

## 3.2 AESTHETICS

### 3.2.1 INTRODUCTION

This discussion provides an evaluation of K Line Northern Extension (KNE) as it relates to aesthetics. It includes descriptions of the federal, state, and local regulatory setting, existing conditions, and the impacts from construction and operation of the proposed alignments and stations, design option, and maintenance and storage facility (MSF), as well as mitigation measures where applicable. For more detailed information, refer to the KNE Aesthetics Technical Report (Appendix 3.2-A).

### 3.2.2 REGULATORY FRAMEWORK

#### 3.2.2.1 FEDERAL

There are no federal regulations applicable to the project regarding aesthetics. However, the analysis methodology follows the Federal Highway Administration's (FHWA) Guidelines for the Visual Impact Assessment of Highway Projects (FHWA 2015), which is used by the State of California.

#### 3.2.2.2 STATE

The following state laws and regulations are relevant to construction and operation of the project:

- California Environmental Quality Act (CEQA) (Public Resources Code 21000 et seq, and CEQA Guidelines, Section 15000 et seq.)
- California State Scenic Highway Program (California Streets and Highways Code Sections 260 to 263)

#### 3.2.2.3 REGIONAL

The following regional agency has regulations and policies pertaining to aesthetics and visual quality that are relevant to construction and operation of the project:

- Southern California Association of Governments (SCAG) 2020-2045 SCAG Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2020)

#### 3.2.2.4 LOCAL

All Metro rail projects must be designed in accordance with the most recent Metro Rail Design Criteria (MRDC). In addition, the following Metro policies pertain to minimizing aesthetic and visual impacts on the surrounding community:

- Systemwide Station Design Standards Policy
- Metro Art Program Policy
- Signage Standards
- Tree Policy

The following general policy statements related to visual resources are part of the existing Los Angeles County 2035 General Plan, adopted in October 2015 (Los Angeles County 2015):

- **Urban Form:** Protect and enhance the visual uniqueness of natural edges, encourage superior design of major entryways, and create a consistent visual relationship with surrounding development.
- **Community Design:** The concept of community design includes, but is not limited to, examples such as consistent landscaping, visual delineation of a special district, or design standards to minimize the visual impact of structures on the environment.
- **Scenic Resources:** Protect the visual quality of highly scenic areas and views from scenic highways, roads, trails, and key vantage points.
- **Historic Resources:** Protect the visual integrity of historical sites or structures, including consideration of building heights, materials, textures, colors, setbacks, and landscaping.

The City of Los Angeles and City of West Hollywood have codes, ordinances, and general plans that regulate permitting, design, construction, and operational activities as they pertain to visual and aesthetic resources. These policies generally pertain to urban design, pedestrian amenities, the preservation of building and other structures, street trees and landscaping, and protection of natural viewsheds, whenever possible.

The City of Los Angeles maintains community plans for over 30 Community Plan Areas. The community plans establish a framework of the neighborhood-specific goals and policies that achieve the broad objectives laid out within the city's larger general plan. The following community plans are applicable to aesthetics and visual impacts:

- **West Adams – Baldwin Hills – Leimert Community Plan:** Policies that pertain to aesthetics and visual resources include urban design, streetscape design, creating distinctive pedestrian areas in commercial districts, and enhancing the overall visual quality and image (City of Los Angeles 2016).
- **Crenshaw Corridor Specific Plan:** Policies that pertain to aesthetics and visual resources include urban design, specifically reducing the negative visual impact from loading, storage, and trash areas, directed lighting that is shielded and directed to minimize glare, and streetscaping (City of Los Angeles 2017).
- **Wilshire Community Plan:** Policies that pertain to aesthetics and visual resources include urban design while enhancing the distinctive community identity and recognizing and promoting the unique character of the neighborhoods within the Community Plan area (City of Los Angeles 2001).

### 3.2.3 METHODOLOGY

#### 3.2.3.1 CEQA METHODOLOGY

The purpose of this analysis is to evaluate the project against thresholds of significance as the basis for determining the level of impacts related to aesthetics. The methodology for analyzing aesthetics impacts

follows the guidance outlined in FHWA’s Guidelines for the Visual Impact Assessment of Highway Projects (FHWA 2015). Despite assessment guidance, it is acknowledged that the findings of an analysis of existing visual or aesthetic resources and visual or aesthetic impacts can be highly subjective, dependent upon the background of the assessor and the opinions of the views. The qualities that create an aesthetically pleasing setting or that result in the perception of a visual element as aesthetically positive or negative vary from person to person. Different viewers may consider a change in the visual environment as either beneficial or adverse.

The following steps were followed to assess the existing visual setting and visual impacts of the project:

- Identify landscape units
- Identify the existing visual resources that could be noticeably obstructed by the project
- Assess the visual impacts associated with the project

FHWA defines landscape units (LU) as the spatially defined landscape with a particular visual identity upon which impacts to visual character, viewers, and visual quality are assessed. A landscape is typically defined by the limits of a particular viewshed<sup>1</sup> or by a distinct transition in land uses—a 0.25-mile radius that includes viewers and visual resources that could be affected temporarily or permanently by the project. The 0.25-mile radius is a standard based on FHWA guidance and considers the position of the viewer in relationship to the landscape. Views representative of the visual character of the area were identified within each LU. Section 3.2.5, Existing Setting, provides descriptions of the landscape units identified within each alignment and station, the Hollywood Bowl Design Option, and the MSF.

Visual resources include items typically found in the natural environment (e.g., land, water, vegetation, animals); the cultural environment (e.g., buildings, infrastructure, structures, iconic artifacts, and art), or the project environment (e.g., roadway geometrics, grading, constructed elements, vegetative cover, ancillary visual elements, and atmospheric conditions). Visual sensitivity to such resources varies with the type of viewer group and the frequency and duration of views (e.g., recreationists at parklands, employees of commercial, industrial and office facilities, commuters).

Visual or aesthetic impacts are determined by assessing the compatibility of the project components (i.e., mass, scale, and light and glare) with the existing surrounding visual character. The viewer groups’ sensitivity may include the loss of scenic resources, obstruction of scenic views, and the introduction of new project-related features that may influence the significance, scale, or character of the existing visual environment. With the exception of the station portals and the MSF, because the alignments are primarily underground, the aboveground components are limited in size, shape, and area, and they have been designed to be incorporated into the existing surroundings and, therefore, have less effect on viewer sensitivity.

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<sup>1</sup> A viewshed is the surface area visible from a particular location (e.g., an overlook or business) or sequence of locations (e.g., along a roadway or trail).

The extent of visual impacts is determined for each LU, with as much objectivity as is practical given the subjective nature of aesthetic perceptions, by assessing changes to the visual resources (i.e., visual character and visual quality) and predicting viewer response to those changes.

### 3.2.3.2 SIGNIFICANCE THRESHOLDS

In accordance with Appendix G of the 2022 CEQA Guidelines, the project would have a significant impact related to aesthetics if it would:

- **Impact AES-1:** Have a substantial adverse effect on a scenic vista.
- **Impact AES-2:** Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- **Impact AES-3:** In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.
- **Impact AES-4:** Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

### 3.2.4 RESOURCE STUDY AREA

The resource study area (RSA) for aesthetics is limited to the zone of highest visual concern, which is an area with a radius of up to 0.25 mile from the alignments and stations and the design option, as well as visible construction-related activities and staging, and from the MSF. The 0.25-mile radius is standard based on FHWA guidance and considers the position of the viewer in relationship to the landscape. The RSA for this analysis encompasses the existing above ground landscapes within views from public vantage points that would be directly affected, temporarily and/or permanently, by the project's facilities and components during both construction and operation. Specifically, the RSA includes scenic vistas, state scenic highways, visual character, and light and glare.

### 3.2.5 EXISTING SETTING

This existing setting discussion summarizes current conditions related to aesthetics within and near the KNE RSA.

The immediate vicinity of the RSA was subdivided into a series of LUs to capture the aesthetic and visual characteristics of different segments of the corridor. Because the majority of each proposed alignment is below ground, the LUs have been identified based on the locations of the proposed stations. Station box components such as concourses to access platforms and platforms from which to board trains would be underground, while station entrances, signage, and ventilation structures would be above the surface at street level. Therefore, landscape units focus on the street-level components of the stations, as well as areas where surface construction staging and activities are concentrated around the proposed station locations. Above-surface construction features also include the sidewalk zone of influence. The sidewalk zone of influence includes portions of sidewalks that could be obstructed by station construction, as well

as sidewalk closures, sidewalk detours, and the effects on gutters and curbs, all of which may require reconstruction.

Defining the existing aesthetic and visual setting establishes a baseline of aesthetic and visual resources in an existing location and its surroundings and then considers how the project may change these resources and the overall aesthetic and visual setting. The aesthetic and visual resources include an inventory of scenic vistas, state scenic highways, visual character, and light and glare within each LU. However, there is no clear-cut definition of what constitutes a scenic vista. Generally scenic vistas could be considered visually interesting public views of focal points (e.g., notable objects, buildings, settings) or panoramas that extend into the distance. Relevant planning documents such as general plans, specific plans, and zoning codes provide the most precise definitions. According to the general plans and community plans of the Cities of Los Angeles and West Hollywood, there are no state, county, or locally designated scenic vistas within the RSA. Depending on the publicly accessible location, distant views include the Hollywood Hills to the north-northwest and the San Gabriel Mountains and Hollywood Hills to the north-northeast; however, these vistas are minimally visible throughout the RSA due to the orientation of roadways and the built-out urban landscape (i.e., there are intervening structures, trees and landscaping, and utility poles).

The closest designated state scenic highways and Los Angeles County Officially Designated Scenic Highways are between 10 and 20 miles from the LUs.

Similar to scenic vistas, visual character is subjective, and descriptive rather than analytical, using human elements of form, line, color, and texture of landscape features to assist in developing a clear visual image of the landscape in the reader's mind relative to viewing range of a site and context of locale. For example, the iconic signage and clock tower of the Original Farmers Market (i.e., within LU 4) provides a visual reminder and context of the cultural history of this part of Los Angeles.

Due to the urbanized nature of the project, a high level of ambient nighttime light and daytime glare already exists throughout all LUs. Nighttime lighting sources include streetlights, vehicle headlights, and interior/exterior building illumination, as well as light fixtures on nearby residential, commercial, and industrial uses. Glare is mostly a daytime occurrence and associated with buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials.

This discussion identifies the existing setting for KNE. Descriptions of each landscape unit for the KNE alignments and stations, the design option, and the MSF are provided below. Figure 3.2-1 and Figure 3.2-2 show the photograph locations representing each landscape unit.

Refer to Figure 2-8 in Chapter 2, Project Description, for a graphic of a typical Metro station entrance.

FIGURE 3.2-1. PHOTO LOCATIONS MAP FOR ALIGNMENTS



Source: Connect Los Angeles Partners 2024  
NE = northeast, NW = northwest, SW = southwest

FIGURE 3.2-2. PHOTO LOCATION MAP FOR MSF



Source: Connect Los Angeles Partners 2024  
N = north, S = south

### 3.2.5.1 LANDSCAPE UNIT 1 – CRENSHAW/ADAMS STATION

LU-1 incorporates the intersection of Crenshaw Boulevard and Adams Boulevard and extends north to approximately the I-10 freeway, south to just beyond 29<sup>th</sup> Street, east to approximately 12<sup>th</sup> Avenue, and west to approximately Virginia Road. The proposed Crenshaw/Adams Station entrance would be located at one of two locations: on the southwest corner of Crenshaw Boulevard and Adams Boulevard, shown in Figure 3.2-3, or the southeast corner of Crenshaw Boulevard and Adams Boulevard. Depending on the entrance option selected, construction staging areas would either be on the southwest or southeast corner of Adams Boulevard and Crenshaw Boulevard and on the northeast corner of Crenshaw Boulevard and 28<sup>th</sup> Street. The sidewalk zone of influence at this station would be along both sides of Crenshaw Boulevard between Adams Boulevard and 29<sup>th</sup> Street, extending onto the corners of the intersections of Adams Boulevard, 28<sup>th</sup> Street, and 29<sup>th</sup> Street.

