inharmonious, disorderly, and incoherent. Additionally, construction is temporary and construction barriers, equipment, and lighting would be removed once construction is completed. However, adverse effects would occur since sensitive viewers in this landscape unit would be able to see construction activities.

Additionally, if nighttime construction activities occur near these sensitive viewers, these sensitive viewers could potentially be affected by spillover lighting and glare. These sensitive viewers would be highly sensitive to the changes in lighting and glare. Mitigation Measure VA-4 (Construction Screening) would limit views of construction activities from residential areas, Fred Roberts Recreation Center, and Salt Lake Park. This mitigation measure would also limit construction lighting from spilling over onto surrounding areas. Mitigation Measure VA-5 (Construction Lighting) would require lighting to be directed toward the interior of construction areas and shielded, which would also prevent spillover lighting and glare. Therefore, no adverse effects are expected in this landscape unit with implementation of Mitigation Measures VA-4 (Construction Screening) and VA-5 (Construction Lighting).

Residential Landscape Unit

Construction in the Residential Landscape Unit would generally be visible to all viewer groups along and adjacent to Randolph Street and Salt Lake Avenue. Sensitive viewers that would have views of Project-related construction activities consist of residents. No scenic resources are present in this landscape unit. Construction activities would primarily occur within rail ROWs, public rights-of-way, and commercial and industrial properties.

Although construction activities, including those that involve nighttime lighting, would temporarily alter the visual character and quality of the Affected Area, construction activities are not expected to degrade the visual character and quality of the Residential Landscape Unit, which is currently inharmonious, disorderly, and incoherent. However, sensitive viewers in this landscape unit would be able to see construction activities. Additionally, if nighttime construction activities occur near sensitive viewers, these sensitive viewers could potentially be affected by spillover lighting and glare. These sensitive viewers would be highly sensitive to the changes in lighting and glare. As a result, adverse effects would occur.

Construction is temporary construction barriers, equipment, and lighting would be removed once construction is completed. Mitigation Measure VA-4 (Construction Screening) would limit views of construction activities from residential areas. This mitigation measure would also limit construction lighting from spilling over onto surrounding areas. Mitigation Measure VA-5 (Construction Lighting) would require lighting to be directed toward the interior of construction areas and shielded, which would also prevent spillover lighting and glare. Therefore, no adverse effects are expected in this landscape unit with implementation of Mitigation Measures VA-4 (Construction Screening) and VA-5 (Construction Lighting).

Suburban Residential and Industrial Landscape Unit

Construction activities would be visible to viewer groups along and adjacent to public rights-of-way that parallel or intersect with the San Pedro Subdivision ROW or PEROW. Scenic resources include the LA River truss bridge, “Defiance” public art sculpture, and Paramount Park. Sensitive users include residents, and users of Paramount Park. Residents whose properties faces the rear of the San Pedro Subdivision ROW and PEROW generally would not have views of construction activities. Construction activities would generally occur within the San Pedro ROW, PEROW, public rights-of-way, industrial properties, and a privately-owned entertainment activity center.

Construction activities would not block views of Paramount Park but have the potential to block views of the LA River truss bridge from the residential area along Salt Lake Avenue between Southern Avenue and the Los Angeles River, from Firestone Boulevard, and along the LA River Bike Path north of the bridge. Southwesterly views of “Defiance” from Paramount Boulevard and easterly views from Rosecrans Avenue (east of Paramount Boulevard) would also be obstructed. However, views of “Defiance” would remain available along the south side of Rosecrans Avenue. Construction of the proposed bridge across LA River would not obstruct views of the LA River truss bridge along I-710 freeway. Views of the bridge along Firestone Boulevard are at an angle and are relatively brief since the street is primarily used for vehicular travel. The heavily industrialized area, along with the lack of public parking and stopover points around Firestone Boulevard and the LA River Bike Path make it difficult for the public to access the area for the purpose of viewing the truss bridge. As a result, viewer sensitivity at Firestone Boulevard and the LA River Bike Path would be low, and construction activities are not expected to adversely affect views of the

LA River truss bridge at these two areas. Although views of the truss bridge could temporarily be blocked at the residential area south of Southern Avenue, views of the bridge from the residential area is generally at an angle. Additionally, construction activities are temporary, and view of the truss bridge from the residential area would be available upon completion of construction in the area.

Construction activities, including those that involve nighttime lighting, would temporarily alter the visual character and quality within the landscape unit but are not expected to degrade visual character and quality of the landscape unit since the existing visual quality of the Affected Area is inharmonious, disorderly, and incoherent. Additionally, construction is temporary and construction barriers, equipment, and lighting would be removed once construction is completed. However, sensitive viewers would be able to see construction activities and, if nighttime construction activities occur near sensitive viewers, these sensitive viewers could potentially be affected by spillover lighting and glare. These sensitive viewers would be highly sensitive to the changes in lighting and glare. As a result, an adverse effect would occur during construction. Mitigation Measure VA-4 (Construction Screening) would limit views of construction activities from sensitive viewers. This mitigation measure would also limit construction lighting from spilling over onto surrounding areas. Mitigation Measure VA-5 (Construction Lighting) would require lighting to be directed toward the interior of construction areas and shielded, which would also prevent spillover lighting and glare. Therefore, construction activities would not result in adverse visual effects in the Suburban Residential and Industrial Landscape Unit with implementation of Mitigation Measures VA-4 (Construction Screening) and VA-5 (Construction Lighting).

Suburban Residential Landscape Unit

Construction activities would be visible to viewer groups along and adjacent to public rights-of-way that parallel or intersect with the PEROW, as well as along the Bellflower Bike Trail. Scenic resources include the original Bellflower Pacific Electric Station, “Belle” public art cow statue, Ruth R. Caruthers Park, Rosewood Park, Artesia Historical Museum, and Old Station #30. Sensitive viewers include residents and visitors of the original Bellflower Pacific Electric Station, Artesia Historical Museum, and Old Station #30. Users of Ruth R. Caruthers Park and Rosewood Park would not have views of construction activities since existing screened fences, walls, and landscaping along the perimeter of these parks facing the PEROW currently obstruct views of the PEROW from these parks.

