

**APPENDIX 3.13-A KNE LAND USE AND PLANNING TECHNICAL
REPORT**

LAND USE AND PLANNING TECHNICAL REPORT

K LINE NORTHERN EXTENSION



Metro

JULY 2024

K LINE NORTHERN EXTENSION TRANSIT CORRIDOR PROJECT

Land Use and Planning Technical Report

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ABBREVIATIONS / ACRONYMS

ACRONYM	DEFINITION
AA	Alternatives Analysis
AB	Assembly Bill
ACE	Advanced Conceptual Engineering
Advanced AA	Advanced Alternatives Analysis
ATSP	Active Transportation Strategic Plan
BMPs	Best Management Practices
CA MUTCD	California Manual of Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CPUC	California Public Utilities Commission
Division 16	Division 16 Southwestern Maintenance Yard
EIR	environmental impact report
GHG	greenhouse gas
HPOZ	Historic Preservation Overlay Zone
KNE	K Line Northern Extension
LACMA	Los Angeles County Museum of Art
LAMC	Los Angeles Municipal Code
LAX	Los Angeles International Airport
LRT	light rail transit
L RTP	Long Range Transportation Plan
Metro	Los Angeles County Metropolitan Transportation Authority
Metro Board	Metro Board of Directors
MPO	Metropolitan Planning Organization

ACRONYM	DEFINITION
MRDC	Metro Rail Design Criteria
MSF	maintenance and storage facility
OSHA	Occupational Safety and Health Administration
Project	K Line Northern Extension Transit Corridor Project
ROW	right-of-way
RSA	Resource Study Area
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAG	Southern California Association of Governments
SEM	sequential excavation method
TBM	tunnel boring machine
TMP	Transportation Management Plan
TNP	Transit Neighborhood Plan
TOD	transit-oriented development
TOZ	Transit Overlay Zone
TPSS	traction power substation
VMT	vehicle miles traveled

CHAPTER 1 INTRODUCTION

1.1 PROJECT OVERVIEW

The Los Angeles County Metropolitan Transportation Authority (Metro) is preparing a Draft Environmental Impact Report (EIR) for the K Line Northern Extension Transit Corridor Project (the Project) (Figure 2-1). The Project would provide a northern extension of the Metro light rail transit (LRT) K Line from the Metro E Line (Expo) to the Metro D Line (Purple) and B Line (Red) heavy rail transit lines. The Project would serve as a critical regional connection, linking the South Bay, the Los Angeles International Airport (LAX) area, South Los Angeles, Inglewood, and Crenshaw corridor to Mid-City, Central Los Angeles, West Hollywood, and Hollywood, allowing for further connections to points north in the San Fernando Valley via the Metro B Line. The Project would also connect major activity centers and areas of high population and employment density.

1.2 TECHNICAL REPORT SUMMARY

This technical report evaluates the Project's environmental impacts as they relate to land use and planning. It describes existing conditions, the current applicable regulatory setting, potential impacts from construction and operation of the alignment alternatives, stations, design option, and maintenance and storage facility (MSF), as well as mitigation measures where applicable. This technical report was conducted in compliance with the California Environmental Quality Act (CEQA) (Sections 21000 et seq.) and the CEQA Guidelines (Section 15000 et seq.), which require state and local agencies to identify the significant environmental impacts of their actions, including significant impacts associated with land use and planning, and to avoid or mitigate those impacts, when feasible.

The technical report is organized into eight chapters:

- Chapter 1 – Introduction, provides an overview of the Project and a summary of the technical report's contents.
- Chapter 2 – Project Description, provides a description of the Project's alignment alternatives, stations, design option, and MSF. This section also describes the construction approach for the Project.
- Chapter 3 – Regulatory Framework, discusses applicable federal, state, and local regulatory requirements, including plans and policies relevant to Project jurisdictions.
- Chapter 4 – Methodology and Significance Thresholds, describes the analysis methodologies applied for this Project and provides a summary of CEQA significance thresholds adopted by state and local jurisdictions.
- Chapter 5 – Existing Setting, describes the existing conditions as relevant to the Project's alignment alternatives, stations, design option, and MSF.
- Chapter 6 – Impacts and Mitigation Measures, discusses the impact analyses conducted for the Project's alignment alternatives, stations, design option, and MSF, and discusses applicable mitigation measures. It also discusses any project measures that would be implemented as part of design and construction of the Project.

- Chapter 7 – Cumulative Impacts, discusses the cumulative impacts for the Project’s alignment alternatives, stations, design option, and MSF.
- Chapter 8 – References, lists the references used to prepare this technical report.

CHAPTER 2 PROJECT DESCRIPTION

This section provides information pertinent to the components of the Project as evaluated in the technical report. The Project components for evaluation in this technical report include three light rail alignment alternatives with stations, one design option, and one MSF.

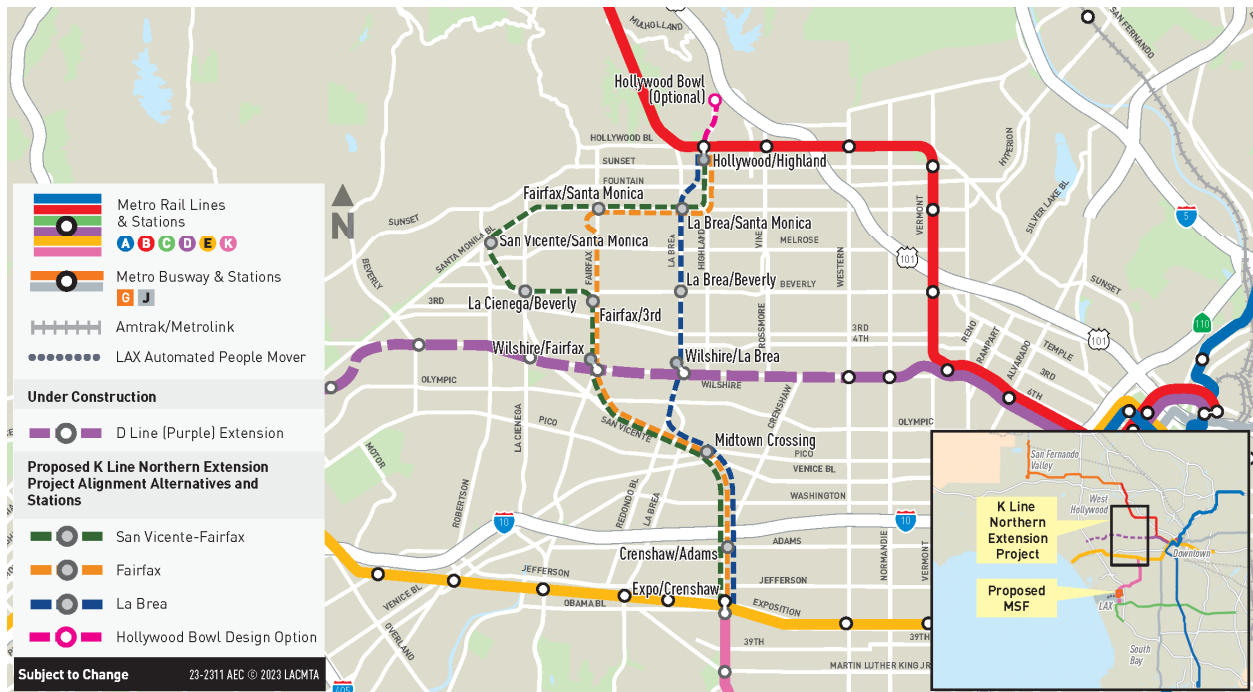
2.1 ALIGNMENT ALTERNATIVES

As shown in Figure 2-1, each of the three alignment alternatives would provide a northern extension of the Metro K Line from its current terminus at the Expo/Crenshaw Station to the Metro B Line Hollywood/Highland Station. All three alignment alternatives would operate entirely underground in parallel twin-bore tunnels with some station elements at the surface, including the station entrance and ventilation structures. Due to the project length and pending funding availability, the alignment alternatives would be constructed sequentially in sections.

The alignment alternatives are as follows:

- **Alignment Alternative 1: San Vicente–Fairfax.** This alignment alternative would travel north from the existing Metro K Line Expo/Crenshaw Station before heading northwest under San Vicente Boulevard, with a connection to the future Metro D Line Wilshire/Fairfax Station. It would continue north under Fairfax Avenue before turning west under Beverly Boulevard to rejoin San Vicente Boulevard. The alignment would then turn east under Santa Monica Boulevard, and then turn north just east of La Brea Avenue to follow Highland Avenue north to connect to the Metro B Line at the Hollywood/Highland Station.
- **Alignment Alternative 2: Fairfax.** This alignment alternative would travel north from the existing Metro K Line Expo/Crenshaw Station before heading northwest under San Vicente Boulevard and north under Fairfax Avenue, where it would connect with the future Metro D Line Wilshire/Fairfax Station. It would continue north under Fairfax Avenue and turn east under Santa Monica Boulevard. The alignment would then turn north just east of La Brea Avenue to follow Highland Avenue north to connect to the Metro B Line at the Hollywood/Highland Station.
- **Alignment Alternative 3: La Brea.** This alignment alternative would travel north from the existing Metro K Line Expo/Crenshaw Station before heading northwest under San Vicente Boulevard and north under La Brea Avenue, where it would connect with the future Metro D Line Wilshire/La Brea Station. From there, it would continue north under La Brea Avenue and turn northeast north of Fountain Avenue to follow Highland Avenue to connect with the Metro B Line at the Hollywood/Highland Station.

Table 2-1 provides a summary of the characteristics of each of the alignment alternatives and Table 2-2 identifies which stations would be constructed under each alignment alternative. In total, 12 station areas are identified, including the option to extend to the Hollywood Bowl.

FIGURE 2-1. K LINE NORTHERN EXTENSION ALIGNMENT ALTERNATIVES


Source: Connect Los Angeles Partners 2023

TABLE 2-1. CHARACTERISTICS OF THE ALIGNMENT ALTERNATIVES AND DESIGN OPTION

PROJECT COMPONENTS	ALIGNMENT ALTERNATIVES			DESIGN OPTION
	1. SAN VICENTE-FAIRFAX	2. FAIRFAX	3. LA BREA	HOLLYWOOD BOWL EXTENSION
Alignment Length	9.7 miles underground	7.9 miles underground	6.2 miles underground	+ 0.8 mile underground
Stations	9 underground	7 underground	6 underground	+1 underground
Travel time from Expo/Crenshaw to Hollywood/Highland Stations	19 minutes	15 minutes	12 minutes	+2 minutes (from Hollywood/Highland)