There is a consistent placement of streetlights, crosswalks, and some street trees along Crenshaw Boulevard, south of the intersection of Crenshaw Boulevard and Adams Boulevard. LU-1 is primarily an auto-oriented commercial corridor surrounded by retail, some mixed-use development, and a multistory residential building on the west side of Crenshaw Boulevard at the corner of 28<sup>th</sup> Street. Retail gas stations dominate the four corners of the Crenshaw Boulevard and Adams Boulevard intersection. There are one- and two-story buildings with surface parking lots along Crenshaw Boulevard.

Primary viewers in LU-1 are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area. Neither Crenshaw Boulevard nor Adams Boulevard have medians in this area, and streetscaping is limited to a few trees and small amounts of landscaping around retail businesses.

Visual resources along this corridor are limited. Although residential areas are within a block of the Crenshaw corridor, neither single-family residences nor multifamily complexes are visible from most of the corridor, with the exception of the multifamily complex at the northwest corner of Crenshaw Boulevard and 28<sup>th</sup> Street. Background views of the Hollywood Hills and San Gabriel Mountains to the north are limited, except at the intersection, due to urban development and visual perspective.

FIGURE 3.2-3. LU-1, PHOTO #1: CRENSHAW/ADAMS STATION ENTRANCE OPTION 1, SOUTHWEST (EXISTING VIEW, FACING SOUTH)



Source: Connect Los Angeles Partners 2024

### 3.2.5.2 LANDSCAPE UNIT 2 – MIDTOWN CROSSING STATION

LU-2 incorporates San Vicente Boulevard at its intersections with Pico Boulevard and Venice Boulevard, and extends north to approximately Dockweiler Street, south to approximately 17<sup>th</sup> Street, east to approximately Mullen Avenue, and west to La Brea Avenue. The proposed Midtown Crossing Station would be located at the intersection of San Vicente Boulevard, Pico Boulevard, and Venice Boulevard on the north side of the shopping center. The proposed station entrance is located south of San Vicente Boulevard at the corner of Pico Boulevard, which is the back side of the big-box stores, as shown in Figure 3.2-4; the entrance would face Pico Boulevard. Construction staging is proposed within the commercial and parking area of the shopping center. The sidewalk zone of influence would encompass the potential construction staging area along Pico Boulevard, San Vicente Boulevard, and Venice Boulevard.

There is a consistent placement of existing streetlights, crosswalks, and street trees on both sides of the street. LU-2 is primarily an auto-oriented commercial corridor surrounded by retail, commercial, some mixed-use development, and several multistory residential buildings on the north side of San Vicente Boulevard, and low-density single-family and multifamily residential on the south side of Venice Boulevard. Buildings in this area are predominantly one or two stories high.

Primary viewers in LU-2 are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area. A landscaped street median with mature trees is located at the

northwest corner of San Vicente Boulevard and Pico Boulevard, and a cement, non-landscaped median is located at the intersection of Venice Boulevard and San Vicente Boulevard. Additional street landscaping is located along the sidewalks and within the parking area at the shopping center.

Visual resources along this corridor are limited. The shopping center dominates views in all directions for primary viewers. Residential areas are located within a block of this landscape unit, as well as some multifamily residences adjacent to San Vicente Boulevard to the northwest. The dominant views from these residences are the street and the shopping center to the south. Residences on the south side of Venice Boulevard have views of the street and the shopping center to the north. People who drive, roll, or walk traveling west on Venice Boulevard have an expansive view of the street with a tree-lined median. Depending on atmospheric conditions, viewers in this area may have limited views of the Santa Monica Mountains to the west. The mountains are not visible from San Vicente Boulevard on the north side of the shopping center where the station would be located.

**FIGURE 3.2-4. LU-2, PHOTO #2: MIDTOWN CROSSING STATION ENTRANCE (EXISTING VIEW, FACING SOUTHEAST)**



Source: Connect Los Angeles Partners 2024

### 3.2.5.3 LANDSCAPE UNIT 3 – WILSHIRE/FAIRFAX STATION

LU-3 includes the intersection of Wilshire Boulevard and Fairfax Avenue, and extends north to Maryland Drive, south to just before San Vicente Boulevard, east to the Los Angeles County Museum of Art (LACMA), and west to approximately Crescent Heights Boulevard/McCarthy Vista. The proposed Wilshire/Fairfax Station entrance would be located on the north side of Wilshire Boulevard just west of the intersection of Fairfax Avenue in the alleyway between two buildings, as shown in Figure 3.2-5. A nearly three-acre construction staging area would be located on the north side of Wilshire Boulevard between the intersection and San Diego Way. A smaller construction staging area would be located at the northwest corner of Fairfax Avenue and Lindenhurst Avenue. The sidewalk zone of influence would encompass the north side of Wilshire Boulevard for approximately 700 feet west. The sidewalk zone of influence would continue north along both sides of Fairfax Boulevard to approximately Lindenhurst Avenue, extending past the corners of the intersections of Orange Street, 6th Street, and Lindenhurst Avenue.

There is a consistent placement of streetlights, crosswalks, and street trees on both sides of Wilshire Boulevard and Fairfax Avenue. LU-3 is primarily an auto-oriented commercial corridor connecting downtown Los Angeles to points west. The corridor is surrounded by retail, commercial, mixed-use development, and institutional venues, including the Petersen Automotive Museum on the southeast corner and the Academy Museum of Motion Pictures on the northeast corner with LACMA next door. The La Brea Tar Pits and Museum is just east of LACMA but outside of the approximately 0.25-mile RSA. The southwest corner of the Wilshire Boulevard and Fairfax Avenue intersection is dominated by a multistory building that contains a bank and the offices of the Consulate General of Chile. Single- and multifamily housing is within a block of Wilshire Boulevard extending north and south, and the Park La Brea apartment complex with over 4,000 units sits on 160 acres immediately east of Fairfax Avenue and north of the Academy Museum of Motion Pictures and LACMA. Primary viewers in this landscape unit are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Visual resources in this area consist primarily of the institutional and entertainment venues described above. The view east along Wilshire Boulevard is dominated by distinct, futuristic-style architecture (Architect Magazine 2013) and the bold red color of the Petersen Automotive Museum. The Academy of Motion Pictures Museum's unique style (Amelar 2021) and gold mosaic cylinder, a City of Los Angeles Historic-Cultural Monument, is on the northeast corner, dominating the views and adding to the visual character. Johnie's Coffee Shop, another City of Los Angeles Historic-Cultural Monument, sits on the northwest corner. Continuing east, the distant views include street trees and two modern, multistory office buildings. The view north along Fairfax Avenue provides a typical street view of an urban landscape with street trees, streetlights, utility poles, sidewalks, and various commercial and retail businesses. Distant views to the north are limited due to the surrounding urban development. The view west includes the multistory glass office building on the southwest corner and continues with a mix of commercial and retail buildings, with multistory buildings interspersed throughout. The view to the south is a typical urban street view, with the Petersen Automotive Museum and the glass office building the most distinctive features.

FIGURE 3.2-5. LU-3, PHOTO #3: WILSHIRE/FAIRFAX STATION ENTRANCE, NORTHWEST ENTRANCE (EXISTING VIEW, FACING NORTHWEST)



Source: Connect Los Angeles Partners 2024

### 3.2.5.4 LANDSCAPE UNIT 4 – FAIRFAX/3<sup>RD</sup> STATION

LU-4 includes the intersection of Fairfax Avenue and 3<sup>rd</sup> Street, just south of Beverly Boulevard, and extends west to approximately Crescent Heights Boulevard, north to approximately Beverly Boulevard, east to nearly The Grove Drive, and south to approximately Drexel Avenue. This landscape unit includes a large portion of The Original Farmers Market and The Grove shopping center, and the southwest corner of CBS Television City. The proposed Fairfax/3<sup>rd</sup> Station entrance would be located at the southeast corner of Fairfax Avenue and 3<sup>rd</sup> Street with the entrance facing 3<sup>rd</sup> Street. An optional entrance is proposed at the southeast corner of Fairfax Avenue and Farmers Market Place, as shown in Figure 3.2-6. Construction staging would be located at the southeast corner of Fairfax Avenue and 3<sup>rd</sup> Street. This construction staging area would be approximately 3.8 acres. The optional entrance would also have construction staging at the southeast corner of Fairfax Avenue and Farmers Market Place. The sidewalk zone of influence includes both sides of Fairfax Avenue between Farmers Market Place and Blackburn Avenue, extending past the corners of the respective intersections. The sidewalk zone of influence also extends approximately 150 feet north of the Fairfax Avenue and Farmers Market Place intersection.

Along Fairfax Avenue and 3<sup>rd</sup> Street, there is a consistent placement of streetlights, signals, street trees, and signage for a variety of businesses. Fairfax Avenue is a major north-south street in the north-central area of the City of Los Angeles connecting to Hollywood and the City of West Hollywood. This portion of Fairfax Avenue is notable for a variety of attractions, including the Original Farmers Market and CBS

Television City on the east side of Fairfax Avenue between 3<sup>rd</sup> Street and Beverly Boulevard. The Grove shopping center is immediately east and adjacent to the Original Farmers Market at 3<sup>rd</sup> Street and The Grove Drive. Pan Pacific Park and the Holocaust Museum LA are across from The Grove on the east side of The Grove Drive. In addition to these attractions, retail, commercial services, offices, restaurants, and bars are located along Fairfax Avenue within the RSA. Most residences, which include both single- and multifamily units, extend west of Fairfax Avenue to Crescent Heights Boulevard both north and south of 3<sup>rd</sup> Street. Hancock Park Elementary School is south of 3<sup>rd</sup> Street on the east side of Fairfax Avenue between 4<sup>th</sup> Street and Colgate Avenue. The diversity and density of attractions in this area make Fairfax Avenue one of the most congested streets in Los Angeles. Primary viewers in this landscape unit are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Visual resources include typical urban street views, such as streetlights, as well as the tourist attractions and shopping venues described above. Viewers looking north along Fairfax Avenue have limited views of the distant hills, which are partially blocked by development and atmospheric conditions. Palm trees are the dominant street trees along the Fairfax Avenue sidewalks looking north. The iconic Farmers Market clocktower can be seen looking northeast and would also be visible from the optional station entrance at Fairfax Avenue in the Farmers Market parking lot. Visual resources east and west along 3<sup>rd</sup> Street are typical of an urban environment, with signage, streetlights, occasional street trees, and retail and commercial business on each side of the street.

**FIGURE 3.2-6. LU-4, PHOTO #4: FAIRFAX/3<sup>RD</sup> STATION, ENTRANCE 1, SOUTH (EXISTING VIEW, FACING SOUTHEAST)**



Source: Connect Los Angeles Partners 2024

### 3.2.5.5 LANDSCAPE UNIT 5 – LA CIENEGA/BEVERLY STATION

LU-5 includes the intersection of La Cienega Boulevard and Beverly Boulevard, and extends north to approximately Rosewood Avenue, east to Kings Road, south to Blackburn Avenue, and west just beyond San Vicente Boulevard incorporating part of the Cedars-Sinai Medical Center campus. This landscape unit includes the Beverly Center shopping center on the southwest corner of La Cienega Boulevard and Beverly Boulevard, the Beverly Connection shopping center on the southeast corner, and the Sofitel Hotel at the northwest corner. The Gindi Maimonides Academy private school is located at the corner of La Cienega Boulevard and Beverly Place. The proposed La Cienega/Beverly Station entrance would be located on the northeast corner of the intersection (Figure 3.2-7). Two construction staging areas are proposed in this landscape unit: one on the north side of Beverly Boulevard between La Cienega Boulevard and Alfred Avenue, and another on the southwest corner of Beverly Boulevard and Croft Avenue. The sidewalk zone of influence extends approximately 1,200 feet along the north and south sides of Beverly Boulevard, between La Cienega Boulevard and Orlando Avenue, extending around the corners at La Cienega Boulevard, Alfred Avenue, Croft Avenue, and Orlando Avenue.