Construction activities (including large construction vehicles, equipment, temporary security fencing, and temporary barricades) have the potential to block southerly views of the original Bellflower Pacific Electric Station. However, easterly and northerly views of this scenic resource would remain available. Construction activities are not expected to obstruct views of Ruth R. Caruthers Park, Rosewood Park, Artesia Historical Museum, and Old Station #30 since construction activities would occur behind these facilities. Views of scenic resources would not be permanently blocked since construction activities and equipment are temporary and would be removed once construction is completed.

Construction activities (including construction of aerial structures, temporary concrete barriers and fencing along the perimeter of the construction areas, and those that involve nighttime lighting) would be visible to sensitive viewers and would temporarily alter the visual character and quality of the Affected Area. If nighttime construction activities occur near sensitive viewers, these sensitive viewers could potentially be affected by spillover

lighting and glare. These sensitive viewers would be highly sensitive to the changes in lighting and glare. However, construction activities are not expected to degrade visual character and quality of the landscape unit since the existing visual quality of the Affected Area is inharmonious, disorderly, and incoherent.

Construction activities are temporary and construction barriers, equipment, and lighting would be removed once construction is completed. Nevertheless, sensitive viewers would be able to see construction activities and could be affected by nighttime lighting and glare from construction activities. Mitigation Measure VA-4 (Construction Screening) would limit views of construction activities from sensitive viewers and would limit construction lighting from spilling over onto surrounding areas. Mitigation Measure VA-5 (Construction Lighting) would require lighting to be directed toward the interior of construction areas and shielded, which would also prevent spillover lighting and glare. Therefore, construction activities would not result in adverse visual effects in the Suburban Residential Landscape Unit with implementation of Mitigation Measures VA-4 (Construction Screening) and VA-5 (Construction Lighting).

Summary of Visual Character and Quality

Construction activities would be visible to sensitive viewers (e.g., residents, visitors of LAUS and El Pueblo de Los Angeles Historical Monument, and users of Fred Roberts Recreation Center and Hollydale Community Park) and could potentially conflict with the visual character and quality of LAUS. If nighttime construction activities occur near sensitive viewers, these sensitive viewers could potentially be affected by spillover lighting and glare and would be highly sensitive to the changes in lighting and glare. Therefore, adverse effects are expected.

Mitigation Measure VA-3 (Landscaping at Los Angeles Union Station [LAUS]) would ensure that if the existing palm trees at the LAUS forecourt driveway is removed, the palm trees are replaced after construction is completed. Mitigation Measure VA-4 (Construction Screening) would provide screening to obstruct views of construction areas from sensitive viewers, such as residents, park users, and visitors of scenic resources. Mitigation Measure NOI-8 (Noise Control Plan) could potentially reduce significant impacts construction would have on visual quality. This mitigation measure could require that equipment and staging areas are located far from noise-sensitive receivers, which also include some sensitive viewers (such as residences). Mitigation Measure NOI-8 (Noise Control Plan) could also require the installation of temporary noise barriers or noise control curtains, both of which would screen views of construction activities. Mitigation Measures VA-4 and NOI-8 would also limit construction lighting from spilling over onto surrounding areas and limit glare from affecting sensitive viewers. Mitigation Measure VA-5 (Construction Lighting) would require lighting to be directed toward the interior of construction areas and shielded to prevent spillover light on adjacent areas and to limit glare. With implementation of Mitigation Measures VA-3 (Landscaping at Los Angeles Union Station [LAUS]), VA-4 (Construction Screening), VA-5 (Construction Lighting), and NOI-8 (Noise Control Plan), no adverse effects would occur.

7.3.1.3 Alternative 2

Downtown Mid-Rise and High-Rise Landscape Unit

Construction activities for Alternative 2 would be visible to viewer groups at proposed station entrance and laydown areas in the Downtown Mid-Rise and High-Rise Landscape. In all other areas within this landscape unit, construction activities would not be visible since construction would occur underground. Construction activities occurring within existing buildings (e.g., southwest corner of Flower Street/8th Street, southeast corner of Los Angeles Street/8th Street, southeast corner of Los Angeles Street/8th Street, and southwest corner of Santee Street/8th Street) generally would not be visible to viewer groups outside of the structures. Laydown areas, which would be visible to viewer groups, are proposed on the north side of the 8th Street right-of-way around Francisco Street, between Figueroa Street and Hope Street, and on the south side of 8th Street from Main Street to Santee Street. Construction activities on a surface parking lot at the northeast corner of Figueroa Street/8th Street would also be visible. Sensitive resources within the Affected Area for the proposed station and laydown areas include the Southern California Gas Company Complex, Garment Capitol Building, Barker Brothers Building, and Textile Center Building.

Large construction vehicles, equipment, temporary security fencing, and temporary barricades at the laydown areas have the potential to partially block views of the Southern California Gas Company Complex north of 8th Street, as well as the Garment Capitol building south of 8th Street and on Santee Street. However, the laydown areas near the Southern California Gas Company Complex are located across the street from this scenic resource and unobstructed views of this scenic resource would remain available along the south side of 8th Street and along Flower Street. The laydown areas near the Garment Capitol Building would be located on the south side of 8th Street and unobstructed views of this building would remain available along the north side of 8th Street. Construction activities are not expected to adversely affect views of the Barker Brothers Building because the laydown areas are located to the rear of the building and would not detract from the visual character of the building. Similarly, construction activities are not expected to obstruct views of the Textile Center Building since the laydown areas would be located across the street on a surface parking lot on 8th Street or located a block away from this building.

Construction activities would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, barricades, and those that involve nighttime lighting) that would contrast with the visual character of the scenic resources. Visitors and residents within this landscape unit would be sensitive to changes in the visual quality of this landscape unit. Thus, construction activities could result in adverse visual effects. The adverse visual effects would be temporary since construction equipment, construction vehicles, barricades, security fences, and lighting would be removed once construction is completed. Upon completion of construction activities, views in the Affected Area would no longer be obstructed and sensitive viewers would not be exposed to construction-related nighttime lighting or glare. Additionally, Mitigation Measure VA-4 (Construction Screening) would provide construction screening along 8th Street, obstructing views of construction activities and limiting nighttime lighting and glare in the Affected Area for this landscape unit. Mitigation Measure VA-5 (Construction Lighting) would require lighting to be directed toward the interior of construction areas and shielded, which would also prevent spillover lighting and glare. Therefore, no adverse effects are expected in this landscape unit with implementation of Mitigation Measure VA-4 (Construction Screening).