Source: Connect Los Angeles Partners 2023

TABLE 2-2. STATIONS BY ALIGNMENT ALTERNATIVE

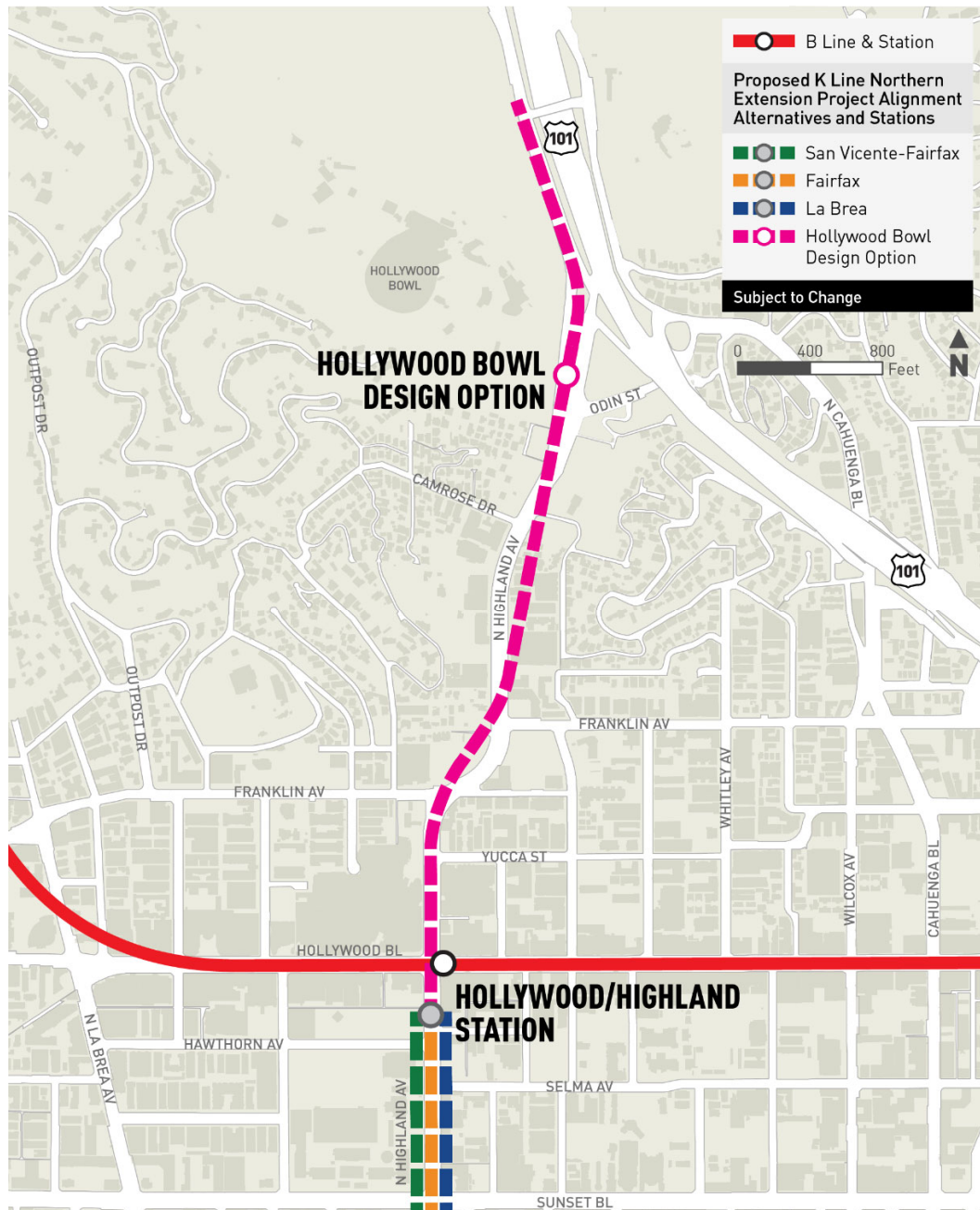
STATION	SAN VICENTE–FAIRFAX	FAIRFAX	LA BREA
Crenshaw/Adams (City of Los Angeles)	●	●	●
Midtown Crossing (City of Los Angeles)	●	●	●
Wilshire/Fairfax (City of Los Angeles)	●	●	
Fairfax/3 rd (City of Los Angeles)	●	●	
La Cienega/Beverly (City of Los Angeles)	●		
San Vicente/Santa Monica (City of West Hollywood)	●		
Fairfax/Santa Monica (City of West Hollywood)	●	●	
La Brea/Santa Monica (City of West Hollywood)	●	●	●
Hollywood/Highland (City of Los Angeles)	●	●	●
Wilshire/La Brea (City of Los Angeles)			●
La Brea/Beverly (City of Los Angeles)			●
Hollywood Bowl (City of Los Angeles)	●	●	●

Source: Connect Los Angeles Partners 2023

2.2 HOLLYWOOD BOWL DESIGN OPTION

For every alignment alternative, there is one design option under consideration. The Hollywood Bowl Design Option includes an alternate terminus station at the Hollywood Bowl, north of the proposed Hollywood/Highland Station, as shown in Figure 2-2.

FIGURE 2-2. HOLLYWOOD BOWL DESIGN OPTION



Source: Connect Los Angeles Partners 2023

2.3 MAINTENANCE AND STORAGE FACILITY

An MSF would be constructed that would expand the Division 16 Maintenance Yard (Division 16), the existing MSF for the Metro K Line near LAX, as shown in Figure 2-3. The MSF would provide equipment and facilities to accommodate daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles that are not in service. The MSF would be the primary physical employment center for rail operation employees, including train operators, maintenance workers, supervisors, administrators, security personnel, and other roles. If the Project is opened in sections, operation of the extended K Line from the Expo/Crenshaw Station to the Metro D Line could be accommodated within the existing Division 16 site with four new storage tracks.

FIGURE 2-3. MAINTENANCE AND STORAGE FACILITY



Source: Connect Los Angeles Partners 2023

2.4 CONSTRUCTION APPROACH

The Project would be constructed in sections that would be built sequentially, depending on available funding. The development of the Project would employ conventional construction methods, techniques, and equipment similar to other Metro projects that require underground tunneling. Detailed information on construction techniques can be found in the KNE Construction Approach Report. Major construction activities for the Project include surveys and preconstruction, which consist of local business surveys, building and utility assessments, and site preparations; right-of-way acquisition; tunnel construction, including tunnel boring machine (TBM) excavation and segmental lining and installation; utility relocation and installation work; station, crossover, and connection box construction; MSF construction, including site grading, maintenance building construction, and storage and access track construction; street restorations, including paving and sidewalks; ventilation and emergency egress construction; systems installation and facilities, including trackbed, rail, overhead contact system, conduit, electrical substation, and communications and signaling construction; and construction of other ancillary facilities.

The tunnels would be bored with TBMs, and the stations and track crossover boxes would be constructed via cut-and-cover methods, which entail excavating down from the ground surface and stabilizing the ground with an excavation support, then placing temporary decking surfaces above the excavation and conducting all excavation inside the supported area. The tunnel and station associated with the Hollywood Bowl Design Option would be constructed by sequential excavation method (SEM), which entails conventional mining techniques and equipment for hard rock excavation, which would reduce surface impacts.

Construction staging areas have been identified at each of the station locations, which are described and illustrated in Appendix A of the KNE Construction Approach Report. In order to construct a station, a minimum of one to two acres of construction staging sites would be needed for the duration of the station construction period. A larger construction staging site of three to four acres would be required if the site is also used to launch the TBMs and support tunneling activities. The TBM launch sites have been identified at the Midtown Crossing, San Vicente/Santa Monica, and La Brea/Santa Monica Stations. Temporary street, lane, sidewalk and bike lane closures as well as street reconfigurations will be part of construction activities. Construction and operational impacts on land use and planning are identified and discussed in this technical report.

CHAPTER 3 REGULATORY FRAMEWORK

This section identifies applicable plans and regulations related to land use and identifies future development projects, transportation projects, and plans in the vicinity of the Project. A list of the future development and transportation projects and plans that may affect or be affected by the Project is provided. A discussion of applicable plan goals, objectives, and policies and regulations is provided below.

3.1 FEDERAL REGULATIONS

There are no federal policies applicable to this Project regarding land use and planning.

3.2 STATE REGULATIONS

3.2.1 SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT OF 2008 (SB 375, CHAPTER 728)

Senate Bill (SB) 375, Chapter 728 sets up a collaborative process between Metropolitan Planning Organizations (MPOs) and the California Air Resources Board (CARB) to establish greenhouse gas (GHG) emission targets for each region in the state. SB 375 requires MPOs in California to develop Sustainable Community Strategies (SCS), a regional land use plan, as an integral part of their regional transportation plan (RTP) to lower GHG emissions. The SCS plan seeks to decrease GHG emissions by reducing sprawl, co-locating uses to shorten necessary trips such as commutes or home to store, and by complementary transportation/transit and land use planning. SB 375 requires transportation planning projects to comply with the SCS to receive state funding and creates a streamlining mechanism that allows projects that meet regional sustainable community strategies to qualify for CEQA exemptions.

3.2.2 AUTHORITY FOR AND SCOPE OF GENERAL PLANS (CALIFORNIA GOVERNMENT CODE SECTION 65300 - 65303.4)

California Government Code Section “Authority for and Scope of General Plans” (Sections 65300 - 65303.4) requires that each county and city adopt a General Plan with eight mandatory elements to guide long-term growth. Mandatory elements in Section 65302 for each county and city’s general plan are land use, circulation, housing, conservation, open space, noise, safety, and environmental justice.

3.2.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA (Sections 21000 et seq.) and the CEQA Guidelines (Sections 15000 et seq.) require state and local agencies to identify the significant environmental impacts of their actions, including potential significant impacts associates with land use and planning, and to avoid or mitigate those impacts, when feasible.

3.3 REGIONAL AND LOCAL REGULATIONS

3.3.1 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

The Southern California Association of Governments (SCAG) is the designated MPO for the six-county region, consisting of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG works with local governments and stakeholders to develop transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the goods movement industry, and use resources more efficiently.

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal - The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2020). Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve regional environmental, economic development, and public health goals. It includes an implementation plan for future transportation investments over the next 25 years—ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges.

Through the Connect SoCal Plan, SCAG adopted a set of goals and guiding policies that focus on coordinating land use and transportation decisions and promoting sustainable growth, including the following:

- Goal 1: Encourage regional economic prosperity and global competitiveness
- Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods
- Goal 3: Enhance the preservation, security, and resilience of the regional transportation system
- Goal 4: Increase person and goods movement and travel choices within the transportation system
- Goal 5: Reduce GHG emissions and improve air quality
- Goal 6: Support healthy and equitable communities
- Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network
- Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel
- Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options
- Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats

3.3.2 LOS ANGELES COUNTY, GENERAL PLAN 2035

The Los Angeles County General Plan 2035 (Los Angeles County 2015), adopted in October 2015 and updated in July 2022, provides the policy framework and establishes the long-range vision for how and where the unincorporated areas of Los Angeles County would grow. The Los Angeles County General Plan 2035 establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. It includes the following elements: Land Use, Mobility, Air Quality, Conservation and Natural Resources, Parks and Recreation, Noise, Safety, Public Services and Facilities, and Economic Development and Housing.

The General Plan identifies 11 planning areas, making up the Planning Areas Framework, which provides a mechanism for local communities to work with Los Angeles County to develop plans that respond to their unique and diverse character. Applicable Land Use policies includes the following:

- Policy LU 2.7: Set priorities for Planning Area-specific issues, including transportation, housing, open space, and public safety as part of community-based planning efforts
- Policy LU 4.3: Encourage transit-oriented development (TOD) in urban and suburban areas with the appropriate residential density along transit corridors and within station areas
- Policy LU 5.3: Support a mix of land uses that promote bicycling and walking and reduce vehicle miles traveled (VMT)
- Policy LU 5.7: Direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bikeways, parks, and other components of a healthy community
- Policy LU 11.4: Encourage subdivisions to utilize sustainable design practices, such as maximizing energy efficiency through lot configuration; preventing habitat fragmentation; promoting stormwater retention; promoting the localized production of energy; promoting water conservation and reuse; maximizing interconnectivity; and utilizing public transit

3.3.3 CITIES OF LOS ANGELES AND WEST HOLLYWOOD

Table 3-1 lists and describes the general and local plans from the Cities of Los Angeles and West Hollywood that are relevant to the Project.

TABLE 3-1. ADOPTED LAND USE PLANS FROM LOCAL JURISDICTIONS

PLANNING JURISDICTION	ADOPTED PLANS	DESCRIPTION OF PLAN
City of Los Angeles	City of Los Angeles General Plan	The City of Los Angeles General Plan establishes land use designations and policies that helps inform planning decisions within the City of Los Angeles. The City of Los Angeles General Plan has 11 elements, including the land use and mobility elements. The Land Use Element is comprised of 35 Community Plans.
City of Los Angeles	City of Los Angeles General Plan - Framework Element	The General Plan Framework Element is intended to guide the city's long-term growth and development based on forecasted population growth through the year 2010. The Framework's transportation policies seek to develop transit alignments and station locations that maximize transit service in activity centers.