Street views are typical of a built, urban environment with consistent placement of streetlights, signals, utility poles and wires, limited street trees, and a variety of retail, commercial, and business buildings. Views north from La Cienega Boulevard offer a glimpse of the Hollywood Hills, and views to the west are dominated by the Beverly Center and Sofitel Hotel. Housing in this landscape unit consists of both single- and multifamily units concentrated northwest, northeast, and southeast of Beverly Boulevard.

Primary viewers in the landscape unit are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area, especially commuters traveling to and from the large employment centers in the area, such as Cedars-Sinai Medical Center, the Beverly Center, the Beverly Connection, the Sofitel Hotel, and staff and students of the Gindi Maimonides Academy.

Visual resources are limited to typical urban streetscapes in all directions, a limited view of the Hollywood Hills to the north, and the Beverly Center and Sofitel Hotel dominating views to the west.

FIGURE 3.2-7. LU-5, PHOTO #5: LA CIENEGA/BEVERLY STATION ENTRANCE, AT NORTHEAST CORNER (EXISTING VIEW, FACING NORTHEAST)



Source: Connect Los Angeles Partners 2024

### 3.2.5.6 LANDSCAPE UNIT 6 – SAN VICENTE/SANTA MONICA STATION (CITY OF WEST HOLLYWOOD)

LU-6 includes the intersection of San Vicente Boulevard and Santa Monica Boulevard, and extends south to approximately Melrose Avenue, west to approximately Willey Lane, north to approximately Betty Way, and east to approximately Westbourne Drive. The Pacific Design Center is a block south of Santa Monica Boulevard and east of San Vicente Boulevard; West Hollywood Park is across the street on the west side of San Vicente Boulevard. The Los Angeles County Sheriff's Department West Hollywood Station is at the southeast corner of Santa Monica Boulevard and San Vicente Boulevard, and the Metro Division 7 bus facility is just east of the Sheriff's Station. Residential areas in this landscape unit are within a block of Santa Monica Boulevard, concentrated northwest of the intersection, and south of Santa Monica Boulevard to Melrose Avenue and east between the Division 7 bus layover facility and Westbourne Drive. These residential areas are a combination of single- and multifamily units.

The proposed San Vicente/Santa Monica Station entrance would be located along Santa Monica Boulevard, east of San Vicente Boulevard. Two entrance options are proposed for this station: one entrance option would be at the southeast corner of Santa Monica Boulevard and San Vicente Boulevard at the existing Sheriff's Station (Figure 3.2-8), and the other optional entrance option would be located at the northeast corner of Santa Monica Boulevard and Palm Avenue. Construction staging is proposed at two locations incorporating approximately three acres total: at the northeast corner of Santa Monica Boulevard and Palm Avenue and at the Los Angeles County Sheriff's Station. The sidewalk zone of influence would be on the north and south sides of Santa Monica Boulevard between San Vicente Boulevard and Huntley Drive, extending around the corners of the intersections at Larrabee Street, Palm Avenue, Hancock Avenue, and Huntley Drive. The sidewalk zone of influence would also extend approximately 480 feet south along the western edge of the Sheriff's Station on San Vicente Boulevard.

Street views include typical features such as streetlights, signals, and occasional art sculptures in the street medians, particularly along Santa Monica Boulevard. Street trees are abundant along the sidewalk and within the median and dominate views both east and west along Santa Monica Boulevard. Permanent LED globe lanterns extend above Santa Monica Boulevard, attached to existing light poles. Businesses along Santa Monica Boulevard include a variety of retail stores, restaurants, and bars, interspersed with small commercial and business offices. Primary viewers in this landscape are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Visual resources include the numerous mature street trees and decorative streetscaping previously described. Distant views in all directions, including views of the Hollywood Hills and the Santa Monica and San Gabriel Mountains, are limited by the flat terrain, street trees, streetlights, utility poles, and extensive urban development. The Pacific Design Center's distinctive architecture of blue, green, and red glass buildings are notable features looking south from the intersection. The red glass building can be seen through the trees east along Santa Monica Boulevard until approximately Palm Avenue, while its view becomes blocked moving west from the intersection along Santa Monica Boulevard. Along San Vicente Boulevard south of the intersection, all three of the Pacific Design Center's buildings dominate views to the east.

**FIGURE 3.2-8. LU-6, PHOTO #6: SAN VICENTE/SANTA MONICA STATION, ENTRANCE OPTION 1, SOUTH (EXISTING VIEW, FACING SOUTHEAST)**



Source: Connect Los Angeles Partners 2024

### **3.2.5.7 LANDSCAPE UNIT 7 – FAIRFAX/SANTA MONICA STATION (CITY OF WEST HOLLYWOOD)**

LU-7 includes the intersection of Fairfax Avenue and Santa Monica Boulevard, and extends north to Fountain Avenue, west to Crescent Heights Boulevard, south to Willoughby Avenue, and east to Spaulding Avenue. A retail center including a grocery store is located on the northeast corner; a small, multi-unit retail center is on the northwest corner; a restaurant is located on the southwest corner; and a retail business is located on the southeast corner. The proposed Fairfax/Santa Monica Station entrance would be located at one of two locations: either at the northeast corner of Santa Monica Boulevard and Fairfax Avenue, shown in Figure 3.2-9, or at the southeast corner of Santa Monica Boulevard and Fairfax Avenue.

Residential areas in this landscape unit are located within a block of the intersection of Santa Monica Boulevard and Fairfax Avenue in all directions. The majority of housing in this landscape unit are high-density, one- and two-story multifamily units.

Street views within this landscape unit are typical of a built, urban environment. Abundant street trees line the sidewalks, similar to Santa Monica Boulevard in LU-6. Although this landscape unit is also within the City of West Hollywood, there are no LED globe string lights extending across the street. In addition to street trees, there is consistent placement of streetlights, signals, and business signage. Landscaped medians are present along Santa Monica Boulevard and along Fairfax Avenue south of the intersection

but are not present north of the intersection. Primary viewers in this landscape unit are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Visual resources are limited to a typical built, urban environment, although numerous street trees line both streets and most buildings do not exceed three stories. Distant views are primarily blocked due to the flat terrain and urban development which, along with the visual perspective of linear features, contributes to a limited, narrow view north along Fairfax Avenue of the Hollywood Hills.

**FIGURE 3.2-9. LU-7, PHOTO #7: FAIRFAX/SANTA MONICA STATION, ENTRANCE OPTION 1, NORTHEAST (EXISTING VIEW, FACING EAST)**



Source: Connect Los Angeles Partners 2024

### 3.2.5.8 LANDSCAPE UNIT 8 – LA BREA/SANTA MONICA STATION (CITY OF WEST HOLLYWOOD)

LU-8 includes the intersection of La Brea Avenue and Santa Monica Boulevard, and extends north to Fountain Avenue, west to Poinsettia Drive, south to Willoughby Avenue, and east to approximately Citrus Avenue. La Brea Avenue is the approximate eastern boundary of the City of West Hollywood. A multistory apartment complex is located on the northwest corner of the intersection of La Brea Avenue and Santa Monica Boulevard; the West Hollywood Gateway shopping center is on the southwest corner; a strip mall is on the northeast corner; and a commercial building is on the southeast corner of the intersection.

Although the proposed La Brea/Santa Monica Station has station box and crossover options depending on the alignments, the station entrance for all alignments would be located on the northeast corner of La Brea Avenue and Santa Monica Boulevard, as shown in Figure 3.2-10.

For the KNE San Vicente–Fairfax and Fairfax Alignments, construction staging would be approximately 270 feet north of Santa Monica Boulevard between Detroit Street and La Brea Avenue and on the northeast corner of the Santa Monica Boulevard and La Brea Avenue intersection, comprising nearly four acres. The sidewalk zone of influence would be located on the north and south sides of Santa Monica Boulevard, between La Brea Avenue and Orange Drive. At La Brea Avenue, Sycamore Avenue, and Orange Drive, the sidewalk zone of influence would extend around the corners of each of these intersections.

Construction staging for the KNE La Brea Alignment is the same as the sites described for the KNE San Vicente–Fairfax and Fairfax Alignments, but the sidewalk zone of influence would be on the east and west sides of La Brea Avenue between Santa Monica Boulevard and Lexington Avenue, extending around the corners of the intersections. Along Santa Monica Boulevard, the sidewalk zone of influence would also extend 320 feet east to the intersection of Santa Monica Boulevard and Sycamore Avenue.

Residences in this landscape unit are mainly located approximately one block north of Santa Monica Boulevard, west of La Brea Avenue, and are a mix of single-family, and one- and two-story multifamily units. Numerous multistory, multifamily units are located between Sycamore Avenue and Citrus Avenue to the east. South of Santa Monica Boulevard to Willoughby Avenue is a combination of multistory, multifamily residential, retail, and commercial businesses.

Street views are similar to views in LU-7, which also includes Santa Monica Boulevard through the City of West Hollywood, with the character of Santa Monica Boulevard becoming more commercial and industrial to the east in the City of Los Angeles. Street trees continue to dominate views along Santa Monica Boulevard, particularly to the west, while this segment of Santa Monica Boulevard also includes LED globe string lights across the boulevard, along with streetlights, signals, and a variety of business signage. North and south along La Brea Avenue, views are dominated by street trees, including occasional palm trees, and a variety of retail and commercial establishments and restaurants. The view north is similar to the view south, but with a fragmented view of the distant Hollywood Hills. Primary viewers in the area are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Visual resources are limited to a typical built, urban environment, although numerous street trees line both streets and most buildings do not exceed three stories. Distant views are blocked due to the flat terrain and development.

FIGURE 3.2-10. LU-8, PHOTO #8: LA BREA/SANTA MONICA STATION ENTRANCE, NORTHEAST (EXISTING VIEW, FACING NORTHEAST)



Source: Connect Los Angeles Partners 2024

### 3.2.5.9 LANDSCAPE UNIT 9 – HOLLYWOOD/HIGHLAND STATION

LU-9 includes the intersection of Hollywood Boulevard and Highland Avenue and extends north to approximately Franklin Avenue, west to Sycamore Avenue, south to Sunset Boulevard, and east to approximately Cherokee Avenue. The Hollywood/Highland Station has two configurations based on whether it would be constructed as an inline station or a terminus station, but this would not affect the station entrance options. The station also has two entrance options that are the same for all alignments: one entrance option at the southwest corner of Hollywood Boulevard and Highland Avenue, shown in Figure 3.2-11, or one entrance option at the southeast corner of the intersection.

For the southwest entrance option for the inline station, two construction staging areas have been identified at the southeast corner of Highland Avenue and Selma Avenue and at the southwest corner of Hollywood Boulevard and Highland Avenue. The sidewalk zone of influence for this entrance option includes the east and west sides of Highland Avenue between Sunset Boulevard and Hollywood Boulevard, extending around the corners of the intersections at Selma Avenue, Hawthorn Avenue, and Hollywood Boulevard. At Highland Avenue and Hollywood Boulevard, the sidewalk zone of influence extends approximately 115 feet west along the construction staging area on Hollywood Boulevard.

For the southeast entrance option for the inline station, three construction staging areas have been identified: the southeast corner of Highland Avenue and Selma Avenue, the southeast corner of Hollywood Boulevard and Highland Avenue, and the southwest corner of Hollywood Boulevard and Highland Avenue. The sidewalk zone of influence for this entrance option is the same as the southwest entrance option, except that at Highland Avenue and Hollywood Boulevard, the sidewalk zone of influence extends approximately 190 feet west along the construction staging area on Hollywood Boulevard.

For the terminus station configuration for both entrance options, an additional construction staging area and tunnel boring machine (TBM) extraction site would be located at the southwest corner of Highland Avenue and Franklin Avenue. The sidewalk zone of influence would extend north along Highland Avenue to Franklin Avenue, extending around the corners of Yucca Street and Franklin Avenue.