Industrial Landscape Unit

North of Bay Street/Alameda Street, construction activities at the laydown areas from 7th Street to Bay Street would be visible to viewer groups. Construction activities are generally proposed on industrial properties, and along public rights-of-ways. No scenic resources or sensitive viewers would have views of this construction area. Given the industrial nature of the Affected Area, viewer groups would be insensitive to the visual changes associated with construction activities.

South of Bay Street/Alameda Street, Alternative 2 would involve the same types of construction activities, including those that involve nighttime lighting, at the same locations as Alternative 1. As discussed in Section 7.3.1.20, construction activities would not further degrade the visual quality of the Industrial Landscape Unit. Users of Hollydale Community Park and residents across the street from this park would be able to see construction activities within the San Pedro Subdivision ROW.

If nighttime construction activities occur in these areas, sensitive viewers would also be highly sensitive to spillover lighting and glare that originate from construction areas. Therefore, adverse effects are anticipated during construction. However, Mitigation Measure VA-4 (Construction Screening) would provide construction screening along the easterly edge of the rail ROW facing Hollydale Community Park to obstruct views of construction activities within the San Pedro Subdivision ROW from sensitive viewers. This mitigation measure would also limit construction lighting from spilling over onto surrounding areas. Mitigation Measure VA-5 (Construction Lighting) would require lighting to be directed toward the interior of construction areas and shielded, which would also prevent spillover lighting and glare. With implementation of Mitigation Measures VA-4 (Construction Screening) and VA-5 (Construction Lighting), no adverse effects are expected in this landscape unit.

Industrial and Residential, Residential, Suburban Residential and Industrial, and Suburban Residential Landscape Units

Alternative 2 would involve the same types of construction activities at the same locations as Alternative 1 in the Industrial and Residential, Residential, Suburban Residential and Industrial, and Suburban Residential Landscape Units. As discussed in Section 7.3.1.2, sensitive viewers in these landscape units would be able to see construction activities. If nighttime construction activities occur in these areas, sensitive viewers would also be highly sensitive to spillover lighting and glare that originate from construction areas. However, Mitigation Measure VA-4 (Construction Screening) would provide construction screening that would limit views of construction areas. This mitigation measure would also limit construction lighting from spilling over onto surrounding areas. Mitigation Measure VA-5 (Construction Lighting) would require lighting to be directed toward the interior of construction areas and shielded, which would also prevent spillover lighting and glare. With implementation of Mitigation Measures VA-4 (Construction Screening) and VA-5 (Construction Lighting), no adverse effects would occur.

Summary of Visual Character and Quality

Construction activities would be visible to sensitive viewers and could introduce heavy equipment and nighttime lighting to the area. Mitigation Measure VA-4 (Construction Screening) would provide screening to obstruct views of construction areas from sensitive viewers, such as residents, park users, and visitors of scenic resources. This mitigation measure would also limit construction lighting from spilling over onto surrounding areas.

Mitigation Measure VA-5 (Construction Lighting) would require lighting to be directed toward the interior of construction areas and shielded, which would also prevent spillover lighting and glare. With implementation of Mitigation Measures VA-4 (Construction Screening), VA-5 (Construction Lighting), and NOI-8 (Noise Control Plan), no adverse effects would occur.

7.3.1.4 Alternative 3

Construction associated with Alternative 3 would require preparation and demolition of structures on construction support sites; freight relocation; utility relocation; at-grade and aerial guideway system construction (including TPSS and OCS); at-grade and aerial station construction; excavation activities (including underpasses); street-widening and reconstruction; grade crossing improvements, and the construction of parking facilities. Construction for Alternative 3 does not include cut-and-cover construction for tunnels.

Construction activities would result in temporary activities and require construction staging, materials stockpiling, hauling of dirt and materials, temporary street and lane closures, and require temporary and permanent easements. All construction activities would be located entirely within the public rights-of-way, rail ROWs, and entirely on sites that would be acquired for construction laydown areas, rail construction, parking facilities, and TPSS construction. Nighttime construction may be required for certain construction activities, such as trackwork and catenary wire installation.

Constructing activities for Alternative 3 would occur in the same locations as Alternatives 1 and 2 south of 55th Street/Long Beach Avenue. See the discussion for the Industrial, Industrial and Residential, Residential, Suburban Residential and Industrial, and Suburban Residential Landscape Units in Section 7.3.1.2. Alternative 3 would have fewer effects on visual character and quality during construction than Alternatives 1 and 2 since it is a shorter alignment. Similarly, fewer sensitive viewers would be affected during construction of Alternative 3 than the other two alternatives.

As discussed in Section 7.3.1.2, sensitive viewers in these landscape units would be able to see construction activities and, if nighttime construction activities occur near sensitive viewers, spillover lighting and glare from construction areas could potentially affect these sensitive viewers. These sensitive viewers would be highly sensitive to the changes in lighting and glare. However, Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan) would provide construction screening that would limit views of the construction areas. These mitigation measures would also limit construction lighting from spilling over onto surrounding areas and limit glare from affecting sensitive viewers. Mitigation Measure VA-5 (Construction Lighting) would require lighting to be directed toward the interior of construction areas and shielded to prevent spillover light on adjacent areas and to limit glare. With implementation of Mitigation Measures VA-4 (Construction Screening), VA-5 (Construction Lighting), and NOI-8 (Noise Control Plan), no adverse effects would occur.

7.3.1.5 Alternative 4

Construction associated with Alternative 4 would require the same types of construction activities as Alternative 3. Construction for Alternative 4 does not include cut-and-cover construction for tunnels. Construction activities would occur in the same locations as Alternatives 1, 2, and 3 south of Main Street/San Pedro Subdivision ROW. See the discussion

for the Industrial, Suburban Residential and Industrial, and Suburban Residential Landscape Units in Section 7.3.1.2. Alternative 4 would have fewer effects on visual character and quality during construction than Alternatives 1, 2, and 3 since it is a shorter alignment. Similarly, fewer sensitive viewers would be affected during construction of Alternative 4 than the other three alternatives.