PLANNING JURISDICTION	ADOPTED PLANS	DESCRIPTION OF PLAN
City of Los Angeles	City of Los Angeles General Plan Mobility Plan 2035	The Mobility Plan 2035 is the element of the General Plan that lays the foundation for balancing the need of all road users in a multimodal network. The Mobility Plan identifies the Project as a key regional connection that would increase travel options among major destinations, job centers, and intermodal facilities.
City of Los Angeles	City of Los Angeles Municipal Code	The City of Los Angeles Municipal Code (LAMC) provides detailed requirements that implement General Plan policies. Chapter 1 of the LAMC is the Zoning Code which presents standards for different uses and identifies which uses are allowed in various zoning districts.
City of Los Angeles Community and Neighborhood Plans	Crenshaw Corridor Specific Plan	The Crenshaw Corridor Specific Plan describes standards, compliances, exemptions, and limitations for development while encouraging economic revitalization and special considerations for pedestrian-oriented areas.
City of Los Angeles Community and Neighborhood Plans	Hollywood Community Plan	Though currently undergoing an update, the Hollywood Community Plan's framework policies encourage compact, mixed-use development in proximity to transit infrastructure and activity centers. It seeks to protect existing residential neighborhoods while enhancing safe, accessible transportation options.
City of Los Angeles Community and Neighborhood Plans	Hollywood Redevelopment Plan	The Hollywood Redevelopment Plan sets forth a series of land use and development policies aimed for the redevelopment, rehabilitation, and revitalization within its plan boundaries. Relevant policies to the Project encourage a circulation system that will improve the quality of life in Hollywood, which includes improving pedestrian, automobile, parking, and mass transit systems with an emphasis on serving existing facilities and meeting future needs.
City of Los Angeles Community and Neighborhood Plans	Hollywood Walk of Fame Master Plan	The Hollywood Walk of Fame Master Plan envisions a "street for everyone" through policies that create an inclusive space with wider sidewalks, additional shade trees, and pedestrian safety enhancements.
City of Los Angeles Community and Neighborhood Plans	Miracle Mile Community Design Overlay	The Miracle Mile Community Design Overlay provides guidance and standards for public and private projects in commercially zoned areas along Miracle Mile with the objective to enhance the identity and promote the pedestrian environment within Miracle Mile.
City of Los Angeles Community and Neighborhood Plans	Neighborhood Stabilization Overlay District	The City of Los Angeles Neighborhood Stabilization Overlay District applies to areas of Los Angeles that are proximate to colleges and universities. The purpose is to protect and preserve the existing low-density housing stock, to maintain and enhance the quality of life of area residents, to promote well-planned student housing, and to address inadequate parking.
City of Los Angeles Community and Neighborhood Plans	Park Mile Specific Plan	The Park Mile Specific Plan (City of Los Angeles 1987) provides quantitative and qualitative standards for development within plan boundaries. The Park Mile Specific Plan includes ordinances that regulate floor area ratios, use of land and buildings, height and bulk of buildings, architectural and landscape treatment, signage, and vehicular and pedestrian circulation.

PLANNING JURISDICTION	ADOPTED PLANS	DESCRIPTION OF PLAN
City of Los Angeles Community and Neighborhood Plans	Purple Line Extension Transit Neighborhood Plan	The primary goals of establishing the Purple Line Extension Transit Neighborhood Plan are to create balance while accommodating growth, ensure sustainable patterns of development, provide community benefits, and conserve thriving multi-family neighborhoods. The Purple Line Extension Transit Neighborhood Plan identifies the D Line Corridor as one where people can live and work near transit through transit-oriented communities.
City of Los Angeles Community and Neighborhood Plans	Plan for a Healthy Los Angeles	The Plan for a Healthy Los Angeles is the Health Element of the City of Los Angeles General Plan and provides a high-level policy vision in addition to measurable objectives and implementation programs to create healthier communities within the city. It provides a roadmap for addressing the most basic and essential quality-of-life issues: safe neighborhoods, a clean environment, access to transit, and the opportunity to thrive.
City of Los Angeles Community and Neighborhood Plans	Tourism District Overlay Zone	The Tourism District Overlay Zone (TDOZ) funds programs and initiatives ensuring the cleanliness, safety, beautification, and economic vitality of the district beyond what is provided by the City of Los Angeles.
City of Los Angeles Community and Neighborhood Plans	Transit Oriented Communities Affordable Housing Incentive Program	The Transit Oriented Communities Affordable Housing Incentive Program and corresponding Guidelines for all housing developments located within a half-mile radius of a major transit stop encourages the development of affordable housing.
City of Los Angeles Community and Neighborhood Plans	West Adams – Baldwin Hills – Leimert Community Plan	The West Adams – Baldwin Hills – Leimert Community Plan describes policies and programs that advance goals and objectives to maintain the community's individual character while promoting future development. This Community Plan takes into consideration residents and travelers who can alight at one of the five Metro E Line or K Line light rail stations located within the Community Plan Area. It includes new development compatible with the existing and pedestrian-friendly character of the commercial corridors that have replaced "strip" development at key corner sites. The Plan also provides guiding principles for supporting a transit-friendly area through redevelopment.
City of Los Angeles Community and Neighborhood Plans	Wilshire Community Plan	The Wilshire Community Plan describes policies and programs that advance goals and objectives to maintain the community's distinctive character. Relevant policies include encouraging higher-density residential uses near major public transportation centers, and historic preservation of buildings with architectural merit and/or historic significance.

PLANNING JURISDICTION	ADOPTED PLANS	DESCRIPTION OF PLAN
City of West Hollywood	General Plan	The City of West Hollywood General Plan addresses land use and mobility strategies that comply with established city policies and objectives while preserving and enhancing residential neighborhoods, limiting most future development to transit-accessible commercial corridors, and creating a balanced and multimodal transportation system. Areas around Santa Monica Boulevard and Fairfax Avenue, and Santa Monica Boulevard and La Brea Avenue are designated as transit districts. Transit districts support the following goals and policies: Goal LU-13: support a vibrant, high-density transit-oriented commercial district centered around the intersection of Santa Monica Boulevard and Fairfax Avenue; and Policy LU-13.1: support the location of a transit station near the intersection of Santa Monica Boulevard and Fairfax Avenue.
City of West Hollywood	Climate Action Plan	The Climate Action Plan is a planning document that outlines a course of action to address climate change and reduce GHG emissions in the city. Specific measures within the land use and community design strategies include developing mixed-used, pedestrian- and transit-oriented development along commercial corridors and in TOZs; it explicitly supports fixed-rail transit to the City of West Hollywood's TOZ areas.
City of West Hollywood	Design District Streetscape Master Plan	The West Hollywood Design District Streetscape Master Plan is designed to improve the overall aesthetics and mobility of the West Hollywood Design Commercial District. Its goal is to strengthen the district's economic vitality by improving the pedestrian environment, adding bicycle infrastructure, public gathering spaces, and landscaping, while improving the streets' overall aesthetics and functionality.
City of West Hollywood	Transit Overlay Zones	TOZs identify sites near major transit stations for which modifications to parking requirements or other development standards may be considered when a project is developing a transportation demand management program. TOZs are intended to encourage mixed-use development in locations with adequate transit service to reduce the need for auto trips. TOZs are concentrated along Santa Monica Boulevard for most of the corridor within the City of West Hollywood boundaries.
City of West Hollywood	Historic Districts	A "historic district" is a designation given by the City of West Hollywood to a group of buildings, sites, spaces, or structures that are related to each other by historic or architectural significance. Typically, structures are close in proximity to one another and in conjunction contribute to the respective historic district's overall cohesiveness, uniqueness, and architectural integrity. Two Historic Districts exist within the Resource Study Area: North Harper Avenue Historic District and Sunset Plaza Historic District.
City of West Hollywood	Sunset Specific Plan	The Sunset Specific Plan defines the vision for Sunset Boulevard in the City of West Hollywood and guides development in the corridor to continue its success as a shopping destination.

Source: City of Los Angeles, City of West Hollywood 2023

Table 3-2 shows the portions of the Transit Enhanced Network identified in the Mobility Plan 2035 relevant to the Project and lists relevant comprehensive and moderate transit-enhanced streets. Table 3-3 shows the portions of the Neighborhood Enhanced Network relevant to the Project, with relevant intersections listed.

TABLE 3-2. PORTION OF THE CITY OF LOS ANGELES MOBILITY PLAN TRANSIT-ENHANCED STREETS

COMPREHENSIVE TRANSIT-ENHANCED STREETS	MODERATE TRANSIT-ENHANCED STREETS	MODERATE PLUS
Crenshaw Boulevard: Metro E Line (Expo) to Olympic Boulevard	Hollywood Boulevard: Vermont Avenue to Highland Avenue (Metro B Line [Red])	La Cienega Boulevard between San Vicente and Santa Monica Boulevards
La Brea Avenue: San Vicente Boulevard to Santa Monica Boulevard and Fountain Avenue to Hollywood Boulevard	Fairfax Avenue: San Vicente Boulevard to Willoughby Avenue	
San Vicente Boulevard: Venice Boulevard to La Brea Avenue		
Venice Boulevard: Crenshaw Boulevard to La Brea Avenue		
Vermont Avenue: Olympic Boulevard to Wilshire Boulevard and Wilshire Boulevard to Hollywood Boulevard (Metro B Line [Red])		
Wilshire Boulevard: San Vicente Boulevard to Vermont Avenue (Metro D Line [Purple])		

Source: Los Angeles Department of City Planning 2016a

TABLE 3-3. PORTION OF THE CITY OF LOS ANGELES MOBILITY PLAN TRANSIT ENHANCED INTERSECTIONS

FAIRFAX AVENUE INTERSECTIONS	LA BREA AVENUE INTERSECTIONS	SAN VICENTE BOULEVARD INTERSECTIONS	OLYMPIC BOULEVARD INTERSECTIONS
Fairfax Avenue at Waring Avenue	La Brea Avenue at Fountain Avenue	San Vicente Boulevard at Orlando Avenue	Olympic Boulevard at 4 th Avenue
Fairfax Avenue at Rosewood Avenue	La Brea Avenue at Waring Avenue	San Vicente Boulevard at 8 th Street	Olympic Boulevard at Saint Andrews Place
Fairfax Avenue at 1 st Street	La Brea Avenue at Rosewood Avenue	San Vicente Boulevard at Carrillo Drive	Olympic Boulevard at Harvard Boulevard
Fairfax Avenue at Colgate Avenue	La Brea Avenue at 1 st Street	San Vicente Boulevard at Hauser Boulevard	Olympic Boulevard at Catalina Street
Fairfax Avenue at 6 th Street	La Brea Avenue at 4 th Street	San Vicente Boulevard at Cochran Avenue	
Fairfax Avenue at 8 th Street	La Brea Avenue at 6 th Street	San Vicente Boulevard at Curson Avenue	
	La Brea Avenue at 8 th Street		
	La Brea Avenue at Edgewood Place		
HIGHLAND AVENUE INTERSECTIONS	SANTA MONICA BOULEVARD INTERSECTIONS	VERMONT AVENUE INTERSECTIONS	VENICE BOULEVARD INTERSECTIONS
Highland Avenue at Fountain Avenue	Santa Monica Boulevard at Orange Drive	Vermont Avenue at 9 th Street	Venice Boulevard at Vineyard Avenue
			Venice Boulevard at West Boulevard

Source: Los Angeles Department of City Planning 2016a

3.3.4 METRO

3.3.4.1 VISION 2028 PLAN

Metro’s Vision 2028 Plan (Metro 2018a) is a strategic plan for the next 10 years that sets the mission, vision, performance outcomes, and goals for mobility in Los Angeles County. The Vision 2028 Plan details specific initiatives and performance metrics that Metro and its partners will use to assess those initiatives.

Metro’s mission is to provide a world-class transportation system that enhances the quality of life for those in Los Angeles County. The Vision 2028 Plan goals include the following:

- Provide high-quality mobility options that enable people to spend less time traveling
- Deliver outstanding trip experiences for all users of the transportation system
- Enhance communities and lives through mobility and access to opportunity
- Transform LA County through regional collaboration and national leadership
- Provide responsive, accountable, and trustworthy governance within the Metro organization

3.3.4.2 LONG RANGE TRANSPORTATION PLAN – OUR NEXT LA

Metro’s Long Range Transportation Plan (LRTP) (Metro 2020), titled Our Next LA, was adopted by the Metro Board on September 24, 2020, and is the first update to the LRTP since 2009. The LRTP provides a vision for transportation in Los Angeles County through 2047 and aims to address population growth, changing mobility needs and preferences, technological advances, equitable access to opportunity, and adaptation to a changing environment.

3.3.4.3 COUNTYWIDE SUSTAINABILITY PLANNING POLICY AND IMPLEMENTATION PLAN

Metro’s Countywide Sustainability Planning Policy and Implementation Plan (Metro 2012) provides a framework to integrate sustainability into the agency’s planning functions and complement existing federal, state, regional, and local sustainability policies and plans. Implementation of the policy would require projects to lead in sustainability efforts; minimize environmental impacts from design, construction, operation, and maintenance of Metro’s facilities and operations; and plan and implement a regional transportation system that increases mobility while minimizing environmental impacts.