Residential units in this landscape unit are mainly high-density, multistory, and multifamily units. Several hotels are located within this area, as are a number of tourist attractions, including the Ovation Hollywood entertainment complex, which includes The Dolby Theatre and TCL Chinese Theatre, the Hollywood Museum, the El Capitan Theatre, Ripley's Believe It or Not Museum, and the Hollywood Wax Museum. The Hollywood Walk of Fame along Hollywood Boulevard is known for the names of notable entertainers and celebrities embedded into the sidewalk. Street views in this landscape unit incorporate these tourist attractions, along with various retail businesses and restaurants, with the standard streetlights, signals, and scattered street trees, which are limited to palm trees. Primary viewers in this landscape unit are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Visual resources include the aforementioned tourist attractions and buildings such as the Ovation Hollywood complex and the El Capitan Theatre, along with distinctive billboards and signage on buildings. A distinctive billboard on the northwest corner of the intersection and the 13-story Hollywood First National Bank Building on the northeast corner are dominant visual features in this landscape unit. Looking north along Highland Avenue, the steeple of the Hollywood United Methodist Church is visible. The terrain is flat, and a variety of multistory buildings block distant views.

FIGURE 3.2-11. LU-9, PHOTO #9: HOLLYWOOD/HIGHLAND STATION, ENTRANCE OPTION 1, SOUTHWEST (EXISTING VIEW, FACING SOUTHWEST)



Source: Connect Los Angeles Partners 2024

### 3.2.5.10 LANDSCAPE UNIT 10 – WILSHIRE/LA BREA STATION

LU-10 includes the intersection of Wilshire Boulevard and La Brea Avenue and extends north to approximately 6<sup>th</sup> Street, west to Dunsmuir Avenue, south to 9<sup>th</sup> Street, and east to Citrus Avenue. The Wilshire/La Brea Station is specific to the KNE La Brea Alignment only and would connect to the future Metro D Line station. The future D Line entrance at the northwest corner of Wilshire Boulevard and La Brea Avenue would provide access to both the D Line and K Line. Additionally, a new entrance option would be constructed at the southwest corner of La Brea Avenue and 6<sup>th</sup> Street, as shown in Figure 3.2-12.

Construction staging areas for the station would be at the northwest corner of Wilshire Boulevard and La Brea Avenue, 300 feet north of the corner of Wilshire Boulevard and La Brea Avenue, at the southwest corner of 6<sup>th</sup> Street and La Brea Avenue, at the northwest corner of 6<sup>th</sup> Street and La Brea Avenue, at the northeast corner of 6<sup>th</sup> Street and La Brea Avenue, and 175 feet southeast of the corner of 6<sup>th</sup> Street and La Brea Avenue. The sidewalk zone of influence would be along both sides of La Brea Avenue between 6<sup>th</sup> Street and Wilshire Boulevard, extending around the corners of each respective intersection. The sidewalk zone of influence would also be along all street-facing edges of the construction staging areas.

There is a consistent placement of streetlights, crosswalks, and street trees on both sides of the street in this landscape unit, which is primarily an auto-oriented commercial corridor surrounded by retail, commercial, institutional, and some mixed-use development. West of La Brea Avenue, north and south of

Wilshire Boulevard, the residences are primarily two- and three-story multifamily units, while east of La Brea Avenue and north and south of Wilshire Boulevard is a mix of single-family and multifamily residences. Primary viewers in this landscape unit are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Street views are typical of a built, urban environment, consisting of streetlights, signals, utility poles, scattered street trees, and business signage. Visual resources are limited within this landscape unit. Looking west from the Wilshire Boulevard/La Brea Avenue intersection, the near view includes construction activity and staging on the north and south sides of the street. The distant view west includes street trees, business signage and billboards, and various retail, commercial, and office buildings of various stories.

**FIGURE 3.2-12. LU-10, PHOTO #10: WILSHIRE/LA BREA STATION ENTRANCE, 6<sup>TH</sup> STREET (EXISTING VIEW, FACING SOUTHWEST)**



Source: Connect Los Angeles Partners 2024

### 3.2.5.11 LANDSCAPE UNIT 11 – LA BREA/BEVERLY STATION

LU-11 includes the La Brea Avenue and Beverly Boulevard intersection and extends north to approximately Rosewood Avenue, west to Alta Vista Boulevard, south to approximately 1st Street, and east to Citrus Avenue. The proposed La Brea/Beverly Station is specific to the KNE La Brea Alignment only and would be located at the intersection of La Brea Avenue and Beverly Boulevard. This station has two options for a street-level entrance, one at the northwest corner of the intersection, as shown in Figure 3.2-13 or at the northeast corner of the intersection. For the northwest entrance option, construction staging would occur at the southwest corner of La Brea Avenue and Oakwood Avenue and the northeast corner of La Brea Avenue and Beverly Boulevard. For the northeast entrance option, construction staging would occur at the southwest corner of La Brea Avenue and Oakwood Avenue and the northwest corner of La Brea Avenue and Beverly Boulevard. The sidewalk zone of influence is the same for both entrance options: the east and west sides of La Brea Avenue between Beverly Boulevard and Oakwood Avenue, extending approximately 320 feet north of Oakwood Avenue and extending around the corners of the intersections of La Brea Avenue and Beverly Boulevard, and La Brea Avenue and Oakwood Avenue.

This is an auto-oriented corridor with a variety of retail businesses, commercial and office buildings, and restaurants. Residences are located within one block of both streets in all directions and are a combination of single- and multifamily units. Primary viewers in this landscape unit are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Street views are typical of a built, urban environment, and visual resources are limited within this landscape unit. The immediate views around the La Brea/Beverly intersection include a strip mall on the northeast corner, gas stations on the northwest and southwest corners, and a commercial business on the southwest corner. Street trees are visible to the west, south, and east, but are limited along northbound La Brea Avenue. Distant views to the east are of residential areas, and to the north, west, and south are views typical of a commercial corridor. The flat terrain and numerous structures block distant views, but the Hollywood Hills are just visible to the north from the intersection.

FIGURE 3.2-13. LU-11, PHOTO #11: LA BREA/BEVERLY STATION, ENTRANCE OPTION 1, NORTHWEST (EXISTING VIEW, FACING SOUTH)



Source: Connect Los Angeles Partners 2024

### 3.2.5.12 LANDSCAPE UNIT 12 – HOLLYWOOD BOWL STATION

LU-12 includes the optional Hollywood Bowl Station. The landscape unit extends north approximately to the Pilgrimage Bridge crossing the US-101 freeway, west to approximately Los Tilos Road, south to approximately Camrose Drive, and east to approximately Odin Street and the US-101 freeway. This station is optional for all alignments and has two entrance option locations. Entrance Option 1 would be located on the west side of Highland Avenue within the Hollywood Bowl Parking Lot B, as shown in Figure 3.2-14. Entrance Option 2 would be located on the east side of Highland Avenue at the Hollywood Bowl Parking Lot C.

Construction staging for the entrance options would be located at Parking Lot B on Highland Avenue, Parking Lot C on Odin Street, Parking Lot D between Odin Street and Milner Road, and on the west side of Cahuenga Boulevard north of Pilgrimage Bridge. The sidewalk zone of influence would be on both sides of Highland Avenue between Milner Road and the US-101 entrance ramp adjacent to Parking Lot C, extending along all street-facing edges of the construction staging areas. A section on the west side of Cahuenga Boulevard just north of the Pilgrimage Bridge is also within the sidewalk zone of influence.

Within this landscape unit, Highland Avenue is an auto-oriented corridor. Street trees are abundant as are streetlights and signals. There are no visible retail store fronts or business signage. A variety of residences are scattered on the surrounding streets and hillsides. South of Camrose Drive and Milner Street, there are several hotels and multifamily residential units. Primary viewers in this landscape unit are people who drive, roll, or walk, including residents, travelers, and commuters, as well as patrons of the Hollywood Bowl.

Visual resources include the numerous street trees lining both sides of Highland Avenue, the Hollywood Bowl sign in the median at the intersection of Highland Avenue at the entrance to the Hollywood Bowl, and the Hollywood Bowl sign and fountain on the southwest and southeast corners, respectively, of Highland Avenue and Pat Moore Way. The Hollywood Cross, also known as the Hollywood Pilgrimage Memorial Monument, a City of Los Angeles Historic-Cultural Monument, is visible in the distance to the northeast from this location. Views of the surrounding hillsides are blocked due to elevation and the surrounding trees. To the north, part of the US-101 ramp is visible. The view south is of street trees, and in the far distance a few tall buildings can be seen.

**FIGURE 3.2-14. LU-12, PHOTO #12: HOLLYWOOD BOWL STATION, ENTRANCE OPTION 1, WEST (EXISTING VIEW, FACING NORTHWEST)**



Source: Connect Los Angeles Partners 2024

### 3.2.5.13 LANDSCAPE UNIT 13 – MAINTENANCE AND STORAGE FACILITY

LU-13 includes the proposed MSF. The MSF would involve an expansion of the existing Metro Division 16 Yard located between Arbor Vitae Street and 96th Street, as shown in Figure 3.2-15.

This area consists mainly of light industrial and commercial businesses and operations associated with Los Angeles International Airport (LAX), such as rental car locations and car storage. Some single- and multifamily residences are located between Manchester Avenue and Arbor Vitae Street, between Bellanca Avenue and Airport Boulevard, and extending west to Sepulveda Boulevard. Several hotels are located farther south near Century Boulevard between the I-405 freeway and Sepulveda Boulevard. A limited number of small restaurants are located along Arbor Vitae, but other than two gas stations at the southeast and northwest corners of Aviation Boulevard and Arbor Vitae Street, there are no retail

businesses in the immediate area. Primary viewers in the landscape unit are people who drive, roll, or walk, including residents, travelers, business patrons, and people who work in the area.

Street views consist of streetlighting, utility poles, and the industrial and commercial facilities. Street trees are limited, although there is some street landscaping, particularly north along Aviation Boulevard. Visual resources in the area are limited and consist of the aforementioned buildings, with limited street trees and landscaping. Although the terrain is flat, distant views are generally blocked by buildings and warehouses. The LAX/Metro Transit Center Station, currently under construction, is located on Aviation Boulevard and is visible to viewers looking south from Arbor Vitae Street. The elevated guideway of the LAX Automated People Mover is also visible looking south from Aviation Boulevard and Arbor Vitae Street. To the southwest and southeast, aircraft may be viewed ascending and descending from LAX. Depending on atmospheric conditions, looking north-northeast there may be limited views of the Hollywood Hills and the San Gabriel Mountains in the distance.

**FIGURE 3.2-15. LU 13, PHOTO #13: MSF – EXPANSION OF DIVISION 16 YARD, BETWEEN ARBOR VITAE STREET ON THE NORTH AND 96<sup>TH</sup> STREET ON THE SOUTH (EXISTING VIEW, FACING SOUTH)**



Source: Connect Los Angeles Partners 2024

### 3.2.6 PROJECT MEASURES

Project measures are design features, best management practices, or other commitments that Metro would implement as part of all proposed alignments and stations, the design option, and the MSF to reduce or avoid environmental effects associated with project construction and operation. Project measures are not the same as mitigation measures, which are used to reduce an environmental impact's significance level. Where applicable, project measures are also discussed in Section 3.2.7 as part of the evaluation of environmental impacts.

### 3.2.6.1 PM AES-1: CONSTRUCTION LIGHTING

Safety and security lighting would be used during construction but would be directed toward the construction staging areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Any nighttime construction required for the alignments and stations, the design option, and the MSF would not be a substantial source of light and glare because other nighttime lighting sources already exist around the construction area, including streetlights and building illumination.

## 3.2.7 IMPACT EVALUATION AND MITIGATION MEASURES

This analysis presents the construction and operational impacts for aesthetics, as well as any applicable mitigation measures associated with KNE. A summary of the impact conclusions and applicable mitigation measures is found in Table 3.2-1 in Section 3.2.7.6.