As discussed in Section 7.3.1.2, sensitive viewers in these landscape units would be able to see construction activities and, if nighttime construction activities occur near sensitive viewers, spillover lighting and glare from construction areas could potentially affect these sensitive viewers. These sensitive viewers would be highly sensitive to the changes in lighting and glare. However, Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan) would provide construction screening that would limit views of the construction areas. These mitigation measures would also limit construction lighting from spilling over onto surrounding areas and limit glare from affecting sensitive viewers. Mitigation Measure VA-5 (Construction Lighting) would require lighting to be directed toward the interior of construction areas and shielded to prevent spillover light on adjacent areas and to limit glare. With implementation of Mitigation Measures VA-4 (Construction Screening), VA-5 (Construction Lighting), and NOI-8 (Noise Control Plan), no adverse effects would occur.

7.3.1.6 Design Options

Design Option 1

Construction activities would be visible to viewer groups in the Affected Area at the proposed station entrance and laydown areas, which consists of the LAUS concourse area and the baggage area parking lot between the LAUS building and LAUS train terminals. In all other areas under Design Option 1, construction activities would be underground and would not be visible. Construction activities at the LAUS Forecourt would not occur. Construction activities in the concourse area and baggage area parking lot are not expected to detract from the visual character of the area. Although LAUS is considered a scenic resource, the rear of the LAUS building and the LAUS concourse area do not have any features that contribute to the visual character of LAUS as a scenic resource. The concourse area has been previously modified from its original character with historical elements integrated into this current design. Views of the historical elements within the waiting room (i.e., wall tiles, ceiling, light fixtures, etc.), which contains historical elements of LAUS, would not be adversely affected during construction.

Nighttime lighting or glare associated with construction at the baggage area parking lot may potentially affect residences to the north of the area if light spills over to the residences or if lighting is not shielded to limit glare at these residences. At the LAUS concourse area, nighttime lighting and glare are not expected to substantially increase since the concourse area is consistently lit during the day and nighttime.

The use of construction equipment and lighting would be temporary and would be removed once construction is completed. However, residents north of LAUS would have views of construction activities occurring at the baggage area parking lot and would be highly sensitive to the effects associated with spillover lighting and glare. As a result, adverse effects would occur. Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan) would limit views of construction activities from residential areas. These mitigation measures, in addition to Mitigation Measure VA-5 (Construction Lighting) would also limit

the amount of light that could spill over onto adjacent areas and reduce glare. Therefore, no adverse effects are expected in this landscape unit with implementation of mitigation measures.

Design Option 2

Construction activities would be visible to viewer groups in the Affected Area at the proposed station entrance and laydown areas. A laydown area is proposed along the west side of Alameda Street right-of-way and side yard of a commercial property between 1st Street and 2nd Street. Another laydown area is proposed at the LADWP Materials Testing Laboratory property. Sensitive viewers that would have views of construction activities include residents along Alameda Street. No scenic resources are in the Affected Area for this design option.

Construction activities would temporarily alter the visual character of Little Tokyo Station area. However, construction activities would not significantly degrade the visual character and quality of the Affected Area since no notable scenic resources are located in this area and the visual quality of the commercial and industrial properties on which construction activities would be located do not contain features that beneficially contribute to the visual quality of the Affected Area.

Construction activities associated with Design Option 2 may require nighttime and weekend construction, which could potentially increase nighttime light or glare in the area surrounding Alameda Street generally between 1st Street and Traction Avenue, which is where construction activities would be visible in the surrounding area. Construction in all other areas associated with Design Option 2 would occur underground. Residences in the Affected Area for visual may potentially be affected by nighttime light or glare if light spills over to the residences or if lighting is not shielded to limit glare at these residences.

Construction is temporary, and construction barriers, equipment, and lighting would be removed once construction is completed. Sensitive viewers in the Affected Area would be able to see construction activities at the station entrance and laydown areas and would be highly sensitive to the effects associated with spillover lighting and glare. As a result, adverse effects would occur. Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan) would limit views of construction activities from residential areas. These mitigation measures, in addition to Mitigation Measure VA-5 (Construction Lighting) would also limit the amount of light that could spill over onto adjacent areas, and reduce glare. Therefore, no adverse effects are expected in this landscape unit with implementation of mitigation measures.

7.3.1.7 Maintenance and Storage Facility

Paramount MSF Site Option

Construction activities would primarily occur on the Paramount MSF site option. Construction of lead tracks would occur along the PEROW, along the San Pedro Subdivision ROW, and on properties that would be acquired to accommodate the lead tracks. Construction activities would be visible to viewer groups along and adjacent to public rights-of-way, such as All American Way and where the San Pedro Subdivision ROW intersects with Rosecrans Avenue. No scenic resources and sensitive viewers with views of the construction areas are in the Affected Area.

The Paramount MSF site option is in an area with a mix of commercial and industrial uses. Although a school adjoins the east side of the Paramount MSF site option, the MFS site option faces the rear of the school facility and a wall along the perimeter of the MSF site option currently obstruct views of the site option from the school facility. This wall, along with other walls along the perimeter of the MSF site option, would remain in place during construction. Views of construction activities would primarily be obstructed by existing walls and barriers.

Although several residential properties adjacent to the San Pedro Subdivision ROW and PEROW north of Rosecrans Avenue would be acquired, construction activities would occur to the rear of the acquired properties and are not expected to be visible to other residential uses in the surrounding area. Nevertheless, Mitigation Measure VA-4 (Construction Screening) would ensure that screening would be provided if construction activities are visible to nearby residential uses. Mitigation Measure NOI-8 (Noise Control Plan) could also potentially block views of construction activities from residential uses if temporary noise barriers are installed in the residential area. Construction activities at the Rosecrans Avenue/San Pedro Subdivision ROW grade crossing would generally be visible. However, the area consists of a mix of commercial and industrial uses, and construction at this grade crossing would not impede the visual character and quality of the area.

If nighttime construction is required, particularly the construction of lead tracks associated with the Paramount MSF site option, residential uses surrounding the San Pedro Subdivision ROW and PEROW north of Rosecrans Avenue may potentially be affected if light spills over to the residences or if lighting is not shielded to limit glare at these residences. Residents would be highly sensitive to the effects associated with spillover lighting and glare. Mitigation Measures VA-4 and NOI-8, in addition to Mitigation Measure VA-5 (Construction Lighting), would limit the amount of light that could spill over onto adjacent areas, and reduce glare. Therefore, with implementation of Mitigation Measures VA-4 (Construction Screening), VA-5 (Construction Lighting), and NOI-8 (Noise Control Plan), no adverse effects would occur. Therefore, with implementation of Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan), no adverse effects would occur.

