

would be provided to lessen the mass and height of the safety wall structure and reduce visual impacts. At greater distances, north or south of Exposition Boulevard, none of the new visual elements would be visible. The visual impacts of this option would not be adverse.

Station areas would be lit up throughout the night. The Flower Street design options would include two station locations on Flower Street, at 23rd Street and at Jefferson Boulevard. These stations would not be located in residential neighborhoods where light and glare issues are of concern. Additionally, station lighting shall be designed and oriented not to create spillover lighting.

La Cienega Station Parking Options. The Southwest Corner option would construct a 60-foot parking structure at the intersection of La Cienega and Jefferson Boulevards. The structure would cast larger shadows than the shorter building currently on the site. However, there are no residential uses adjacent to the proposed site that would be affected by the increase in shadows. The proposed site for the parking structure is in a semi-industrial area and would be visually consistent with the surrounding area.

The No Parking option would not construct a new parking facility. No visual impact would result.

Jefferson Boulevard Design Options. Either of the bridge options would introduce a new visual element to the area surrounding the La Cienega Boulevard/Jefferson Boulevard intersection in the City of Los Angeles. The bridge structure, LRT vehicles, and catenary poles would be visible looking north-south on La Cienega Boulevard and east-west on Jefferson Boulevard. The reconfiguration of Jefferson Boulevard would affect the bridge's design. However, whether Jefferson Boulevard were widened to the north or to the south, the bridge's position, elevation and profile would remain the same. The position and height of the bridge dictate its effect on surrounding views. The main vista from Jefferson Boulevard east of La Cienega is looking south toward the ridge line of the Baldwin Hills. For either type of bridge structure (retained fill or columns as determined by the widening option), a pedestrian or cyclist's view of the Baldwin Hills ridge line would be obstructed by the profile of the bridge.

To widen Jefferson Boulevard to the north, a 32,746 square-foot parcel of land would be acquired. Only a portion of this parcel would be used to create an additional traffic lane. The remaining area of the parcel would not likely be large enough to be redeveloped with new commercial uses. It is possible, however, that the remaining area would be used for a surface parking facility for the phased implementation of the La Cienega Segment. Mitigation is required to ensure that this portion of the parcel is appropriately landscaped.

In Culver City, privacy and visual intrusion impacts on nearby residences northwest of Ballona Creek are minimized by either bridge option. The bridge would begin to come back to grade west of Ballona Creek and would be fully at-grade east of Fay Avenue in Culver City. The height of the bridge between Fay Avenue and Eastham Drive would be approximately five to 15 feet. Additionally, existing tall trees located north of the Exposition ROW next to Syd Kronenthal Park would completely screen the bridge from view in residential areas. With implementation of the proposed Project, a row of trees would also be planted south of the proposed bikepath and north of the bridge structure to enhance screening already provided by existing trees.

There are no light and glare impacts associated with either bridge design option.

Venice/Robertson Design Options. The ROW station option would situate the Venice/Robertson station adjacent to residences located just north of the ROW. The close proximity of the station to residences has the potential to create light and glare and reduce privacy. Mitigation would ensure that this station would be sufficiently screened with landscaping to maintain an attractive aesthetic and minimize visual intrusions for adjacent neighborhoods.

The North of ROW Station options would occur as part of a potential transit-oriented development (TOD) to be implemented in conjunction with the City of Culver City. Metro would provide coordination with Culver City station area planning efforts to develop design guidelines. The guidelines would ensure that visual impacts related to the location of this station would be minimized.

The Aerial Station option would be situated in the same location as the terminus station under the LPA. This western-most portion of the alignment is a commercial, semi-industrial area and no inconsistencies with visual character are anticipated. In order to reach the aerial station, the LRT trackway would begin to grade separate east of the Washington and National Boulevards intersection where residential neighborhoods abut the ROW. At Helms Avenue, where the residential neighborhoods start, the trackway would be approximately five feet high. The trackway would achieve its full height of 25 feet at Wesley Street, however, there are no residences on Wesley Street directly across from the ROW. No visual intrusion to nearby residences is anticipated due to the Aerial Station option. Metro would provide coordination with Culver City station area planning efforts to develop design guidelines. The guidelines would ensure that visual impacts related to the location of this station would be minimized.

Phased Implementation. Implementation of the Vermont Segment would not cause any visual quality impacts. Operation of the Mid-City/Exposition LRT along the proposed route would not obstruct any scenic vistas. Light rail transit would fit into the urban context in this portion of the route that is characterized by commercial and industrial uses and existing LRT. However, in the western portion of this Segment, the addition of a trackway, light rail vehicles, and the overhead wire system would alter the visual character of Exposition Park. The Mid-City/Exposition LRT would be a new visual element, and the existing landscaped median between Figueroa Street and Vermont Avenue would be eliminated. The Project design includes an extensive landscaping plan to replace existing tree and ground cover. A wider, landscaped median would be reconstructed as part of the Project with the intent to provide visual continuity between the Exposition Park and the parkway character of Exposition Boulevard. Mitigation would involve the input of local community members to address impacts to visual character.

The Vermont Segment would not result in light and glare impacts at the 21st Street/Hill Street Station because there are no residential uses in the area to which nighttime spillover lighting are typically of concern.

In the Crenshaw Segment, visual impacts would be the same as those described for these portions of the LPA. The addition of a trackway, light rail vehicles, and the overhead wire system would alter the visual character of the Exposition Corridor as a landscaped boulevard. The Crenshaw Segment would remove landscaping and introduce new visual LRT-related elements to Exposition Corridor. Existing palm and cypress trees located within the ROW between Vermont Avenue and Gramercy Place would be eliminated. From Van Ness Avenue to 7th Avenue, four- to eight-foot high noise walls would intermittently be situated adjacent to residential uses. Existing oleanders and other small trees would also be removed between Arlington Avenue and Victoria Street. To reduce impacts to changes in visual character, landscaping, trees, public art and other elements of the Mid-City/Exposition Transit Parkway must be included in the median ROW. Mitigation measures would address these impacts related to changes in visual character and privacy conflicts.

The Crenshaw Station platforms would be located south of the West Angeles Cathedral and be a new visual element adjacent to this community facility. Station area planning shall include specific consideration of station design impact on the cathedral with stakeholder input. Gateway station type guidelines would be modified to preserve scenic vistas for this station. Furthermore, stations are also designed so that station entrances do not open into direct view of single-family residences.

Impacts related to implementation of the La Cienega Segment would be similar to those for the Crenshaw Segment. Between Crenshaw and La Cienega Boulevards, additional landscaping would be