### 3.2.7.1 IMPACT AES-1: SCENIC VISTAS

**Impact AES-1:** Would the project have a substantial adverse effect on a scenic vista?

#### 3.2.7.1.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

##### 3.2.7.1.1.1 CONSTRUCTION IMPACTS

**No Impact.** The KNE San Vicente–Fairfax Alignment includes LU-1 through LU-9. Construction of the alignment and stations would temporarily introduce visually disruptive elements into each landscape unit, including light and heavy excavation, TBMs and related equipment, impacts to curbs and gutters, structural falsework, tree removal, security fencing and lighting, stockpiled building materials, safety and directional signage, and installation of project infrastructure, station plazas, and ancillary facilities. All stations for this alignment would be constructed using the cut-and-cover method, which allows a temporary decking structure to be placed over the cut following the first excavation and allows for traffic on the surface.

Construction activities, while a temporary visual nuisance, would not obstruct scenic vistas because there are no scenic vistas within this alignment as identified by relevant planning documents, and views within the landscape units that are part of this alignment are of an urbanized, built environment. Construction activities would be temporary and limited to the immediate area and would be shielded by temporary fencing to the extent feasible. Therefore, the KNE San Vicente–Fairfax Alignment would have no impact during construction.

##### 3.2.7.1.1.2 OPERATIONAL IMPACTS

**No Impact.** The KNE San Vicente–Fairfax Alignment includes LU-1 through LU-9. Operation of the alignment and station would introduce new features, such as the station plazas and entrances, which would represent a change in the views compared to existing conditions. The LUs identified within this alignment are characterized by a primarily urban environment featuring a variety of commercial, industrial, and residential development. While no scenic vistas are specifically identified in relevant

planning documents, the LUs within this alignment provide localized scenic vistas that may be notable to residents and visitors. For example, within LU-6 (San Vicente/Santa Monica Station), the intersection of San Vicente Boulevard and Santa Monica Boulevard is notable for numerous visual resources that include the Pacific Design Center, the rainbow crosswalks, landscaped medians, numerous street trees, and distinctive LED globe string lights that hang across the boulevard. Within LU-9 (Hollywood/Highland Station) the intersection is notable for the numerous unique visual resources that include the Dolby Theatre, the Ovation Shopping and Entertainment Complex, the Hollywood Wax Museum, TLC Chinese Theatre, and the Hollywood Walk of Fame. The view north along Highland Avenue includes the steeple of the Hollywood United Methodist Church, as well as a limited view of the Hollywood Hills. However, the iconic Hollywood Sign is not visible from street level in this area.

The station plazas would not be at a height greater than existing nearby structures. Station features, such as emergency egress facilities or emergency exits that provide access to the surface via hatches located inside or outside of the public right-of-way and the hatches themselves, would be flush with the ground or sidewalk or integrated into a building so as not to be intrusive to viewers. Station ventilation structures would be designed to be separate from emergency exits and located at ground or sidewalk level or incorporated into a future building so as not to be visually intrusive. The visibility of the tunnel portal would be limited to the station entrance plaza. Visible features of underground stations at street level include entrances, signage, and other ancillary facilities such as escalators, elevators, stairs, and station boarding areas. However, these areas would be more visible to people in the immediate vicinity of the station entrance and would not conflict with the overall views in the LUs. Aboveground station components would be designed consistent with the MRDC, the Metro Art Program Policy, the Metro Systemwide Station Design Standards, and the Metro Tree Policy. Therefore, the KNE San Vicente–Fairfax Alignment would have no impact during operations.

### 3.2.7.1.2 KNE FAIRFAX ALIGNMENT

#### 3.2.7.1.2.1 CONSTRUCTION IMPACTS

**No Impact.** The KNE Fairfax Alignment includes LU-1, LU-2, LU-3, LU-4, LU-7, LU-8, and LU-9. Construction of the alignment and stations would temporarily introduce visually disruptive elements into each landscape unit, including light and heavy excavation, TBMs and related equipment, impacts to curbs and gutters, structural falsework, tree removal, security fencing and lighting, stockpiled building materials, safety and directional signage, and installation of project infrastructure, station plazas, and ancillary facilities. All stations for this alignment would be constructed using the cut-and-cover method, which allows a temporary decking structure to be placed over the cut following the first excavation and allows for traffic on the surface.

Construction activities, while a temporary visual nuisance, would not obstruct scenic vistas because there are no scenic vistas within this alignment as identified by relevant planning documents, and views within the landscape units that are part of this alignment are of an urbanized, built environment. Construction activities would be temporary and limited to the immediate area and would be shielded by temporary fencing to the extent feasible. Therefore, the KNE Fairfax Alignment would have no impact during construction.

### 3.2.7.1.2.2 OPERATIONAL IMPACTS

**No Impact.** The KNE Fairfax Alignment includes LU-1, LU-2, LU-3, LU-4, LU-7, LU-8, and LU-9. Operation of the alignment and station would introduce new features, such as the station plazas and entrances, which would represent a change in the views compared to existing conditions. The LUs identified within this alignment are characterized by a primarily urban environment featuring a variety of commercial, industrial, and residential development. While no scenic vistas are specifically identified in relevant planning documents, the LUs within this alignment provide localized scenic vistas that may be notable to residents and visitors. For example, within LU-9 (Hollywood/Highland Station) the intersection is notable for the numerous unique visual resources that include the Dolby Theatre, the Ovation Shopping and Entertainment Complex, the Hollywood Wax Museum, TLC Chinese Theatre, and the Hollywood Walk of Fame. The view north along Highland Avenue includes the steeple of the Hollywood United Methodist Church, as well as a limited view of the Hollywood Hills. However, the iconic Hollywood Sign is not visible from street level in this area.

The station plazas would not be at a height greater than existing nearby structures. Station features, such as emergency egress facilities or emergency exits that provide access to the surface via hatches located inside or outside of the public right-of-way and the hatches themselves, would be flush with the ground or sidewalk or integrated into a building so as not to be intrusive to viewers. Station ventilation structures would be designed to be separate from emergency exits and located at ground or sidewalk level or incorporated into a future building so as not to be visually intrusive. The visibility of the tunnel portal would be limited to the station entrance plaza. Visible features of underground stations at street level include entrances, signage, and other ancillary facilities such as escalators, elevators, stairs, and station boarding areas. However, these areas would be more visible to people in the immediate vicinity of the station entrance and would not conflict with the overall views in the LUs. Aboveground station components would be designed consistent with the MRDC, the Metro Art Program Policy, the Metro Systemwide Station Design Standards, and the Metro Tree Policy. Therefore, the KNE Fairfax Alignment would have no impact during operations.

### 3.2.7.1.3 KNE LA BREA ALIGNMENT

#### 3.2.7.1.3.1 CONSTRUCTION IMPACTS

**No Impact.** The KNE La Brea Alignment includes LU-1, LU-2, LU-8, LU-9, LU-10, and LU-11. Construction of the alignment and stations would temporarily introduce visually disruptive elements into each landscape unit, including light and heavy excavation, TBMs and related equipment, impacts to curbs and gutters, structural falsework, tree removal, security fencing and lighting, stockpiled building materials, safety and directional signage, and installation of project infrastructure, station plazas, and ancillary facilities. All stations for this alignment would be constructed using the cut-and-cover method, which allows a temporary decking structure to be placed over the cut following the first excavation and allows for traffic on the surface.

Construction activities, while a temporary visual nuisance, would not obstruct scenic vistas because there are no scenic vistas within this alignment as identified by relevant planning documents, and views within

the landscape units that are part of this alignment are of an urbanized, built environment. Construction activities would be temporary and limited to the immediate area and would be shielded by temporary fencing to the extent feasible. Therefore, the KNE La Brea Alignment would have no impact during construction.

### 3.2.7.1.3.2 OPERATIONAL IMPACTS

**No Impact.** The KNE La Brea Alignment includes LU-1, LU-2, LU-8, LU-9, LU-10, and LU-11. Operation of the alignment and station would introduce new features, such as the station plazas and entrances, which would represent a change in the views compared to existing conditions. The LUs identified within this alignment are characterized by a primarily urban environment featuring a variety of commercial, industrial, and residential development. While no scenic vistas are specifically identified in relevant planning documents, the LUs within this alignment provide localized scenic vistas that may be notable to residents and visitors. For example, within LU-9 (Hollywood/Highland Station) the intersection is notable for the numerous unique visual resources that include the Dolby Theatre, the Ovation Shopping and Entertainment Complex, the Hollywood Wax Museum, TLC Chinese Theatre, and the Hollywood Walk of Fame. The view north along Highland Avenue includes the steeple of the Hollywood United Methodist Church, as well as a limited view of the Hollywood Hills. However, the iconic Hollywood Sign is not visible from street level in this area.

The station plazas would not be at a height greater than existing nearby structures. Station features, such as emergency egress facilities or emergency exits that provide access to the surface via hatches located inside or outside of the public right-of-way and the hatches themselves, would be flush with the ground or sidewalk or integrated into a building so as not to be intrusive to viewers. Station ventilation structures would be designed to be separate from emergency exits and located at ground or sidewalk level or incorporated into a future building so as not to be visually intrusive. The visibility of the tunnel portal would be limited to the station entrance plaza. Visible features of underground stations at street level include entrances, signage, and other ancillary facilities such as escalators, elevators, stairs, and station boarding areas. However, these areas would be more visible to people in the immediate vicinity of the station entrance and would not conflict with the overall views in the LUs. Aboveground station components would be designed consistent with the MRDC, the Metro Art Program Policy, the Metro Systemwide Station Design Standards, and the Metro Tree Policy. Therefore, the KNE La Brea Alignment would have no impact during operations.

### 3.2.7.1.4 HOLLYWOOD BOWL DESIGN OPTION

#### 3.2.7.1.4.1 CONSTRUCTION IMPACTS

**No Impact.** The Hollywood Bowl Design Option is within LU-12 (Hollywood Bowl). Construction of the Hollywood Bowl Design Option would temporarily introduce visually disruptive scenic elements to the landscape unit. The tunnel and station associated with the design option would be constructed using the sequential excavation method, which entails conventional mining techniques and equipment for hard rock excavation. Construction would include light and heavy excavation, TBM extraction and related equipment, impacts to curbs and gutters, structural falsework, tree removal, security fencing and lighting,

stockpiled building materials, safety and directional signage, and installation of project infrastructure, station plaza, and ancillary facilities.

Construction activities, while a temporary visual nuisance, would not obstruct scenic vistas as there are no scenic vistas identified by relevant planning documents within LU-12. Furthermore, Highland Avenue is primarily a transportation corridor; visual resources are limited; and distant views are limited by topography. Therefore, the Hollywood Bowl Design Option would have no impact during construction.

#### 3.2.7.1.4.2 OPERATIONAL IMPACTS

**No Impact.** The Hollywood Bowl Design Option is within LU-12 (Hollywood Bowl). Operation of the design option would introduce new features, the station plaza and entrance, along with ancillary components to LU-12, which would represent a change in the ground-level views compared to existing conditions. The station entrance would not exceed the height of nearby structures. Station features, such as emergency egress facilities or emergency exits that provide access to the surface via hatches that would be located inside or outside of the public right-of-way and the hatches themselves, would be flush with the ground or sidewalk or integrated into a building so as not be intrusive to viewers. Station ventilation structures would be designed to be separate from emergency exits and located at ground or sidewalk level or incorporated into a future building so as not to be visually intrusive. The visibility of the tunnel portal would be limited to the station entrance plaza. Visible features of the underground station at street level include entrances, signage, and other ancillary facilities such as escalators, elevators, stairs, and station boarding areas. However, these areas would be more visible to people in the immediate vicinity of the station entrance and would not conflict with the overall views in the LU. Aboveground station components would be designed consistent with the MRDC, the Metro Art Program Policy, the Metro Systemwide Station Design Standards, and the Metro Tree Policy. No scenic vistas are identified in relevant planning documents for LU-12. Further, Highland Avenue is primarily a transportation corridor; visual resources are limited; and distant views are limited by topography. Therefore, the Hollywood Bowl Design Option would have no impact during operations.