Bellflower MSF Site Option

Residential uses are located to the east, northwest, and north of the proposed site. Tall trees and vines along the easterly and northerly perimeters currently block views of the MSF site option from residential uses east and north of the site, respectively. An existing wall along the northwest perimeter of the proposed site blocks views of the MSF site from the mobile home community. The tall trees, vines, and walls are likely to remain in place during construction of the Bellflower MSF site option. However, if the landscaping and barriers were removed during construction, views of the construction activities would be visible at the residential uses until other types of landscaping and barriers are installed to obstruct views of the MSF site option. As a result, an adverse effect would occur. Implementation of Mitigation Measure VA-4 (Construction Screening) would provide construction screening that would block views of the construction area from residents. Mitigation Measure NOI-8 (Noise Control Plan) could also potentially block views of construction activities from residential uses if temporary noise barriers are installed in the residential area.

If nighttime construction is required, residential uses surrounding the Bellflower MSF site option may potentially be affected if light spills over to the residences or if lighting is not

shielded to limit glare at these residences. Residents would be highly sensitive to the effects associated with spillover lighting and glare. Mitigation Measures VA-4 and NOI-8, in addition to Mitigation Measure VA-5 (Construction Lighting), would limit the amount of light that could spill over onto adjacent areas, and reduce glare. Construction is temporary and construction barriers, equipment, and lighting would be removed once construction is completed. Therefore, construction activities are not expected to degrade the visual character and quality of the Affected Area with implementation of Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan).

7.4 California Environmental Quality Act Determination

To satisfy CEQA requirements, visual and aesthetic impacts would also be analyzed in accordance with Appendix G of the *CEQA Guidelines*.

7.4.1 Would the Project have a substantial adverse effect on a scenic vista?

7.4.1.1 No Project Alternative

No scenic vistas are located within the Affected Area, and no Project-related construction activities would occur under the No Project Alternative. Therefore, no construction-related impacts would occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.1.2 Alternative 1

Construction of Alternative 1 would involve underground, at-grade, and above-grade construction activities. Construction activities would not affect scenic vistas since none are present in the Affected Area. Therefore, construction-related impacts on scenic vistas would not occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.1.3 Alternative 2

Project construction would involve underground, at-grade, and above-grade construction activities. Construction activities would not affect scenic vistas since none are present in the Affected Area. Therefore, construction-related impacts on scenic vistas would not occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.1.4 Alternative 3

Project construction would involve at-grade and above-grade construction activities. Construction activities would not affect scenic vistas since none are present in the Affected Area. Therefore, construction-related impacts on scenic vistas would not occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.1.5 Alternative 4

Project construction would involve at-grade and above-grade construction activities. Construction activities would not affect scenic vistas since none are present in the Affected Area. Therefore, construction-related impacts on scenic vistas would not occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.1.6 Design Options

Design Option 1

Construction activities would not affect scenic vistas since no scenic vistas are present in the Affected Area for Design Option 1. Therefore, no impacts on scenic vistas are expected during construction of Design Option 1.

Design Option 2

Construction activities would not affect scenic vistas since no scenic vistas are present in the Affected Area for Design Option 2. Therefore, no impacts on scenic vistas are expected during construction of Design Option 2.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.1.7 Maintenance and Storage Facility

Paramount MSF Site Option

No scenic vistas are present in the Affected Area for the Paramount MSF site option. Therefore, no impacts on scenic vistas are expected during construction of the Paramount MSF site option.

Bellflower MSF Site Option

No scenic vistas are present in the Affected Area for the Bellflower MSF site option. Therefore, no impacts on scenic vistas are expected during construction of the Bellflower MSF site option.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

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

7.4.2.1 No Project Alternative

No state scenic highways are located within the Affected Area, and no Project-related construction activities would occur under the No Project Alternative. Therefore, no construction-related impacts would occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.2.2 Alternative 1

No state scenic highways are located within the Affected Area. As a result, no scenic resources within a state scenic highway would be affected by project construction, and construction-related impacts associated with scenic resources within a state scenic highway would not occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.2.3 Alternative 2

No state scenic highways are located within the Affected Area. As a result, no scenic resources within a state scenic highway would be affected by project construction, and construction-related impacts associated with scenic resources within a state scenic highway would not occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.2.4 Alternative 3

No state scenic highways are located within the Affected Area. As a result, no scenic resources within a state scenic highway would be affected by project construction, and construction-related impacts associated with scenic resources within a state scenic highway would not occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.2.5 Alternative 4

No state scenic highways are located within the Affected Area. As a result, no scenic resources within a state scenic highway would be affected by project construction, and construction-related impacts associated with scenic resources within a state scenic highway would not occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.2.6 Design Options

Design Option 1

No state scenic highways are located within the Affected Area, and, therefore, no scenic resources within a state scenic highway would be affected by construction of Design Option 1. No construction-related impacts would occur for Design Option 1.

Design Option 2

No state scenic highways are located within the Affected Area, and, therefore, no scenic resources within a state scenic highway would be affected by construction of Design Option 2. No construction-related impacts would occur for Design Option 2.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.2.7 Maintenance and Storage Facility

Paramount MSF Site Option

No state scenic highways are located within the Affected Area for the Paramount MSF site option, and, therefore, no scenic resources within a state scenic highway would be affected by construction of the Paramount MSF site option. No construction-related impacts would occur.

Bellflower MSF Site Option

No state scenic highways are located within the Affected Area for the Bellflower MSF site option, and, therefore, no scenic resources within a state scenic highway would be affected by construction of the Paramount MSF site option. No construction-related impacts would occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.3 In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

7.4.3.1 No Project Alternative

No construction activities would occur under the No Project Alternative and the visual character and quality of the Affected Area would remain similar to existing conditions. Therefore, no construction-related impacts associated with visual character and quality would occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.3.2 Alternative 1

Based on the definition contained within CEQA Guidelines Section 15387, the jurisdictions within the Affected Area are in an urbanized area. As construction activities would occur in an urbanized area, significant impacts would occur if Project-related construction would conflict with applicable zoning and other regulations governing scenic quality.