Because Los Angeles County varies greatly in land use and density, the Countywide Sustainability Planning Policy and Implementation Plan also includes a place-based component that examines the correlation between residential density and employment centrality to the level of accessibility. The level of accessibility in an area would indicate the appropriate sustainable place-based mobility policy, which includes sustainable transportation, local government planning, transit services, and street operations. Progress on policy goals would be monitored by evaluation metrics that measure key indicators of Metro activities and countywide outcomes.

3.3.4.4 ACTIVE TRANSPORTATION STRATEGIC PLAN

Metro’s Active Transportation Strategic Plan (ATSP) (Metro 2016a) combines local and subregional plans and presents a cohesive strategy to establish active transportation as an integral element for Los Angeles County. According to the ATSP, effective walking and bicycling infrastructure are critical elements that facilitate first and last mile connectivity to stations. The overall vision of the ATSP is to enhance the environment for all road users and balance future policies and investments to reflect local values and conditions. The ATSP serves as a roadmap for stakeholders and partners to identify transportation concepts and changes they would like to see in their community and strategies for collaboration and implementation.

Volume I of the ATSP covers the content of the Plan; Volume II provides case studies; and Volume III is an appendix that provides more detail and in-depth analysis on various aspects of active transportation. Within Volume I, the report outlines that the Plan is comprised of three main components to assist Metro in planning, implementing, and improving the overall active transportation network quality: (1) first/last mile station access improvements, (2) a proposed regional active transportation network of nearly 2,000 miles of active transportation infrastructure throughout Los Angeles County, and (3) support programs, including performance metrics and monitoring. The proposed active transportation network includes dedicated on-street facilities along Crenshaw Boulevard, San Vicente Boulevard, Fairfax Avenue, and Santa Monica Boulevard west of Fairfax Avenue.

To support the strategies outlined in Volume I, numerous case studies of first/last mile analyses are presented in Volume II and scored based on a set of criteria that include aesthetics, safety, and accessibility. Examination of existing conditions includes access barriers and strengths such as gaps in connectivity within the bicycle network, street conditions, and assets. Pathway network maps define the classification of pedestrian paths in the vicinity and their role in facilitating pedestrian movement.

Volume III serves as an appendix consisting of documents that provide more detail and in-depth analysis on different aspects of active transportation. Topics include benefits and effects, plans and policies in local jurisdictions, stakeholder outreach, selection of stations, station typology, performance metrics, cost estimates, regional active transportation network methodology and analysis, innovative bikeway design primer, and bicycle parking analysis.

3.3.4.5 COMPLETE STREETS POLICY

The State of California enacted the California Complete Streets Act of 2008 (Assembly Bill [AB] 1358), which requires cities or counties that make substantive revisions to the circulation elements of their general plans, to identify how mobility needs of all roadway users will be provided. In response to AB 1358, Metro developed the Complete Streets Policy (Metro 2014a) to help advance state, regional, and local efforts to create a more “complete” and integrated transportation network that serves all users and supports environmental sustainability. The Complete Streets Policy demonstrates Metro’s ongoing commitment to improving mobility in the region and ensuring that streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices. The Complete Streets Policy also advances the vision provided in Metro’s Countywide Sustainability Planning Policy and Implementation Plan (Metro 2012) and the Metro Board’s Active Transportation Agenda.

3.3.4.6 FIRST/LAST MILE STRATEGIC PLAN

The Metro First/Last Mile Strategic Plan (Metro 2014) is an approach for identifying barriers and planning and implementing improvements for the first/last mile portions of an individual’s journey. The First/Last Mile Plan provides an adaptable vision for addressing first/last mile improvements in a systematic way and coordinating infrastructure investments in areas surrounding stations to extend the reach of transit with the goal of increasing ridership.

3.3.4.7 TRANSIT ORIENTED COMMUNITIES POLICY

The Metro Transit Oriented Communities Policy (Metro 2018b), adopted in June 2018, sets the direction for how Metro plans and implements new and existing transit corridor projects, supports land use and community development around existing transit corridors, and encourages and incentivizes partners to pursue the same goals. Specific goals of the Transit Oriented Communities Policy include increasing transportation ridership and choice; stabilizing and enhancing communities surrounding transit; engaging organizations, jurisdictions, and the public; distributing transit benefits to all; and capturing value created by transit. Under the Transit Oriented Communities Policy, Metro can only fund activities deemed to have a transportation purpose. If that transportation purpose is not otherwise explicitly defined in existing Metro policies or guidelines, the Metro Board must make a finding that the activity has a transportation nexus.

CHAPTER 4 METHODOLOGY AND SIGNIFICANCE THRESHOLDS

4.1 METHODOLOGY

The purpose of this assessment is to evaluate the Project against thresholds of significance as the basis for determining the level of impacts related to land use and planning.

The impacts analysis evaluated impacts based on the type of activities and the location in which these activities occur, such as roadway and sidewalk right-of-way (ROW) and private parcels. Construction-related land use impacts considered included construction staging, temporary ROW encroachments, and temporary access disruptions within or adjacent to existing land uses (e.g., residences, businesses, and other retail uses). Operation-related land use impacts included direct land acquisition, permanent ROW encroachments, and permanent access disruptions within or adjacent to existing land uses (e.g., residences, businesses, and other retail uses). Significant land use impacts were determined based on the CEQA significance thresholds identified in Section 4.2.

The impacts analysis is based on the existing land uses within 100 feet of the alignment alternatives and within a half-mile of the proposed stations. The identification of land uses (i.e., type, density, and character) relied on aerial photographs and maps of general plan land use designations. Existing land use data was collected using the 2020 SCAG RTP/SCS. Planned land uses were collected using the latest general plans, including land use and zoning plans, from the Cities of Los Angeles and West Hollywood.

The impacts analysis determined if a proposed alternative would physically divide an established community. A physical division would occur if construction or operation of the Project results in the creation of a physical barrier within an established community or neighborhood or the disruption of access to community assets. The impacts analysis reviewed the Project's consistency with goals and objectives presented in applicable land use plans, policies, and regulations (e.g., general plans, specific plans, zoning codes, zoning maps) adopted by the regional and local jurisdictions within the vicinity of the Project. The Project need not be in perfect conformity with each and every policy, nor does state law require precise conformity of a project with every policy or land use designation for a site. Further, conflicts with land use policies are not by themselves a significant environmental impact; the conflict would have to relate to an environmental issue and result in significant adverse effects on the physical environment to be considered significant. As construction impacts are typically short-term and localized and do not affect the long-term planning aspects, the consistency evaluation was focused on operational impacts of the Project and any permanent property acquisitions for construction activities.

4.2 CEQA SIGNIFICANCE THRESHOLDS

In accordance with Appendix G of the 2022 CEQA Guidelines, the Project would have a significant impact related to land use and planning if it would:

- **Impact LUP-1:** Physically divide an established community.
- **Impact LUP-2:** Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

CHAPTER 5 EXISTING SETTING

5.1 REGIONAL SETTING

The Project would provide a transit connection between Metro’s B, C, D, E, and K Lines in west Los Angeles County linking to the regional transit network. Land uses within the Project area include single-family and multifamily residential neighborhoods, dense commercial and retail corridors, office parks, open space, education and hospital facilities, and industrial areas. Land uses abutting the Project encompass a range of land use types typically found in mature urban and suburban communities. The southern portion of the Project area (south of Wilshire Boulevard) consists of low-rise but fairly dense housing with small-scale commercial uses, while the northern portion of the Project area (north of Wilshire Boulevard) is characterized by regional activity centers, dense retail development, hotels, and significant employment centers and tourist attractions, as well as high-density, multifamily residential development. Some of the major regional activity centers within the vicinity of the Project include the Midtown Crossing Shopping Center, Los Angeles County Museum of Art (LACMA), the Original Farmers Market, The Grove Shopping Center, Cedars-Sinai Medical Center, the Beverly Center, the West Hollywood Rainbow District, the Hollywood Walk of Fame, and the Hollywood Bowl.

Historic Preservation Overlay Zones (HPOZs) are designated areas within the City of Los Angeles that contain structures, landscaping, natural features, or sites with historic, architectural, cultural, or aesthetic significance. HPOZs must be adopted by the City Planning Commission and the City Council through a zone change procedure, which includes community outreach. Once designated, HPOZ areas are subject to special regulations under Section 12.20.3 of the Los Angeles Municipal Code. Each HPOZ area has a five-member board to review and make recommendations on projects and promote historic preservation. Most exterior changes or improvements require written approval from the Los Angeles City Planning Department.

Of the 23 HPOZ areas in the Cities of Los Angeles and West Hollywood, 10 are located within the Resource Study Area (RSA), as shown in Figure 5-1: West Adams Terrace, La Fayette Square, Oxford Square, Hancock Park, Miracle Mile, Miracle Mile North, Carthay Circle, Carthay Square, South Carthay, Spaulding Square, and Whitley Heights.

FIGURE 5-1. HISTORIC PRESERVATION OVERLAY ZONES



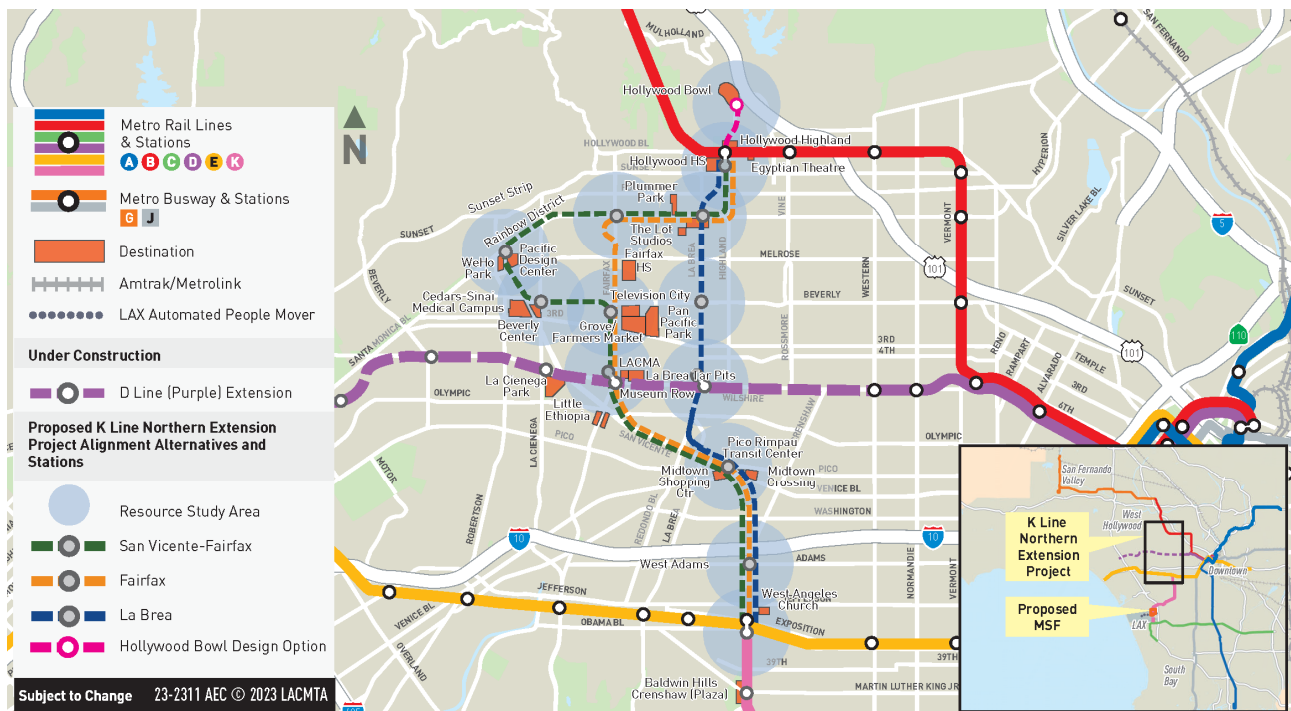
Source: City of Los Angeles 2017a; City of West Hollywood 1984; and West Hollywood Preservation Alliance 2023

5.2 RESOURCE STUDY AREA

The RSA is defined as the existing and planned land uses evaluated within 100 feet of the alignment alternatives and design option, and a half-mile radius from the proposed stations and MSF. The RSA for the alignment alternatives, stations, and MSF, as well as major destinations, are shown in Figure 5-2. Table 5-1 describes the land use and zoning categories for the alignment alternatives, stations, and MSF within the Cities of Los Angeles and West Hollywood. Table 6-1 describes the Project's consistency with local plans and policies.