#### 3.2.7.1.5 MAINTENANCE AND STORAGE FACILITY

##### 3.2.7.1.5.1 CONSTRUCTION IMPACTS

**No Impact.** Construction of the MSF would introduce visually disruptive activities such as demolition, site clearing, and grading to LU-13 but would not substantially obstruct views of scenic vistas. Visual resources and scenic views are limited in this LU. Distant views are limited due to the surrounding industrial development. Construction activities would not result in visual impacts to primary viewers because the site is surrounded by relatively wide streets and paved areas that act as visual buffers. There are no scenic vistas identified in relevant planning documents. All construction activities and staging would comply with Metro and local guidelines related to construction activities. Therefore, the MSF would have no impact during construction.

### 3.2.7.1.5.2 OPERATIONAL IMPACTS

**No Impact.** Operational impacts of the MSF would introduce new elements to the immediate views in LU-13. However, the MSF would generally fit within the context of the existing industrial character of the area and would be constructed according to Metro design features, which may contribute to improving scenic quality of the surrounding area. In addition, no scenic vistas are identified in relevant planning documents. Therefore, the MSF would have no impact during operation.

## 3.2.7.2 IMPACT AES-2: SCENIC HIGHWAYS

**Impact AES-2:** Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

### 3.2.7.2.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

#### 3.2.7.2.1.1 CONSTRUCTION IMPACTS

**No Impact.** No state-designated scenic highways or eligible state scenic highways are located within the LUs of the KNE San Vicente–Fairfax Alignment. As a result, construction of the alignment would not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within a state-designated or eligible scenic highway. Therefore, the KNE San Vicente–Fairfax Alignment would have no impact during construction.

#### 3.2.7.2.1.2 OPERATIONAL IMPACTS

**No Impact.** Operation of the KNE San Vicente–Fairfax Alignment would not result in impacts to any scenic resources within a state-designated or eligible scenic highway. No state-designated or eligible scenic highways are within, or adjacent to, the alignment. Therefore, the KNE San Vicente–Fairfax Alignment would have no impact during operation.

### 3.2.7.2.2 KNE FAIRFAX ALIGNMENT

#### 3.2.7.2.2.1 CONSTRUCTION IMPACTS

**No Impact.** No state-designated scenic highways or eligible state scenic highways are located within the LUs of the KNE Fairfax Alignment. As a result, construction of the alignment would not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within a state-designated or eligible scenic highway. Therefore, the KNE Fairfax Alignment would have no impact during construction.

#### 3.2.7.2.2.2 OPERATIONAL IMPACTS

**No Impact.** Operation of the KNE Fairfax Alignment would not result in impacts to any scenic resources within a state-designated or eligible scenic highway. No state-designated or eligible scenic highways are within, or adjacent to, the alignment. Therefore, the KNE Fairfax Alignment would have no impact during operation.

### 3.2.7.2.3 KNE LA BREA ALIGNMENT

#### 3.2.7.2.3.1 CONSTRUCTION IMPACTS

**No Impact.** No state-designated scenic highways or eligible state scenic highways are located within the LUs of the KNE La Brea Alignment. As a result, construction of the alignment would not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within a state-designated or eligible scenic highway. Therefore, the KNE La Brea Alignment would have no impact during construction.

#### 3.2.7.2.3.2 OPERATIONAL IMPACTS

**No Impact.** Operation of the KNE La Brea Alignment would not result in impacts to any scenic resources within a state-designated or eligible scenic highway. No state-designated or eligible scenic highways are within, or adjacent to, the alignment. Therefore, the KNE La Brea Alignment would have no impact during operation.

### 3.2.7.2.4 HOLLYWOOD BOWL DESIGN OPTION

#### 3.2.7.2.4.1 CONSTRUCTION IMPACTS

**No Impact.** No state-designated scenic highways or eligible state scenic highways are located within the LU of the Hollywood Bowl Design Option. As a result, construction of the design option would not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within a state-designated or eligible scenic highway. Therefore, the Hollywood Bowl Design Option would have no impact during construction.

#### 3.2.7.2.4.2 OPERATIONAL IMPACTS

**No Impact.** Operation of the Hollywood Bowl Design Option would not result in impacts to any scenic resources within a state-designated or eligible scenic highway. No state-designated or eligible scenic highways are within, or adjacent to, the design option. Therefore, the Hollywood Bowl Design Option would have no impact during operation.

### 3.2.7.2.5 MAINTENANCE AND STORAGE FACILITY

#### 3.2.7.2.5.1 CONSTRUCTION IMPACTS

**No Impact.** No state-designated scenic highways or eligible state scenic highways are located within the LU of the MSF. As a result, construction of the MSF would not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within a state-designated or eligible scenic highway. Therefore, the MSF would have no impact during construction.

### 3.2.7.2.5.2 OPERATIONAL IMPACTS

**No Impact.** Operation of the MSF would not result in impacts to any scenic resources within a state-designated or eligible scenic highway. No state-designated or eligible scenic highways are within, or adjacent to, the MSF. Therefore, the MSF would have no impact during operation.

### 3.2.7.3 IMPACT AES-3: VISUAL CHARACTER

**Impact AES-3:** Would the project in a nonurbanized area substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

#### 3.2.7.3.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

##### 3.2.7.3.1.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** During construction of the KNE San Vicente–Fairfax Alignment, the visual character of the associated LUs would change temporarily from existing conditions. Construction activities would require equipment such as construction barriers, cranes, and trucks. However, construction activities would be temporary and intermittent and limited to the immediate area. In addition, the perimeter of construction staging areas would be fenced for a variety of purposes, including opaque fencing to screen views of the construction site and activities, security, and noise controls, and could incorporate artwork, Metro-branded designs, and/or community-relevant messaging. This would help minimize visual nuisance and ensure that the visual character and quality of the immediate area are not substantially degraded during construction.

Some residences may have private views of construction activities and equipment from windows. While residents would be highly sensitive to visual changes and would have a higher degree of personal investment in the project, visual impacts under CEQA significance thresholds are assessed based on changes to public views. As such, analysis of resident viewer groups is provided for informational purposes only because the CEQA Guidelines do not protect private views from residential properties.

People who drive, roll, or walk would primarily experience views of construction activities while traveling the roadways and sidewalks along and adjacent to the construction areas. In addition, those who drive, roll, or walk would have prolonged views while idling or waiting at traffic signals and signed intersections. However, motorists are considered to have a low sensitivity to any visual changes as they are likely passing through areas to reach other destinations and do not necessarily have a personal investment in the visual character or quality of the LUs.

Pedestrians, including people who roll or walk, would primarily experience views of construction activities while traveling along public sidewalks, bicycle lanes, near transit stations and stops, and near businesses adjacent to the construction areas. The change in the visual character during construction would be noticeable by these viewers. In addition, pedestrians are considered to have a moderate sensitivity to visual changes as they may be engaged in observing their surroundings.

While construction of this alignment would represent a temporary change in the visual and scenic quality and character within the alignment LUs, construction would be temporary and limited to the immediate area. In addition, construction staging areas and construction activities would be screened to reduce the visual nuisance of construction. Furthermore, construction activities would be consistent with the goals and objectives of relevant planning documents. Construction would not conflict with any regulations that govern scenic quality, nor would it substantially degrade the existing visual character or quality of public views within the associated LUs. Therefore, the KNE San Vicente–Fairfax Alignment would have a less than significant impact during construction.

### 3.2.7.3.1.2 OPERATIONAL IMPACTS

**Less than Significant Impact.** Operation of the KNE San Vicente–Fairfax Alignment would primarily occur underground; however, aboveground features such as station plazas and station entrances would introduce new visual elements thereby modifying the existing visual character of the associated LUs.

Some residences may have private views of these new operational features from windows. While residents would be highly sensitive to visual changes and would have a higher degree of personal investment in the project, visual impacts under CEQA significance thresholds are assessed based on changes to public views. As such, analysis of resident viewer groups is provided for informational purposes only because the CEQA Guidelines do not protect private views from residential properties.

People who drive, roll, or walk would experience a visual change from the existing setting but would have a moderate to low sensitivity to the visual change. Some people may have less of a personal investment in the visual appearance of the LUs in this alignment depending on the duration of exposure, such as passing through the area on the way to another location, being in an idling vehicle, or waiting to cross at intersections. Pedestrians, including those who roll or walk, have a moderate sensitivity to visual changes as they may be engaged in observing their surroundings.

The operational features of this alignment, such as station plazas and entrances, would be at-grade facilities within an urbanized area and would be designed to integrate with the existing character of the surrounding land uses. The stations would be designed as pedestrian-friendly environments to promote a sense of place and enhance the area’s visual unity. These aboveground features, including but not limited to design and use of stations, auxiliary facilities use, and new landscaping, would follow the Metro design guidelines, standards, and policies, including the MRDC, the Metro Art Program Policy, the Metro Tree Policy, the Metro Transfers Design Guide, and the Systemwide Station Design Standards. Furthermore, aboveground elements that would be located on properties outside of the public right-of-way (e.g., station plazas) would comply with applicable zoning and design requirements, including undergoing mandated design review where applicable and coordinating with local jurisdictions during preliminary and final design. Operation of this alignment would not conflict with any regulations that govern scenic quality, nor would it substantially degrade the existing visual character or quality of public views within the associated LUs. Therefore, the KNE San Vicente–Fairfax Alignment would have a less than significant impact during operation.

### 3.2.7.3.2 KNE FAIRFAX ALIGNMENT

#### 3.2.7.3.2.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** During construction of the KNE Fairfax Alignment, the visual character of the associated LUs would change temporarily from existing conditions. Construction activities would require equipment such as construction barriers, cranes, and trucks. However, construction activities would be temporary and intermittent and limited to the immediate area. In addition, the perimeter of construction staging areas would be fenced for a variety of purposes, including opaque fencing to screen views of the construction site and activities, security, and noise controls, and could incorporate artwork, Metro-branded designs, and/or community-relevant messaging. This would help minimize visual nuisance and ensure that the visual character and quality of the immediate area are not substantially degraded during construction.

Some residences may have private views of construction activities and equipment from windows. While residents would be highly sensitive to visual changes and would have a higher degree of personal investment in the project, visual impacts under CEQA significance thresholds are assessed based on changes to public views. As such, analysis of resident viewer groups is provided for informational purposes only because the CEQA Guidelines do not protect private views from residential properties.

People who drive, roll, or walk would primarily experience views of construction activities while traveling the roadways and sidewalks along and adjacent to the construction areas. In addition, those who drive, roll, or walk would have prolonged views while idling or waiting at traffic signals and signed intersections. However, motorists are considered to have a low sensitivity to any visual changes as they are likely passing through areas to reach other destinations and do not necessarily have a personal investment in the visual character or quality of the LUs.

Pedestrians, including people who roll or walk, would primarily experience views of construction activities while traveling along public sidewalks, bicycle lanes, near transit stations and stops, and near businesses adjacent to the construction areas. The change in the visual character during construction would be noticeable by these viewers. In addition, pedestrians are considered to have a moderate sensitivity to visual changes as they may be engaged in observing their surroundings.

While construction of this alignment would represent a temporary change in the visual and scenic quality and character within the alignment LUs, construction would be temporary and limited to the immediate area. In addition, construction staging areas and construction activities would be screened to reduce the visual nuisance of construction. Furthermore, construction activities would be consistent with the goals and objectives of relevant planning documents. Construction would not conflict with any regulations that govern scenic quality, nor would it substantially degrade the existing visual character or quality of public views within the associated LUs. Therefore, the KNE Fairfax Alignment would have a less than significant impact during construction.

### 3.2.7.3.2 OPERATIONAL IMPACTS

**Less than Significant Impact.** Operation of the KNE Fairfax Alignment would primarily occur underground; however, aboveground features such as station plazas and station entrances would introduce new visual elements thereby modifying the existing visual character of the associated LUs.