The municipal codes of the affected jurisdictions generally do not contain regulations that govern scenic quality during construction for transportation-related projects. However, the South Coast Air Quality Management District (SCAQMD) Rule 403 would have the potential to beneficially affect visual quality during construction by reducing the amount of visible dirt and dust along public rights-of-way (e.g., sidewalks and roadways) and properties in the Affected Area beyond the construction area. Rule 403 does not permit track-out dust to

extend 25 feet or more beyond the active construction area and requires all track-out dirt to be removed at the end of each workday or evening shift. Project-related construction activities would be required to comply with this rule.

Project-related construction has the potential to temporarily alter the visual character and quality of the Affected Area since construction activities would introduce heavy equipment (e.g., cranes, bulldozers, scrapers, and trucks), security fencing, barricade materials, stock-piled building materials, and safety and directional signage into the view corridor of public streets, sidewalks, and properties where construction would occur. However, construction activities and equipment are temporary and would be removed once construction is completed. Although the municipal codes of the affected jurisdictions do not contain regulations that govern scenic quality during construction, implementation of Mitigation Measures VA-3 (Landscaping at Los Angeles Union Station [LAUS]) and VA-4 (Construction Screening) would reduce construction-related effects on visual character and quality. Implementation of Mitigation Measures VA-3 (Landscaping at Los Angeles Union Station [LAUS]) would require palm trees at the LAUS forecourt driveway to be replaced if the trees are removed during construction. Mitigation Measure VA-4 (Construction Screening) would screen construction activities from sensitive viewers. Mitigation Measure NOI-8 (Noise Control Plan) could potentially reduce significant impacts construction would have on visual quality since this mitigation measure could require that equipment and staging areas are located far from noise-sensitive receivers, which also include some sensitive viewers (such as residences). Mitigation Measure NOI-8 (Noise Control Plan) could also require the installation of temporary noise barriers or noise control curtains, both of which would screen views of construction activities. These mitigation measures would ensure that the visual character and quality of the Affected Area would not be degraded during construction.

Alternative 1 would not conflict with applicable regulations governing scenic quality during construction and would implement Mitigation Measures VA-3 (Landscaping at Los Angeles Union Station [LAUS]), VA-4 (Construction Screening), and NOI-8 (Noise Control Plan) to reduce construction-related effects on visual character and quality on sensitive viewers and scenic resources. Thus, impacts on visual character and quality during construction would be less than significant with implementation of mitigation measures.

Mitigation Measures

Mitigation Measures VA-3 (Landscaping at Los Angeles Union Station [LAUS]), VA-4 (Construction Screening), and NOI-8 (Noise Control Plan).

Impacts Remaining After Mitigation

Less than significant impact after mitigation.

7.4.3.3 Alternative 2

Construction activities for Alternative 2 would occur in the same jurisdictions as Alternative 1and would be required to comply with SCAQMD Rule 403, which has the potential to beneficially affect visual quality during construction by reducing the amount of visible dirt and dust along public rights-of-way (e.g., sidewalks and roadways) and properties in the Affected Area beyond the construction areas. Rule 403 does not permit track-out dust to extend 25 feet or more beyond the active construction area and requires all track-out dirt to be removed at the end of each workday or evening shift.

Similarly, project-related construction has the potential to temporarily alter the visual character and quality of the Affected Area since construction activities would introduce heavy equipment (e.g., cranes, bulldozers, scrapers, and trucks), security fencing, barricade materials, stock-piled building materials, and safety and directional signage into the view corridor of public streets, sidewalks, and properties where construction would occur. However, construction activities and equipment are temporary and would be removed once construction is completed. Implementation of Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan)would ensure that the visual character and quality for sensitive viewers in the Affected Area would not be degraded during construction. Alternative 2 would not conflict with applicable regulations governing scenic quality during construction and would implement Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan) to reduce construction-related effects on visual character and quality on sensitive viewers and scenic resources. Thus, impacts on visual character and quality during construction would be less than significant with implementation of mitigation measures.

Mitigation Measures

Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan).

Impacts Remaining After Mitigation

Less than significant impact after mitigation.

7.4.3.4 Alternative 3

Construction activities for Alternative 3 would occur in the same jurisdictions as Alternatives 1 and 2 and construction of Alternative 3 would be required to comply with SCAQMD Rule 403.

While construction activities for Alternative 3 would occur in the same jurisdictions as Alternatives 1 and 2, Alternative 3 would be a shorter alignment, and no construction activities would occur north of 55th Street/Long Beach Avenue. As a result, Alternative 3 would have fewer construction-related effects on visual character and quality than Alternatives 1 and 2. Construction would involve temporary at-grade and aerial construction activities that have the potential to temporarily alter the visual character and quality of the Affected Area. No underground tunneling would occur for Alternative 3, although excavation activities for proposed underpasses would occur. Construction activities and equipment are temporary and would be removed once construction is completed. Implementation of Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan) would ensure that the visual character and quality for sensitive viewers in the Affected Area would not be degraded during construction. Alternative 3 would not conflict with applicable regulations governing scenic quality during construction and would implement Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan) to reduce construction-related effects on visual character and quality on sensitive viewers and scenic resources. Thus, impacts on visual character and quality during construction would be less than significant with implementation of mitigation measures.

Mitigation Measures

Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan).

Impacts Remaining After Mitigation

Less than significant impact after mitigation.

7.4.3.5 Alternative 4

Construction activities for Alternative 4 would affect fewer jurisdictions than Alternatives 1, 2, and 3 since it is a shorter alignment. No construction activities would occur north of Main Street/San Pedro Subdivision ROW. As a result, construction-related impacts on visual character and quality would be less than Alternatives 1, 2, and 3. Similarly, Alternative 4 would be required to comply with SCAQMD Rule 403.

Construction would involve temporary at-grade and aerial construction activities that have the potential to temporarily alter the visual character and quality of the Affected Area. No underground tunneling would occur for Alternative 4. Construction activities and equipment are temporary and would be removed once construction is completed. Implementation of Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan) would ensure that the visual character and quality for sensitive viewers in the Affected Area would not be degraded during construction. Alternative 4 would not conflict with applicable regulations governing scenic quality during construction and would implement Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan) to reduce construction-related effects on visual character and quality on sensitive viewers and scenic resources. Thus, impacts on visual character and quality during construction would be less than significant with implementation of mitigation measures.

Mitigation Measures

Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan).

Impacts Remaining After Mitigation

Less than significant impact after mitigation.