Crenshaw Boulevard, La Brea Avenue, La Cienega Avenue, and San Vicente Boulevard represent major arterials that follow potential routes or serve possible stations in community centers. These segments provide access for multiple uses, such as small offices and overnight accommodations, cultural and entertainment facilities, schools, and libraries. Regional centers that include extension of transit corridors also feature streets with corporate and professional offices, government buildings and supporting services, and major entertainment and cultural facilities. Fairfax Avenue, Hollywood Boulevard, La Brea Avenue, San Vicente Boulevard, Sunset Boulevard, and Wilshire Boulevard are exemplified arterials that serve these land uses and form major transportation hubs.

FIGURE 5-2. RESOURCE STUDY AREA AND MAJOR DESTINATIONS



Source: Connect Los Angeles Partners, 2023

TABLE 5-1. LAND USE AND ZONING CATEGORIES

GENERAL LAND USE CATEGORY	DWELLING UNITS PER ACRE	ZONING WITHIN CITY LOS ANGELES	ZONING WITHIN CITY OF WEST HOLLYWOOD
RESIDENTIAL			
Single-family residential	1.1 – 12.3	R1	R1 (R1A, R1B, R1C)
Low-density residential	12.4 – 21.7	RU, RZ2.5, RZ3, RZ4, RW1	R1 (R1A, R1B, R1C), R2
Medium-density residential	21.8 – 54.5	R2, RD1.5, RD2, RD3, RD4, RD5, RD6, RMP, RW2, R3, RAS3,	R3 (R3A, R3B, R3C, R3C-C)
High-density residential	> 54.5	R4, RAS4, R5 R2, R3	R4 (R4A, R4B)
COMMERCIAL			
Commercial	-	C1, C2	CC1, CC2, CN2, CA, CR
Public Facilities	-	-	PF
SPECIFIC PLANS/OVERLAY ZONES			
Pacific Design Center Specific Plan (Development Overlay Zoning District)	-	-	PDCSP

Source: City of Los Angeles General Plan 2023; City of West Hollywood Zoning Map 2018

5.2.1 ALIGNMENTS AND STATIONS

5.2.1.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

Existing land uses for the San Vicente–Fairfax Alignment Alternative, shown in Figure 5-3, include commercial, residential, office, open space and recreation, public facilities, transportation/communications/utilities, industrial, vacant, and under construction land uses. Future land uses for the San Vicente–Fairfax Alignment Alternative, shown in Figure 5-4, include commercial, public facility, residential, specific plan, open space, and industrial land uses. Existing land uses within the RSA for the proposed stations are described in the following sections.

Map of the Hollywood Hills area showing proposed K Line Northern Extension Project Alignment Alternatives and Stations.

Legend:

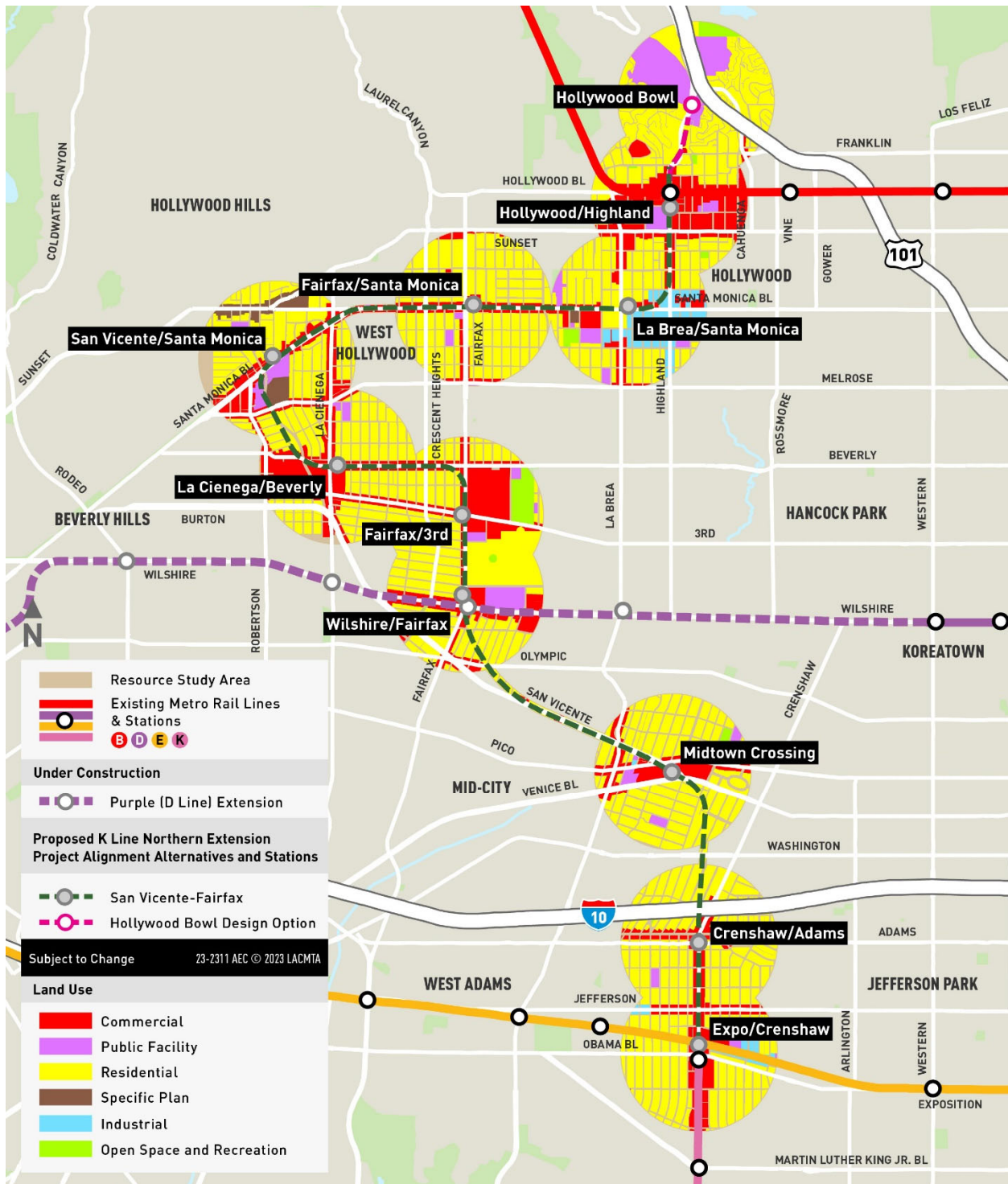
- Resource Study Area:** Yellow shaded area.
- Existing Metro Rail Lines & Stations:** Lines B, D, E, K. Stations: Hollywood Bowl, Hollywood/Highland, Fairfax/Santa Monica, San Vicente/Santa Monica, La Cienega/Beverly, Fairfax/3rd, Wilshire/Fairfax, Midtown Crossing, Crenshaw/Adams, Expo/Crenshaw.
- Under Construction:** Purple dashed line with circles.
- Proposed K Line Northern Extension Project Alignment Alternatives and Stations:**
 - San Vicente-Fairfax:** Green dashed line with circles.
 - Hollywood Bowl Design Option:** Pink dashed line with circles.
- Subject to Change:** 23-2311 AEC © 2023 LACMTA

Land Use:

- Agriculture (Green)
- Commercial (Red)
- Education (Purple)
- Office (Orange)
- Industrial (Blue)
- Open Space and Recreation (Light Green)
- Public Facilities (Pink)
- Residential (Yellow)
- Transportation, Communications, and Utilities (Light Blue)
- Under Construction (Hatched)
- Vacant (White)

Map Labels: Hollywood Hills, Hollywood Bowl, Hollywood/Highland, Fairfax/Santa Monica, San Vicente/Santa Monica, La Cienega/Beverly, Fairfax/3rd, Wilshire/Fairfax, Midtown Crossing, Crenshaw/Adams, Expo/Crenshaw, Hollywood, West Hollywood, Beverly Hills, Hancock Park, Koreatown, West Adams, Jefferson Park, Exposition, Martin Luther King Jr. Bl, ARLINGTON, OBAMA BL, JEFFERSON, WEST ADAMS, MID-CITY, VENICE BL, PICO, SAN VICENTE, FAIRFAX, BURTON, WILSHIRE, ROBERTSON, CRENSHAW, WASHINGTON, ADAMS, LOS FELIZ, FRANKLIN, GOWER, VINE, CAROLINA, HOLLYWOOD BL, SUNSET, COLDWATER CANYON, LAUREL CANYON, 101, 10, 3RD, MELROSE, BEVERLY, WESTERN, HANCOCK PARK, KOREATOWN, JEFFERSON PARK, EXPOSITION, MARTIN LUTHER KING JR. 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BL, ARLINGTON, OBAMA BL, JEFFERSON, WEST ADAMS, MID-CITY, VENICE BL, PICO, SAN VICENTE, FAIRFAX, BURTON, WILSHIRE, ROBERTSON, CRENSHAW, WASHINGTON, ADAMS, LOS FELIZ, FRANKLIN, GOWER, VINE, CAROLINA, HOLLYWOOD BL, SUNSET, COLDWATER CANYON, LAUREL CANYON, 101, 10, 3RD, MELROSE, BEVERLY, WESTERN, HANCOCK PARK, KOREATOWN, JEFFERSON PARK, EXPOSITION, MARTIN LUTHER KING JR. BL, ARLINGTON, OBAMA BL, JEFFERSON,

K LINE NORTHERN EXTENSION TRANSIT CORRIDOR PROJECT

FIGURE 5-4. PLANNED LAND USES (SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE)


Source: SCAG 2020

CRENSHAW/ADAMS STATION

Land uses along Adams and Crenshaw Boulevards are primarily designated as commercial, residential, public facilities, and industrial, with commercial and public facility land uses at the intersection of Adams and Crenshaw Boulevards adjacent to the proposed station, as shown in Figure 5-5. Activity centers within the station RSA include Virginia Road Elementary School, Little Stars Pre-School, and religious institutions.

The West Adams Terrace HPOZ is located in within the RSA and is approximately 900 feet east of the proposed Crenshaw/Adams Station.

Located with the Crenshaw/Adams Station RSA is the neighborhood soul food restaurant Chef Marilyn's, which has been serving the community for over 30 years (Medill Reports 2022). During the pandemic, Chef Marilyn's stayed open to feed the people within the community because many of its customers grew up eating at the restaurant. Now that many customers are seniors, they are depending on Chef Marilyn's to stay open due to her affordable options (Medill Reports 2022).