Some residences may have private views of these new operational features from windows. While residents would be highly sensitive to visual changes and would have a higher degree of personal investment in the project, visual impacts under CEQA significance thresholds are assessed based on changes to public views. As such, analysis of resident viewer groups is provided for informational purposes only because the CEQA Guidelines do not protect private views from residential properties.

People who drive, roll, or walk would experience a visual change from the existing setting but would have a moderate to low sensitivity to the visual change. Some people may have less of a personal investment in the visual appearance of the LUs in this alignment depending on the duration of exposure, such as passing through the area on the way to another location, being in an idling vehicle, or waiting to cross at intersections. Pedestrians, including those who roll or walk, have a moderate sensitivity to visual changes as they may be engaged in observing their surroundings.

The operational features of this alignment, such as station plazas and entrances, would be at-grade facilities within an urbanized area and would be designed to integrate with the existing character of the surrounding land uses. The stations would be designed as pedestrian-friendly environments to promote a sense of place and enhance the area's visual unity. These aboveground features, including but not limited to design and use of stations, auxiliary facilities use, and new landscaping, would follow the Metro design guidelines, standards, and policies, including the MRDC, the Metro Art Program Policy, the Metro Tree Policy, the Metro Transfers Design Guide, and the Systemwide Station Design Standards. Furthermore, aboveground elements that would be located on properties outside of the public right-of-way (e.g., station plazas) would comply with applicable zoning and design requirements, including undergoing mandated design review where applicable and coordinating with local jurisdictions during preliminary and final design. Operation of this alignment would not conflict with any regulations that govern scenic quality, nor would it substantially degrade the existing visual character or quality of public views within the associated LUs. Therefore, the KNE Fairfax Alignment would have a less than significant impact during operation.

### 3.2.7.3.3 KNE LA BREA ALIGNMENT

#### 3.2.7.3.3.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** During construction of the KNE La Brea Alignment, the visual character of the associated LUs would change temporarily from existing conditions. Construction activities would require equipment such as construction barriers, cranes, and trucks. However, construction activities would be temporary and intermittent and limited to the immediate area. In addition, the perimeter of construction staging areas would be fenced for a variety of purposes, including opaque fencing to screen views of the construction site and activities, security, and noise controls, and could incorporate artwork, Metro-branded designs, and/or community-relevant messaging. This would help minimize visual nuisance

and ensure that the visual character and quality of the immediate area are not substantially degraded during construction.

Some residences may have private views of construction activities and equipment from windows. While residents would be highly sensitive to visual changes and would have a higher degree of personal investment in the project, visual impacts under CEQA significance thresholds are assessed based on changes to public views. As such, analysis of resident viewer groups is provided for informational purposes only because the CEQA Guidelines do not protect private views from residential properties.

People who drive, roll, or walk would primarily experience views of construction activities while traveling the roadways and sidewalks along and adjacent to the construction areas. In addition, those who drive, roll, or walk would have prolonged views while idling or waiting at traffic signals and signed intersections. However, motorists are considered to have a low sensitivity to any visual changes as they are likely passing through areas to reach other destinations and do not necessarily have a personal investment in the visual character or quality of the LUs.

Pedestrians, including people who roll or walk, would primarily experience views of construction activities while traveling along public sidewalks, bicycle lanes, near transit stations and stops, and near businesses adjacent to the construction areas. The change in the visual character during construction would be noticeable by these viewers. In addition, pedestrians are considered to have a moderate sensitivity to visual changes as they may be engaged in observing their surroundings.

While construction of this alignment would represent a temporary change in the visual and scenic quality and character within the alignment LUs, construction would be temporary and limited to the immediate area. In addition, construction staging areas and construction activities would be screened to reduce the visual nuisance of construction. Furthermore, construction activities would be consistent with the goals and objectives of relevant planning documents. Construction would not conflict with any regulations that govern scenic quality, nor would it substantially degrade the existing visual character or quality of public views within the associated LUs. Therefore, the KNE La Brea Alignment would have a less than significant impact during construction.

### 3.2.7.3.3.2 OPERATIONAL IMPACTS

**Less than Significant Impact.** Operation of the KNE La Brea Alignment would primarily occur underground; however, aboveground features such as station plazas and station entrances would introduce new visual elements thereby modifying the existing visual character of the associated LUs.

Some residences may have private views of these new operational features from windows. While residents would be highly sensitive to visual changes and would have a higher degree of personal investment in the project, visual impacts under CEQA significance thresholds are assessed based on changes to public views. As such, analysis of resident viewer groups is provided for informational purposes only because the CEQA Guidelines do not protect private views from residential properties.

People who drive, roll, or walk would experience a visual change from the existing setting but would have a moderate to low sensitivity to the visual change. Some people may have less of a personal investment in the visual appearance of the LUs in this alignment depending on the duration of exposure, such as

passing through the area on the way to another location, being in an idling vehicle, or waiting to cross at intersections. Pedestrians, including those who roll or walk, have a moderate sensitivity to visual changes as they may be engaged in observing their surroundings.

The operational features of this alignment, such as station plazas and entrances, would be at-grade facilities within an urbanized area and would be designed to integrate with the existing character of the surrounding land uses. The stations would be designed as pedestrian-friendly environments to promote a sense of place and enhance the area's visual unity. These aboveground features, including but not limited to design and use of stations, auxiliary facilities use, and new landscaping, would follow the Metro design guidelines, standards, and policies, including the MRDC, the Metro Art Program Policy, the Metro Tree Policy, the Metro Transfers Design Guide, and the Systemwide Station Design Standards. Furthermore, aboveground elements that would be located on properties outside of the public right-of-way (e.g., station plazas) would comply with applicable zoning and design requirements, including undergoing mandated design review where applicable and coordinating with local jurisdictions during preliminary and final design. Operation of this alignment would not conflict with any regulations that govern scenic quality, nor would it substantially degrade the existing visual character or quality of public views within the associated LUs. Therefore, the KNE La Brea Alignment would have a less than significant impact during operation.

### 3.2.7.3.4 HOLLYWOOD BOWL DESIGN OPTION

#### 3.2.7.3.4.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** During construction of the Hollywood Bowl Design Option, the visual character of LU-12 (Hollywood Bowl) would change temporarily from existing conditions. Construction activities would require equipment such as construction barriers, cranes, and trucks. However, construction activities would be temporary and intermittent and limited to the immediate area. In addition, the perimeter of construction staging areas would be fenced for a variety of purposes, including opaque fencing to screen views of the construction site and activities, security, and noise controls, and could incorporate artwork, Metro-branded designs, and/or community-relevant messaging. This would help minimize visual nuisance and ensure that the visual character and quality of the immediate area are not substantially degraded during construction.

Some residences may have private views of construction activities and equipment from windows. While residents would be highly sensitive to visual changes and would have a higher degree of personal investment in the project, visual impacts under CEQA significance thresholds are assessed based on changes to public views. As such, analysis of resident viewer groups is provided for informational purposes only because the CEQA Guidelines do not protect private views from residential properties.

People who drive, roll, or walk would primarily experience views of construction activities while traveling the roadways and sidewalks along and adjacent to the construction areas. In addition, those who drive, roll, or walk would have prolonged views while idling or waiting at traffic signals and signed intersections. However, Highland Avenue in this LU is primarily a transit corridor for people attending events at the Hollywood Bowl, and for connecting Hollywood to Interstate 101 through Cahuenga Pass and for access

to the surrounding hillside residential areas. Those who drive, roll, or walk would have prolonged views while idling or waiting at traffic signals and signed intersections. Motorists are considered to have a low sensitivity to any visual changes as they are likely passing through areas to reach other destinations and do not necessarily have a personal investment in the visual character or quality of the LUs.

Pedestrians, including people who roll or walk, would primarily experience views of construction activities while traveling the roadways and sidewalks along and adjacent to the construction areas. The change in the visual character during construction would be noticeable by these viewers. In addition, pedestrians are considered to have a moderate sensitivity to visual changes as they may be engaged in observing their surroundings.

While construction of this design option would represent a temporary change in the visual and scenic quality and character within LU-12, construction would be temporary and limited to the immediate area. In addition, construction staging areas and construction activities would be screened to reduce the visual nuisance of construction. Furthermore, construction activities would be consistent with the goals and objectives of relevant planning documents. Construction would not conflict with any regulations that govern scenic quality, nor would it substantially degrade the existing visual character or quality of public views within the LU. Therefore, the Hollywood Bowl Design Option would have a less than significant impact during construction.

#### 3.2.7.3.4.2 OPERATIONAL IMPACTS

**Less than Significant Impact.** Operation of the Hollywood Bowl Design Option would primarily occur underground; however, aboveground features such as station plazas and station entrances would introduce new visual elements, thereby modifying the existing visual character of LU-12 (Hollywood Bowl).

Some residences may have private views of these new operational features from windows. While residents would be highly sensitive to visual changes and would have a higher degree of personal investment in the project, visual impacts under CEQA significance thresholds are assessed based on changes to public views. As such, analysis of resident viewer groups is provided for informational purposes only because the CEQA Guidelines do not protect private views from residential properties.

People who drive, roll, or walk would experience a visual change from the existing setting but would have a moderate to low sensitivity to the visual change. Some people may have less of a personal investment in the visual appearance of LU-12 depending on the duration of exposure, such as passing through the area on the way to another location, being in an idling vehicle, or waiting to cross at intersections. Pedestrians, including those who roll or walk, have a moderate sensitivity to visual changes as they may be engaged in observing their surroundings.

The operational features of the design option, such as station plazas and entrances, would be at-grade facilities within an urbanized area and would be designed to integrate with the existing character of the surrounding land uses. The station would be designed as pedestrian-friendly environments to promote a sense of place and enhance the area's visual unity. These aboveground features, including but not limited to design and use of the station, auxiliary facilities use, and new landscaping, would follow the Metro

design guidelines, standards, and policies, including the MRDC, the Metro Art Program Policy, the Metro Tree Policy, the Metro Transfers Design Guide, and the Systemwide Station Design Standards. Furthermore, aboveground elements that would be located on properties outside of the public right-of-way (e.g., station plazas) would comply with applicable zoning and design requirements, including undergoing mandated design review where applicable and coordinating with local jurisdictions during preliminary and final design. Operation of the design option would not conflict with any regulations that govern scenic quality, nor would it substantially degrade the existing visual character or quality of public views within the associated LU. Therefore, the Hollywood Bowl Design Option would have a less than significant impact during operation.

### 3.2.7.3.5 MAINTENANCE AND STORAGE FACILITY

#### 3.2.7.3.5.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** Construction of the MSF would comply with applicable regulations governing scenic quality and would occur in a highly industrial area; no residences are immediately adjacent to the proposed MSF. Construction activities, while a temporary visual nuisance, would not be visible to any residential or visually sensitive uses.

People who drive, roll, or walk would primarily experience views of construction activities while traveling the roadways and sidewalks along and adjacent to construction areas. Those who drive, roll, or walk would have prolonged views while idling or waiting at traffic signals and signed intersections. However, motorists are considered to have a low sensitivity to any visual changes as they are likely passing through areas to reach other destinations and do not necessarily have a personal investment in the visual character or quality of an area.

Pedestrians, including people who roll or walk, would primarily experience views of construction activities while traveling along public sidewalks, bicycle lanes, and near businesses adjacent to construction areas. The change in the visual character during construction would be noticeable by these viewers. In addition, pedestrians are considered to have a moderate sensitivity to visual changes as they may be engaged in observing their surroundings. However, the visual character of LU-13 is primarily commercial and industrial with limited scenic elements aside from street trees and streetscapes.

While construction of the MSF would represent a temporary change in the visual and scenic quality and character, construction would be temporary and limited to the immediate area. In addition, construction staging areas and construction activities would be screened, and artwork, Metro-branded designs, and community-relevant messaging could be incorporated to reduce the visual nuisance of construction. Furthermore, construction activities would be consistent with the goals and objectives of relevant planning documents. Construction would not conflict with any regulations that govern scenic quality nor would it substantially degrade the existing visual character or quality of public views. Therefore, the MSF would have a less than significant impact during construction.