7.4.3.6 Design Options

Design Option 1

Construction of Design Option 1 would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403. Construction of Design Option 1 would not conflict with applicable regulations governing scenic quality. Implementation of Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan) would ensure that visual character and quality for residents north of the baggage area parking lot would not be degraded during construction. Therefore, impacts would be less than significant with implementation of mitigation measures.

Design Option 2

Construction of Design Option 2 would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403. Construction of Design Option 2 would not conflict with applicable regulations governing scenic quality. Implementation of Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan) would ensure that visual character and quality for sensitive viewers would not be degraded during construction. Therefore, impacts would be less than significant with implementation of mitigation measures.

Mitigation Measures

Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan).

Impacts Remaining After Mitigation

Less than significant impact after mitigation.

7.4.3.7 Maintenance and Storage Facility

Paramount MSF Site Option

Construction of the Paramount MSF site option would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403. Construction of the Paramount MSF site option would not conflict with applicable regulations governing scenic quality. Although several residential properties adjacent to the San Pedro Subdivision ROW and PEROW north of Rosecrans Avenue would be acquired, construction activities would occur to the rear of the acquired properties and are not expected to be visible to other residential uses in the surrounding area. Nevertheless, Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan) would ensure that visual character and quality for sensitive viewers would not be degraded during construction. Therefore, impacts would be less than significant with implementation of Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan).

Bellflower MSF Site Option

Construction of the Paramount MSF site option would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403. Although construction of the Bellflower MSF site option would not conflict with applicable regulations governing scenic quality, implementation of Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan) would ensure that visual character and quality for sensitive viewers in the Affected Area would not be degraded during construction. Therefore, impacts would be less than significant with implementation of mitigation measures.

Mitigation Measures

Mitigation Measures VA-4 (Construction Screening) and NOI-8 (Noise Control Plan).

Impacts Remaining After Mitigation

Less than significant impact after mitigation.

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

7.4.4.1 No Project Alternative

No construction activities would occur under the No Project Alternative and new sources of light and glare would not be introduced. Therefore, no construction-related impacts would occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.4.2 Alternative 1

Hours of construction would vary to meet the type of work being performed and to meet local ordinance restrictions. Nighttime and weekend construction may be required and may include, but are not limited to, tunneling operations, trackwork, catenary wire installation, and other construction that requires cut and cover sections. Generally, construction activities would not be a substantial source of light or glare. However, nighttime construction work could potentially increase nighttime light or glare in the Affected Area, temporarily affect visibility, and result in temporary adverse effects related to spillover lighting and glare if not mitigated. Potential impacts related to construction-related spillover lighting and glare would be minimized with the implementation of Mitigation Measure VA-5 (Construction Lighting).

Mitigation Measures

Mitigation Measure VA-5 (Construction Lighting).

Impacts Remaining After Mitigation

Less than significant impact after mitigation.

7.4.4.3 Alternative 2

As with Alternative 1, hours of construction would vary for Alternative 2 to meet the type of work being performed and to meet local ordinance restrictions. Alternative 2 may require nighttime and weekend construction. Nighttime construction work could increase nighttime light or glare in the Affected Area, temporarily affect visibility, and result in temporary significant impacts related to spillover lighting and glare if not mitigated. Potential impacts related to construction-related spillover lighting and glare would be reduced to less than significant levels with the implementation of Mitigation Measure VA-5 (Construction Lighting).

Mitigation Measures

Mitigation Measure VA-5 (Construction Lighting).

Impacts Remaining After Mitigation

Less than significant impact after mitigation.

7.4.4.4 Alternative 3

As with Alternatives 1 and 2, hours of construction would vary for Alternative 3 to meet the type of work being performed and to meet local ordinance restrictions; however, nighttime and weekend construction may be required. Nighttime construction work could increase nighttime light or glare in the Affected Area south of 55th Street/Long Beach Avenue and temporarily affect visibility and result in temporary significant impacts related to spillover lighting and glare if not mitigated. Potential impacts related to construction-related spillover lighting and glare would be reduced to less than significant levels with the implementation of Mitigation Measure VA-5 (Construction Lighting).

No significant impacts would occur north of 55th Street/Long Beach Avenue since Alternative 3 does not involve any construction activities north of the station. As a result, Alternative 3 would result in fewer construction-related spillover light and glare impacts than Alternatives 1 and 2.

Mitigation Measures

Mitigation Measure VA-5 (Construction Lighting).

Impacts Remaining After Mitigation

Less than significant impact after mitigation.

7.4.4.5 Alternative 4

As with Alternatives 1, 2, and 3, hours of construction would vary for Alternative 4 to meet the type of work being performed and to meet local ordinance restrictions; however, nighttime and weekend construction may be required. Nighttime construction work could increase nighttime light or glare in the Affected Area south of Main Street/San Pedro Subdivision ROW, temporarily affect visibility, and result in temporary significant impacts related to spillover lighting and glare if not mitigated. Potential impacts related to construction-related spillover lighting and glare would be reduced to less than significant levels with the implementation of Mitigation Measure VA-5 (Construction Lighting).

No significant impacts would occur north of Main Street/San Pedro Subdivision ROW since Alternative 4 does not involve any construction activities north of the station. As a result, Alternative 4 would result in fewer construction-related spillover light and glare impacts than Alternatives 1 through 3.

Mitigation Measures

Mitigation Measure **VA-5** (Construction Lighting).

Impacts Remaining After Mitigation

Less than significant impact after mitigation.

7.4.4.6 Design Options

Design Option 1

Construction activities associated with Design Option 1 may require nighttime and weekend construction, which could potentially increase nighttime light or glare around the LAUS concourse area and LAUS baggage area parking lot. Construction in all other areas associated with Design Option 1 would occur underground and would not be visible in the surrounding area. Nighttime lighting and glare are not expected to significantly increase in the LAUS concourse area given that the area is consistently lit during the day and nighttime. Nighttime lighting or glare associated with construction at the baggage area parking lot may potentially affect residences to the north of the area, which could result in significant impacts. Potential impacts related to construction-related spillover lighting and glare would be reduced to less than significant levels with the implementation of Mitigation Measure **VA-5** (Construction Lighting).