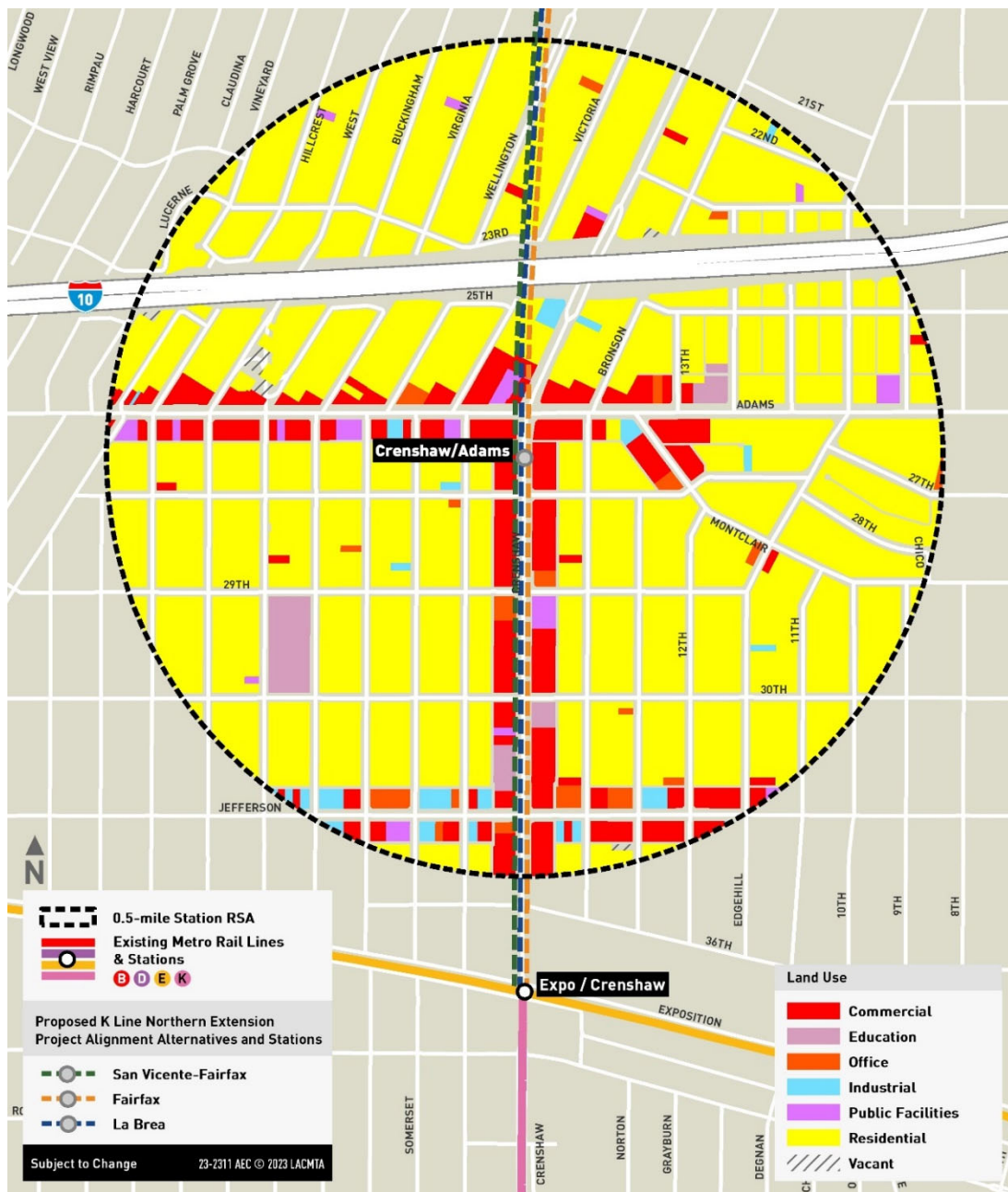
Vacant parcels are distributed along Adams and Jefferson Boulevards. The majority of parcels within the station RSA are small and designated as commercial, making development difficult without land assembly. Bus stops at the Crenshaw and Adams Boulevard intersection have the highest ridership within the Crenshaw/Adams Station RSA. Bus stops along Crenshaw Boulevard serve Metro Lines 210 and 710. Bus stops along Adams Boulevard serve Metro Line 14 and a Los Angeles Department of Transportation Dash line.

MIDTOWN CROSSING STATION

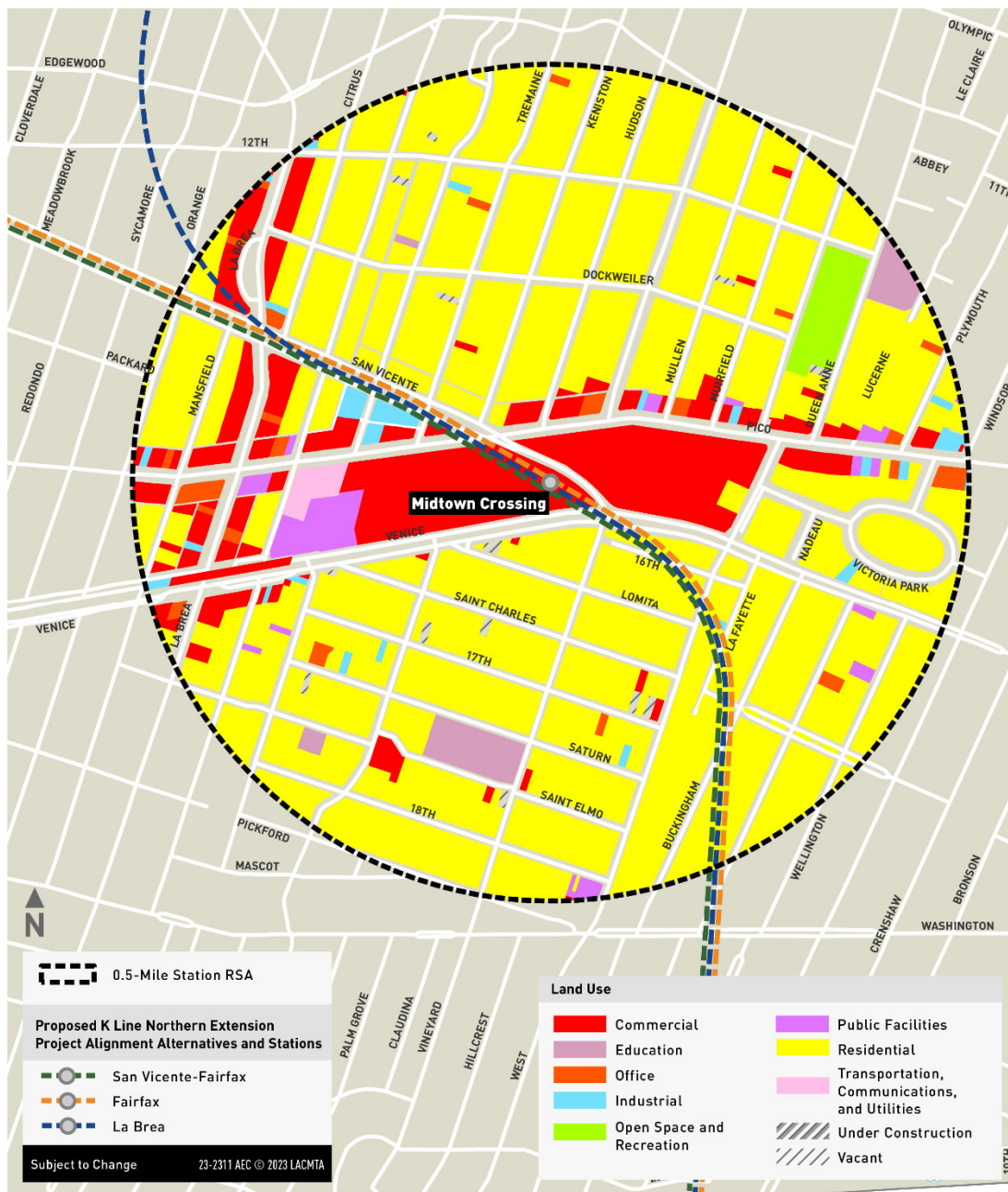
Land uses along Pico Boulevard, Venice Boulevard, and La Brea Avenue are primarily designated commercial, industrial, public facilities, office, transportation/communications/utilities, residential, and under construction, as shown in Figure 5-6.

Activity centers within the Midtown Crossing Station RSA include Queen Anne Park, Alta Loma Elementary School, and Manna Methodist Church of Los Angeles. The Pico-Rimpau Transit Center located on the east side of San Vicente Boulevard serves over 10 Metro and municipal lines. The proposed Midtown Crossing Station is also located within and adjacent to the Midtown Shopping Center and Midtown Crossing Shopping Center; both commercial shopping centers are designated as Community Commercial sites (Wilshire Community Plan 2001) Figure 5-6.

The La Fayette Square HPOZ is located within the station RSA approximately 0.3-mile south of the proposed Midtown Crossing Station. Vacant parcels are distributed along Pico Boulevard and South La Brea Avenue. Underutilized parcels are designated as commercial land uses and are located along Pico Boulevard just west of the proposed portal location for the station. The majority of parcels under construction are east of the portal location along Venice Boulevard. Many bus stops in this area do not have amenities. As of spring 2022, there are no planned developments in the station RSA (City of Los Angeles 2022).

FIGURE 5-5. CRENSHAW/ADAMS STATION


Source: SCAG 2020

FIGURE 5-6. MIDTOWN CROSSING STATION


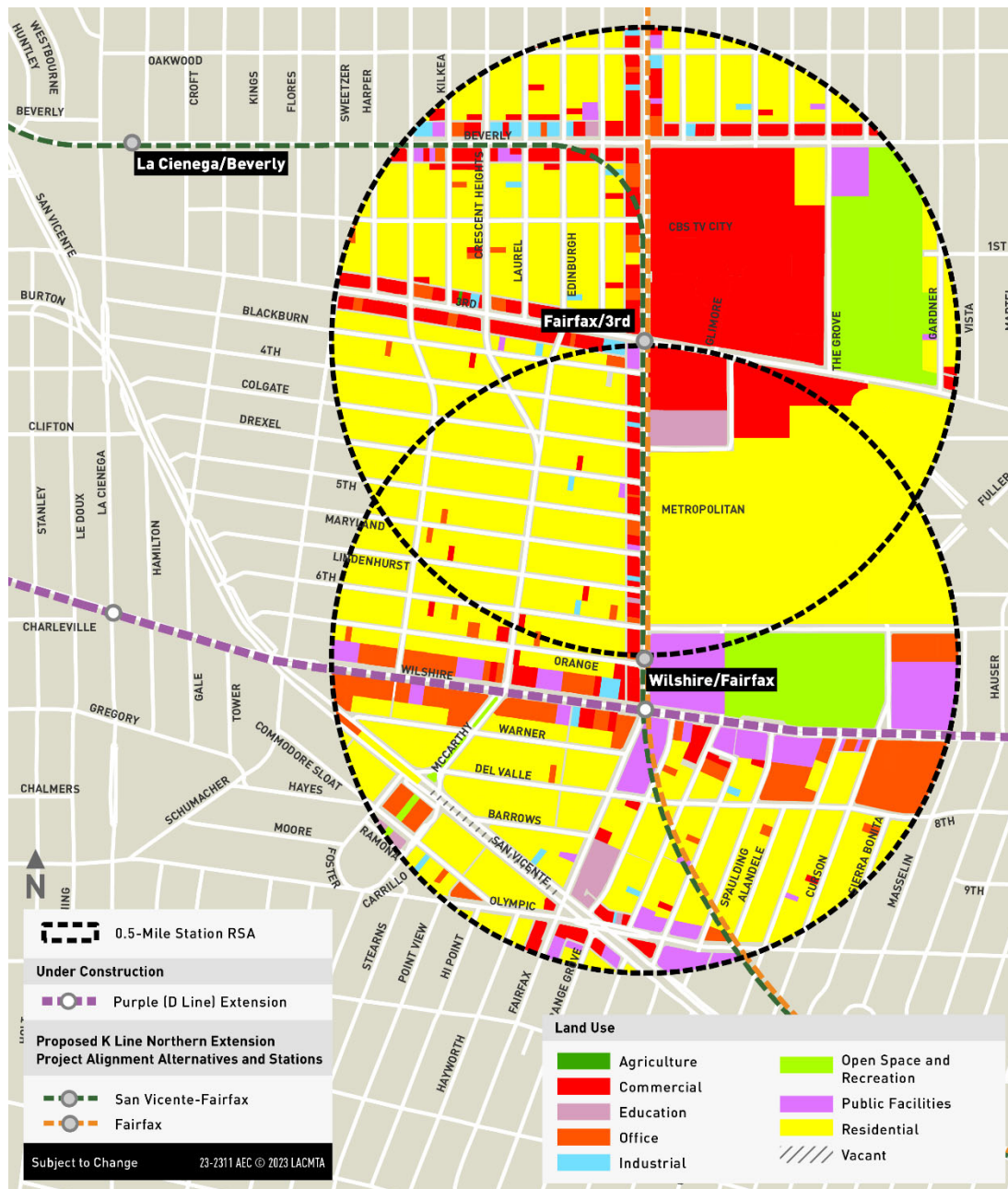
Source: SCAG 2020

WILSHIRE/FAIRFAX STATION

Major commercial thoroughfares include Wilshire Boulevard and Fairfax Avenue. Land uses along Wilshire Boulevard and Fairfax Avenue are designated as commercial, office, education, open space and recreation, public facilities, industrial, and residential, as shown in Figure 5-7. Museum Row on Wilshire Boulevard is a popular destination and major activity center that includes LACMA, the Academy Museum

of Motion Pictures, the Petersen Automotive Museum, and the La Brea Tar Pits. Parcels along Wilshire Boulevard are designated as Regional Center Commercial, a commercial land use designation that allows for both commercial and residential uses (Wilshire Community Plan 2001). Fairfax Avenue is primarily designated for neighborhood and general commercial uses.