### 3.2.7.3.5.2 OPERATIONAL IMPACTS

**Less than Significant Impact.** Operation of the MSF would occur within an area of existing industrial land uses and would thus be aesthetically compatible with the existing industrial setting. The physical perimeter would not encroach onto public right-of-way. No substantial change in visual character or quality would occur. Additionally, the operational activities occurring within the MSF would follow the MRDC, which require projects to be designed in a manner that appropriately considers the existing urban context in which they are located. Operation of the MSF would adhere to applicable zoning ordinances governing scenic quality in an urban area. Therefore, the MSF would have a less than significant impact during operations.

### 3.2.7.4 IMPACT AES-4: LIGHT AND GLARE

**Impact AES-4:** Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

#### 3.2.7.4.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

##### 3.2.7.4.1.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** The area in the vicinity of the KNE San Vicente–Fairfax Alignment currently has various sources of light and experiences a high level of existing ambient light consistent with developed, urbanized areas. There are currently sources of light at the proposed station locations. Construction of the alignment and stations would primarily occur during daytime hours (primarily due to construction noise restrictions on work hours, depending on jurisdiction). Construction activities may include, but are not limited to, tunneling, stockpiling and moving materials, and operation of construction equipment. Metro may seek nighttime work variances for construction involving the TBM, which would require nighttime construction lighting. Project measure PM AES-1 ensures safety and security lighting would be included during construction but would be directed toward the construction staging areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Any nighttime construction required for this alignment and stations would not be a substantial source of light and glare because several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). As a result, the additional nighttime lighting would not substantially increase the amount of light in the area. In addition, construction activities would be localized, short-term, and intermittent. Therefore, the KNE San Vicente–Fairfax Alignment would have a less than significant impact during construction.

##### 3.2.7.4.1.2 OPERATIONAL IMPACTS

**Less than Significant Impact.** During operation of the KNE San Vicente–Fairfax Alignment, new nighttime light would primarily emanate from the station areas (e.g., station plazas, entryways, platforms) but would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights) currently exist in the area. Light from headlights of the light rail transit vehicles is not expected to extend beyond the public transportation-related right-of-way because the vehicles would be below ground. The project would comply with the MRDC and Metro’s

Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the station areas would be directed downward or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. Additionally, this alignment would include several elements (e.g., glass or metal surfaces) that could create new sources of glare at the station areas during the day. However, the project would comply with Metro design criteria and standards, which require low-glare finished surfaces. For these reasons, operation of the alignment and stations would create a negligible addition to light and glare and would not constitute a substantial change in existing light and glare in the immediate area. Therefore, the KNE San Vicente–Fairfax Alignment would have a less than significant impact during operation.

### 3.2.7.4.2 KNE FAIRFAX ALIGNMENT

#### 3.2.7.4.2.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** The area in the vicinity of the KNE Fairfax Alignment currently has various sources of light and experiences a high level of existing ambient light consistent with developed, urbanized areas. There are currently sources of light at the proposed station locations. Construction of the alignment and stations would primarily occur during daytime hours (primarily due to construction noise restrictions on work hours, depending on jurisdiction). Construction activities may include, but are not limited to, tunneling, stockpiling and moving materials, and operating construction equipment. Metro may seek nighttime work variances for construction involving the TBM, which would require nighttime construction lighting. Project measure PM AES-1 ensures safety and security lighting would be included during construction, but it would be directed toward the construction staging areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Any nighttime construction required for this alignment and stations would not be a substantial source of light and glare because several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). As a result, the additional nighttime lighting would not substantially increase the amount of light in the area. In addition, construction activities would be localized, short-term, and intermittent. Therefore, the KNE Fairfax Alignment would have a less than significant impact during construction.

#### 3.2.7.4.2.2 OPERATIONAL IMPACTS

**Less than Significant Impact.** During operation of the KNE Fairfax Alignment, new nighttime light would primarily emanate from the station areas (e.g., station plazas, entryways, platforms) but would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights) currently exist in the area. Light from headlights of the light rail transit vehicles is not expected to extend beyond the public transportation-related right-of-way because the vehicles would be below ground. The project would comply with the MRDC and Metro’s Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the station areas would be directed downward or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. Additionally, this alignment would include several elements (e.g., glass or metal surfaces) that could create new sources of glare at the station areas during the day. However, the project would

comply with Metro design criteria and standards, which require low-glare finished surfaces. For these reasons, operation of the alignment and stations would create a negligible addition to light and glare and would not constitute a substantial change in existing light and glare in the immediate area. Therefore, the KNE Fairfax Alignment would have a less than significant impact during operation.

### 3.2.7.4.3 KNE LA BREA ALIGNMENT

#### 3.2.7.4.3.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** The area in the vicinity of the KNE La Brea Alignment currently has various sources of light and experiences a high level of existing ambient light consistent with developed, urbanized areas. There are currently sources of light at the proposed station locations. Construction of the alignment and stations would primarily occur during daytime hours (primarily due to construction noise restrictions on work hours, depending on jurisdiction). Construction activities may include, but are not limited to, tunneling, stockpiling and moving materials, and operating construction equipment. Metro may seek nighttime work variances for construction involving the TBM, which would require nighttime construction lighting. Project measure PM AES-1 ensures safety and security lighting would be included during construction, but it would be directed toward the construction staging areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Any nighttime construction required for this alignment and stations would not be a substantial source of light and glare because several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). As a result, the additional nighttime lighting would not substantially increase the amount of light in the area. In addition, construction activities would be localized, short-term, and intermittent. Therefore, the KNE La Brea Alignment would have a less than significant impact during construction.

#### 3.2.7.4.3.2 OPERATIONAL IMPACTS

**Less than Significant Impact.** During operation of the KNE La Brea Alignment, new nighttime light would primarily emanate from the station areas (e.g., station plazas, entryways, platforms) but would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights) currently exist in the area. Light from headlights of the light rail transit vehicles is not expected to extend beyond the public transportation-related right-of-way because the vehicles would be below ground. The project would comply with the MRDC and Metro's Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the station areas would be directed downward or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. Additionally, this alignment would include several elements (e.g., glass or metal surfaces) that could create new sources of glare at the station areas during the day. However, the project would comply with Metro design criteria and standards, which require low-glare finished surfaces. For these reasons, operation of the alignment and stations would create a negligible addition to light and glare and would not constitute a substantial change in existing light and glare in the immediate area. Therefore, the KNE La Brea Alignment would have a less than significant impact during operation.

### 3.2.7.4.4 HOLLYWOOD BOWL DESIGN OPTION

#### 3.2.7.4.4.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** The area in the vicinity of the Hollywood Bowl Design Option currently has various sources of light and experiences a high level of existing ambient light consistent with developed, urbanized areas. There are currently sources of light at the proposed station location. Construction of the design option and station would primarily occur during daytime hours (primarily due to construction noise restrictions on work hours, depending on jurisdiction). Construction activities may include, but are not limited to, tunneling, stockpiling and moving materials, and operating construction equipment. Metro may seek nighttime work variances for construction involving the sequential excavation method, which would require nighttime construction lighting. Project measure PM AES-1 ensures safety and security lighting would be included during construction, but it would be directed toward the construction staging areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Any nighttime construction required for the design option and station would not be a substantial source of light and glare because several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). As a result, the additional nighttime lighting would not substantially increase the amount of light in the area. In addition, construction activities would be localized, short-term, and intermittent. Therefore, the Hollywood Bowl Design Option would have a less than significant impact during construction.

#### 3.2.7.4.4.2 OPERATIONAL IMPACTS

**Less than Significant Impact.** During operation of the Hollywood Bowl Design Option, new nighttime light would primarily emanate from the station area (e.g., station plaza, entryways, platforms) but would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights) currently exist in the area. Light from headlights of the light rail transit vehicles is not expected to extend beyond the public transportation-related right-of-way because the vehicles would be below ground. The project would comply with the MRDC and Metro's Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the station areas would be directed downward or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. Additionally, the design option would include several elements (e.g., glass or metal surfaces) that could create new sources of glare at the station area during the day. However, the project would comply with Metro design criteria and standards, which require low-glare finished surfaces. For these reasons, operation of the design option and station would create a negligible addition to light and glare and would not constitute a substantial change in existing light and glare in the immediate area. Therefore, the Hollywood Bowl Design Option would have a less than significant impact during operation.

### 3.2.7.4.5 MAINTENANCE AND STORAGE FACILITY

#### 3.2.7.4.5.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** The area in the vicinity of the MSF currently has various sources of light and experiences a high level of existing ambient light consistent with developed, urbanized areas. Construction of the MSF would primarily occur during daytime hours. Construction activities may include, but are not limited to, stockpiling and moving materials, and operating construction equipment. Metro may seek nighttime work variances for construction, which would require nighttime construction lighting. Project measure PM AES-1 ensures safety and security lighting would be included during construction, but it would be directed toward the construction staging areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Any nighttime construction required for the MSF would not be a substantial source of light and glare because several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). As a result, the additional nighttime lighting would not substantially increase the amount of light in the area. In addition, construction activities would be localized, short-term, and intermittent. Therefore, the MSF would have a less than significant impact during construction.

#### 3.2.7.4.5.2 OPERATIONAL IMPACTS

**Less than Significant Impact.** The MSF would be lit to provide sufficient illumination for operations and maintenance activities and to ensure a safe environment on a 24-hour basis. Metro design criteria and standards would require additional new light sources (e.g., security lighting and mounted yard light fixtures) to be directed toward the MSF and shielded from the surrounding areas. Additionally, the MSF does not include the use of materials that would be a substantial source of glare. Any light and glare associated with the MSF would be a negligible addition to existing light and glare because the adjacent areas are industrial, with similar light intensity and conditions. Therefore, operation of the MSF would have a less than significant impact related to light and glare.

### 3.2.7.5 MITIGATION MEASURES

As the impact analysis above demonstrates, construction and operation of any of the KNE alignments and stations, the design option, and the MSF would result in no impact or a less than significant impact related to aesthetics. Therefore, no mitigation is required under CEQA.

### 3.2.7.6 SUMMARY OF IMPACT SIGNIFICANCE CONCLUSIONS AND MITIGATION MEASURES

Table 3.2-1 summarizes the aesthetics impact significance conclusions and, if applicable, mitigation measures. As indicated above, there are no significant impacts that would require mitigation.

**TABLE 3.2-1. KNE SUMMARY OF IMPACT SIGNIFICANCE CONCLUSIONS AND MITIGATION MEASURES**

IMPACT		IMPACT SIGNIFICANCE CONCLUSIONS AND MITIGATION MEASURES				
		KNE SAN VICENTE–FAIRFAX ALIGNMENT	KNE FAIRFAX ALIGNMENT	KNE LA BREA ALIGNMENT	HOLLYWOOD BOWL DESIGN OPTION	MAINTENANCE AND STORAGE FACILITY
<b>Impact AES-1:</b> Scenic Vistas	Impact Before Mitigation	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact
	Mitigation Measures	None Required	None Required	None Required	None Required	None Required
	Impact After Mitigation	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact
<b>Impact AES-2:</b> Scenic Highways	Impact Before Mitigation	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact
	Mitigation Measures	None Required	None Required	None Required	None Required	None Required
	Impact After Mitigation	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact
<b>Impact AES-3:</b> Visual Character	Impact Before Mitigation	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS
	Mitigation Measures	None Required	None Required	None Required	None Required	None Required
	Impact After Mitigation	Construction: LTS Operation: LTS	Construction: LTS. Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS. Operation: LTS	Construction: LTS Operation: LTS
<b>Impact AES-4:</b> Light and Glare	Impact Before Mitigation	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS
	Mitigation Measures	None Required	None Required	None Required	None Required	None Required
	Impact After Mitigation	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS

Source: Connect Los Angeles Partners 2024  
 LTS = less than significant