Design Option 2

Construction activities associated with Design Option 2 may require nighttime and weekend construction, which could potentially increase nighttime light or glare in the area surrounding Alameda Street generally between 1st Street and Traction Avenue, which is where construction activities would generally be visible in the surrounding area. Construction in all other areas associated with Design Option 2 would occur underground. Residences in the Affected Area may potentially be affected by nighttime light or glare associated with construction of Design Option 2, which could result in significant impacts. Potential impacts related to construction-related spillover lighting and glare would be reduced to less than significant levels with the implementation of Mitigation Measure **VA-5** (Construction Lighting).

Mitigation Measures

Mitigation Measure VA-5 (Construction Lighting).

Impacts Remaining After Mitigation

Less than significant impact after mitigation.

7.4.4.7 Maintenance and Storage Facility

Paramount MSF Site Option

Construction activities associated with the Paramount MSF site option may require nighttime and weekend construction, which could potentially increase nighttime light or glare in the Affected Area for the Paramount MSF site option. No light-sensitive uses are located around the Paramount MSF site option. However, residential uses surrounding the San Pedro Subdivision ROW and PEROW north of Rosecrans Avenue may potentially be affected by nighttime light or glare associated with construction of lead tracks associated with the Paramount MSF site option. Therefore, significant impacts on light and glare could occur for the Paramount MSF site option. Potential impacts related to construction-related spillover lighting and glare would be reduced to less than significant levels with the implementation of Mitigation Measures **VA-5** (Construction Lighting).

Bellflower MSF Site Option

Construction activities associated with the Bellflower MSF site option may require nighttime and weekend construction, which could potentially increase nighttime light or glare for the Bellflower MSF site option. Residential uses surrounding the Bellflower MSF site option may potentially be affected by nighttime light or glare from construction occurring from the Bellflower MSF site option. Therefore, significant impacts on light and glare could occur. Potential impacts related to construction-related spillover lighting and glare would be reduced to less than significant levels with the implementation of Mitigation Measure **VA-5** (Construction Lighting).

Mitigation Measures

Mitigation Measure **VA-5** (Construction Lighting).

Impacts Remaining After Mitigation

Less than significant impact after mitigation.

8 PROJECT MEASURES AND MITIGATION MEASURES

8.1 Project Measures

The following project measures would be implemented for Alternatives 1, 2, 3, and 4.

8.1.1 Operation

VA PM-1 **Design Standards.** Project components, including but not limited to track alignment, auxiliary facilities, parking facilities, and MSF site options, would be designed per MRDC or equivalent, Metro's *Systemwide Station Design Standards,* and Standard/Directive Drawings.

VA PM-2 **Public Art.** Public art would be installed at station areas and would follow MRDC or equivalent, Metro's *Systemwide Station Design Standards,* and *Art Program Policy*.

VA PM-3 **Landscaping.** New landscaping would be installed consistent with MRDC or equivalent and *Systemwide Station Design Standards*.

VA PM-4 **Landscaping Screening.** TPSS in residential areas would be landscaped or incorporate design features to screen or improve appearance of structure.

VA PM-5 **Landscaping at Bellflower MSF Site Option.** At the Bellflower MSF site option, existing landscaping and barriers facing residential areas would either remain in place or would be replaced with other types of landscaping and barriers that would obstruct views of the Bellflower MSF site option from residential areas.

VA PM-6 **Local Zoning Ordinances.** Project elements that are located on properties outside of the rail ROW and public rights-of-way would adhere to local zoning ordinances.

VA PM-7 **Lighting.** Operational lighting would be consistent with MRDC or equivalent. Lighting would be directed away from surrounding properties.

8.2 Mitigation Measures

8.2.1 Operation

The following mitigation measures would be implemented for Alternatives 1, 2, 3, and 4 to minimize adverse effects related to visual character and quality at Somerset Boulevard and associated with the "Belle" public art cow statute:

VA-1 **Screening at Somerset Boulevard**. The existing World Energy landscaping and decorative wall north of Somerset Boulevard and east of the proposed light rail transit tracks would remain in place. If the existing decorative screening wall and/or landscaping directly south of the World Energy storage tracks and east of the proposed light rail transit tracks are removed, these screening elements would be replaced with a new screening wall and/or landscaping. A decorative screening wall and/or landscaping would be placed within the PEROW between the proposed light rail transit tracks and storage tracks at a length and height capable of screening the refinery storage track from views on Somerset Boulevard.

VA-2 **Relocation of "Belle"**. Metro would provide relocation site alternatives to determine the best possible location to relocate the public art statue, "Belle," in its existing condition, subject to a condition assessment detailing the current physical condition of the artwork. The site would be subject to approval by the City of Bellflower.

Refer to Mitigation Measure NOI-1 (Soundwalls) in the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2021a).

8.2.2 Construction

VA-3 **Landscaping at Los Angeles Union Station (LAUS)**. If construction activities require the removal of the palm trees along the LAUS Forecourt driveway, the same species and number of palm trees removed would be replaced upon completion of construction activities at LAUS. The palm trees would be placed at similar intervals as existing conditions. The palm trees would be monitored for five years or until the tree planting has been firmly established. If one or more of the replacement palm tree(s) die before the trees have been firmly established, Metro would replant the palm trees and continue to monitor the replanted palm trees until the palm trees have been firmly established.

VA-4 **Construction Screening**. During construction, the perimeter of construction staging areas and laydown areas would be screened to shield construction activities and laydown areas from adjacent visually sensitive land uses, including the following:

- Los Angeles Union Station (LAUS) Forecourt (City of Los Angeles)
- Alameda Street at LAUS (City of Los Angeles)
- Alameda Street at the proposed Little Tokyo Station (Design Option 2) (City of Los Angeles)
- 8th Street in downtown Los Angeles (City of Los Angeles)
- Fred Roberts Recreation Center (City of Los Angeles)
- Salt Lake Park (City of Huntington Park)
- Hollydale Community Park (City of South Gate)
- Original Bellflower Pacific Electric Station (City of Bellflower)
- Artesia Historical Museum (City of Artesia)
- Old Station #30 (City of Artesia)

The screening would be designed consistent with the Metro requirements and in coordination with cities and could incorporate community artwork, Metro-branded art, and/or community relevant messaging.

VA-5 **Construction Lighting**. During construction, nighttime construction lighting would be directed toward the interior of the construction area and shielded with temporary construction screening approved by Metro to limit light spillover into adjacent areas.

Refer to Mitigation Measure NOI-8 (Noise Control Plan) in the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2021a).

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