FIGURE 5-7. WILSHIRE/FAIRFAX STATION AND FAIRFAX/3RD STATION



Source: SCAG 2020

Two HPOZs are located within the station RSA—Carthay Circle and Miracle Mile. The Carthay Circle HPOZ is located in the western part of Central Los Angeles and is approximately 500 feet south of the proposed Wilshire/Fairfax Station.

The Wilshire/Fairfax Station RSA is primarily comprised of residential land uses. The Park La Brea Apartments are a prominent residential complex located on the east side of Fairfax Avenue north of 6th Street. Land uses designated for public facilities are within the station RSA, including the La Brea Tar Pits, LACMA, and the Petersen Automotive Museum, all less than a quarter-mile east of the proposed Wilshire/Fairfax Station.

The proposed Wilshire/Fairfax Station is adjacent to Johnie’s Coffee Shop, a site designated as a Historic-Cultural Monument by the Los Angeles Conservancy. The City of Los Angeles has designated Johnie’s Coffee Shop and the May Company building as Historic and Cultural Monuments.

The future Wilshire/Fairfax Station for the Metro D Line is currently under construction and scheduled to open in 2024 (Metro 2022). Once complete, the Wilshire/Fairfax Station entrance for the Metro D Line would be on the southeast corner of Wilshire Boulevard and Orange Grove Avenue.

FAIRFAX/3RD STATION

Land uses along Fairfax Avenue and 3rd Street are designated as commercial, residential, educational, public facilities, industrial, open space, and recreation, as shown in Figure 5-7. Large community commercial areas are distributed on the east side of Fairfax Avenue between Beverly Boulevard and 4th Street and along 3rd Street between Fairfax Avenue and Gardner Street (Wilshire Community Plan 2001). The Original Farmers Market and the Grove Shopping Mall are major destinations that draw approximately 20 million annual visitors and are within the Fairfax/3rd Station RSA. According to the TVC2050 Project Initial Study (Television City Studios 2022), CBS Television City located approximately a quarter-mile north of the proposed station, is projected to employ up to 7,000 employees by 2043 and would serve as a major activity center. Pan Pacific Park is approximately 0.3-mile east of the proposed station and is an open space with recreation facilities. Other major destinations and activity centers include the La Brea Tar Pits and LACMA, which are a half-mile southeast of the Fairfax/3rd Station, and Pan Pacific Park and the Holocaust Museum LA which are one-third mile east of the Fairfax/3rd Station.

The closest HPOZ near the Fairfax/3rd Station is Miracle Mile North located in Los Angeles, which is approximately a half-mile east of the proposed Fairfax/3rd Station.

The 3rd Street and Fairfax Avenue intersection experience the highest transit ridership with two transit stops on the northeast corner. The 3rd Street and Ogden Drive intersection also has transit stops with high ridership, likely due to its proximity to the Grove and the Original Farmers Market.

LA CIENEGA/BEVERLY STATION

Land uses along La Cienega and Beverly Boulevards include commercial, office, industrial, education, and residential, as shown in Figure 5-8. Cedars-Sinai Medical Center and regional shopping centers, the Beverly Center and Beverly Connection, are located within the La Cienega/Beverly Station RSA. The retail destinations along Beverly Boulevard and 3rd Street create a regional retail center. Land use within the La Cienega/Beverly Station RSA is characterized by Regional Commercial and Community Commercial uses, particularly south of Beverly Boulevard (Wilshire Community Plan 2001). The La Cienega Boulevard and Beverly Boulevard corridors are characterized by Neighborhood Office Commercial land uses. Cedar-Sinai Medical Center, approximately 725 feet west of the proposed La Cienega/Beverly Station, serves as a regional medical center that attracts nearly 944,000 outpatient visits and 91,000 emergency visits annually, and has 14,000 full-time staff and 3,500 active volunteers (Cedars-Sinai 2022). Land uses within the station RSA include single-family residential neighborhoods in the City of West Hollywood (City of West Hollywood General Plan 2011b).

Although the proposed La Cienega/Beverly Station is located within the City of Los Angeles, the station RSA falls within both the City of Los Angeles and the City of West Hollywood. The closest Historic District to the proposed La Cienega/Beverly Station is the Sunset Plaza Historic District, located one mile northwest of the proposed station, while the closest HPOZ is Carthay Circle, located approximately one mile south of the proposed station. Figure 5-8 illustrates land use patterns within the RSA of both the La Cienega/Beverly Station and the San Vicente/Santa Monica Station, including activity centers.

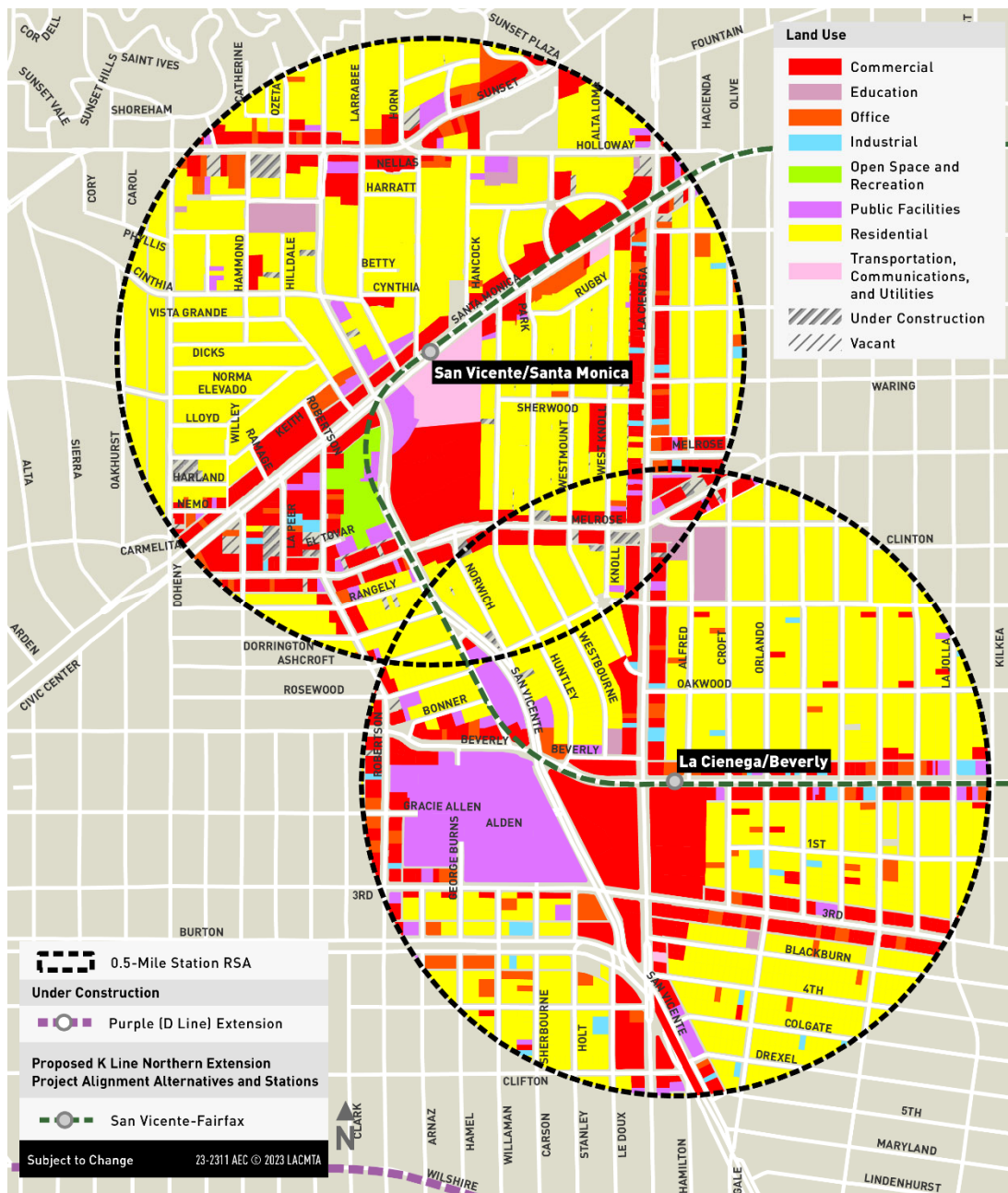
Parcels under construction are distributed along Melrose Avenue, and San Vicente Boulevard.

SAN VICENTE/SANTA MONICA STATION

The RSA is characterized by land uses, including commercial, office, residential, public facilities, transportation/communications/utilities, open space, and recreation, as shown in Figure 5-8. Commercial and office sites exist along Santa Monica Boulevard. A concentration of single-family residential neighborhoods is located within the station RSA (City of West Hollywood Zoning Map). The San Vicente/Santa Monica Station RSA is located in the City of West Hollywood and contains major destinations, including the West Hollywood Rainbow District along Santa Monica Boulevard, Melrose Avenue commercial corridor to the south, Sunset Strip to the north, and the Pacific Design Center. The station would also provide access to public facilities, including West Hollywood Park and the West Hollywood Library.

The closest Historic District to the proposed San Vicente/Santa Monica Station is the Sunset Plaza Historic District, located one-third mile north of the proposed station (San Vicente–Fairfax Alignment Alternative). Figure 5-8 illustrates land use patterns with a half-mile RSA of the San Vicente/Santa Monica Station, including activity centers.

Vacant parcels and parcels under construction are distributed along Holloway Drive, Melrose Avenue, Harland Avenue, and La Peer Drive.

FIGURE 5-8. LA CIENEGA/BEVERLY STATION AND SAN VICENTE/SANTA MONICA STATION


Source: SCAG 2020

FAIRFAX/SANTA MONICA STATION

Land uses within the Fairfax/Santa Monica Station RSA consists of commercial, public facilities, education, office, and residential, as shown in Figure 5-9, with medium and high-density multifamily neighborhoods and commercial and retail land uses along Santa Monica Boulevard and Fairfax Avenue (City of West Hollywood Zoning Map 2018 and Hollywood Community Plan 1988). In addition to the Santa Monica Commercial Corridor and Fairfax Commercial Corridor, activity centers in the station RSA include multiple synagogues that serve as the historic center of Los Angeles' Jewish community. The Spaulding Square HPOZ is within the Fairfax/Santa Monica Station RSA and is located a quarter-mile north of the proposed station. Figure 5-9 illustrates land use patterns with the half-mile RSA of the Fairfax/Santa Monica Station, including activity centers and major destinations.

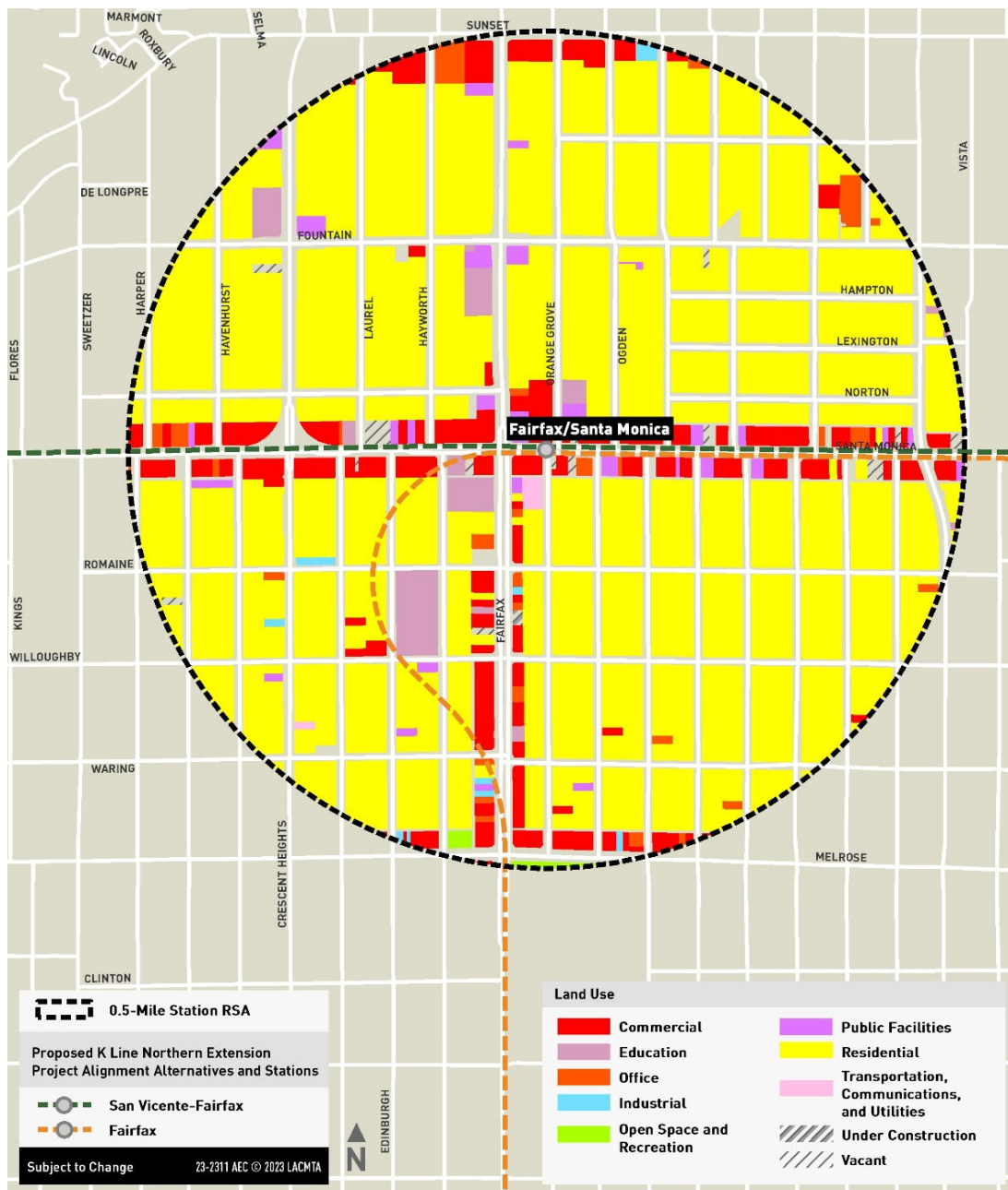
Vacant parcels are distributed along Santa Monica Boulevard throughout the Fairfax/Santa Monica Station RSA and along Fairfax Avenue south of Santa Monica Boulevard, a majority of which are small in size.

LA BREA/SANTA MONICA STATION

Land uses along Santa Monica Boulevard and La Brea Avenue within the station RSA include commercial, industrial, transportation/communications/utilities, public facilities, office, and residential, as shown in Figure 5-10. Commercial, industrial, office, and residential land are concentrated at the intersection of La Brea Avenue and Santa Monica Boulevard. Medium-density residential is the most common land use (City of West Hollywood Zoning Map 2018 and Hollywood Community Plan 1988). The West Hollywood Gateway shopping mall is a significant commercial area located on the southwest corner of the La Brea/Santa Monica intersection. Other activity centers include neighborhood-scale recreational areas such as Plummer Park, the Poinsettia Recreation Center, and the Sycamore District, as well as the American Academy of Dramatic Arts, elementary schools, and synagogues.

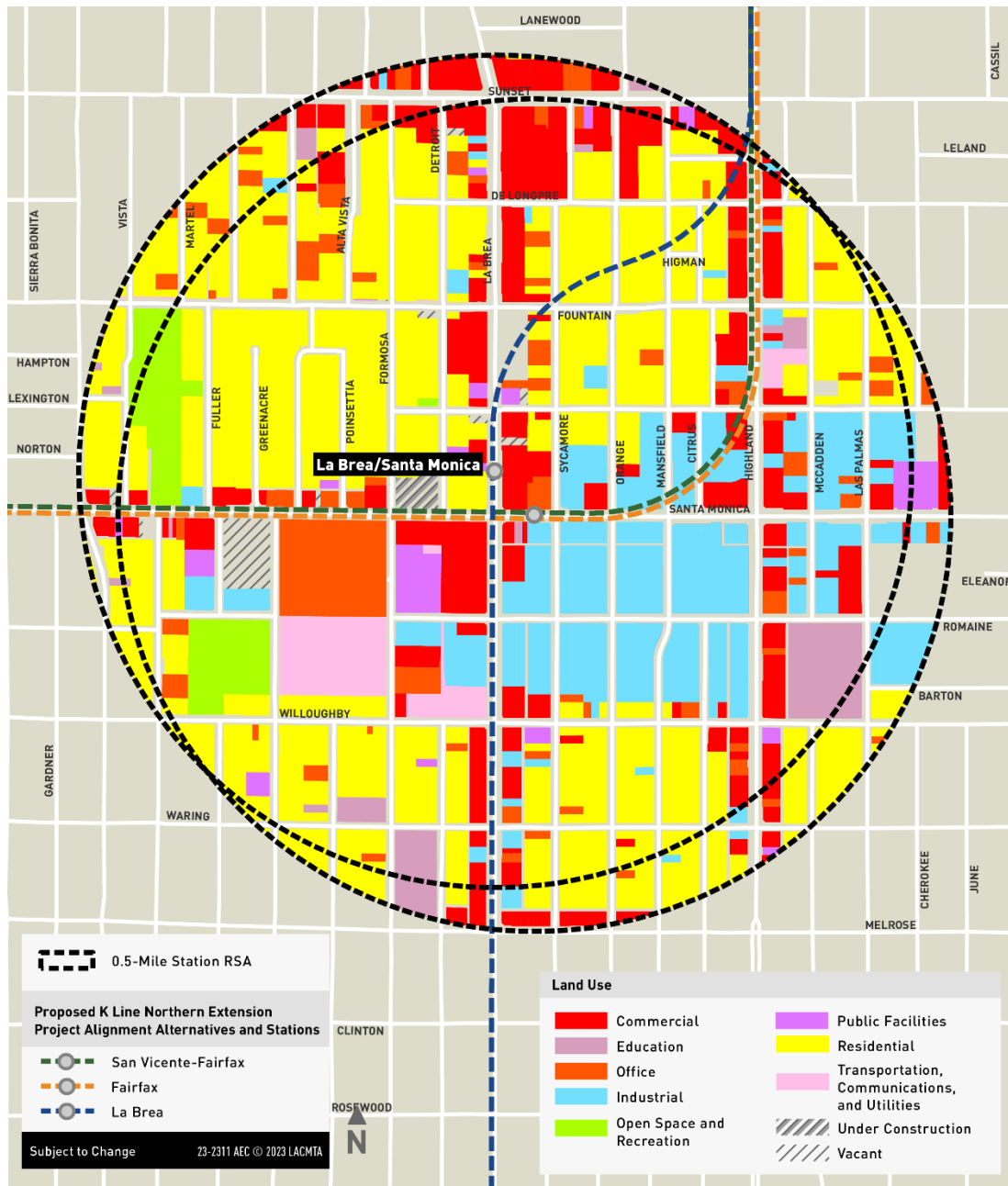
The La Brea Avenue and Santa Monica Boulevard corridors are characterized by Commercial Arterial uses (City of West Hollywood 2011) and Neighborhood Office Commercial uses (City of Los Angeles 2022). The closest HPOZ to the proposed La Brea/Santa Monica Station is the Hancock Park HPOZ located just over a half-mile southwest of the station (San Vicente–Fairfax, Fairfax, La Brea Alignment Alternatives).

Vacant parcels and parcels under construction are distributed along Santa Monica Boulevard and La Brea Avenue, a majority of which are small in size. Transit stops at this intersection serve the West Hollywood Gateway shopping mall, a mixed-use residential building, and retail destinations along both Santa Monica Boulevard and La Brea Avenue.

FIGURE 5-9. FAIRFAX/SANTA MONICA STATION


Source: SCAG 2020

FIGURE 5-10. LA BREA/SANTA MONICA STATION



Source: SCAG 2020

HOLLYWOOD/HIGHLAND STATION

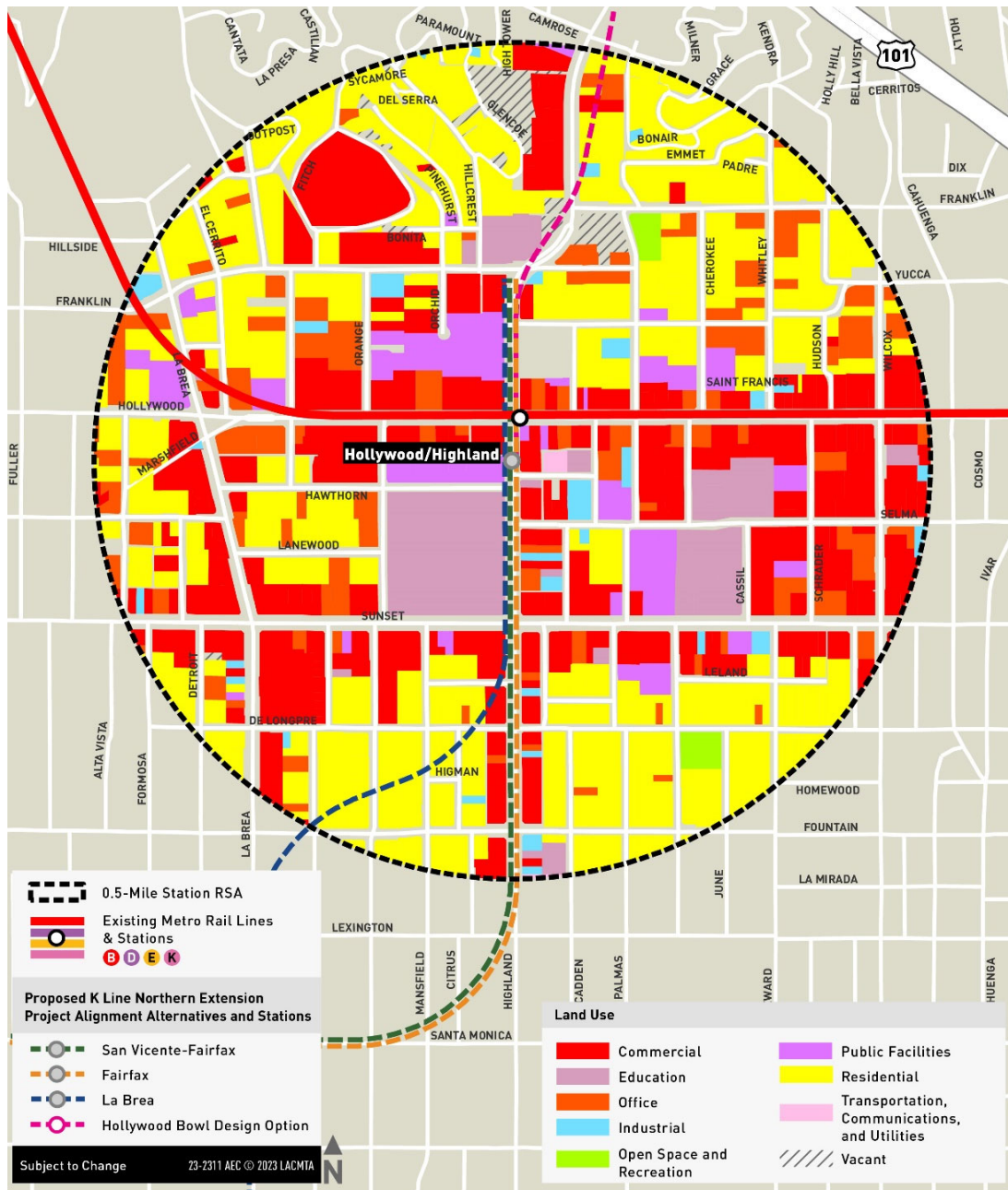
Land uses surrounding the proposed Hollywood/Highland Station are characterized as primarily urban or relatively higher density when compared to other station RSAs along the proposed alignment alternatives. Regional Commercial is the most common land use surrounding the Hollywood/Highland Station, extending along Hollywood Boulevard west to La Brea Avenue with High-Medium-density residential as the second-most prevalent land use within the half-mile station RSA (Hollywood Community Plan 1988). Other land uses along Hollywood Boulevard, Highland Avenue, La Brea Avenue, and Sunset Boulevard include commercial, office, transportation/communities/utilities, and public facilities, as shown in Figure 5-11.

The Hollywood/Highland Station RSA is located in a high-intensity commercial shopping, entertainment and tourism hub focused on the entertainment and movie industry. The intersection of Hollywood Boulevard and Highland Avenue contains major destinations, including the Dolby Theatre, the TCL Chinese Theatre, the Hollywood Museum, and the Hollywood Walk of Fame. Within the RSA are Hollywood High School, religious centers, and historic structures such as the Hollywood Roosevelt Hotel.

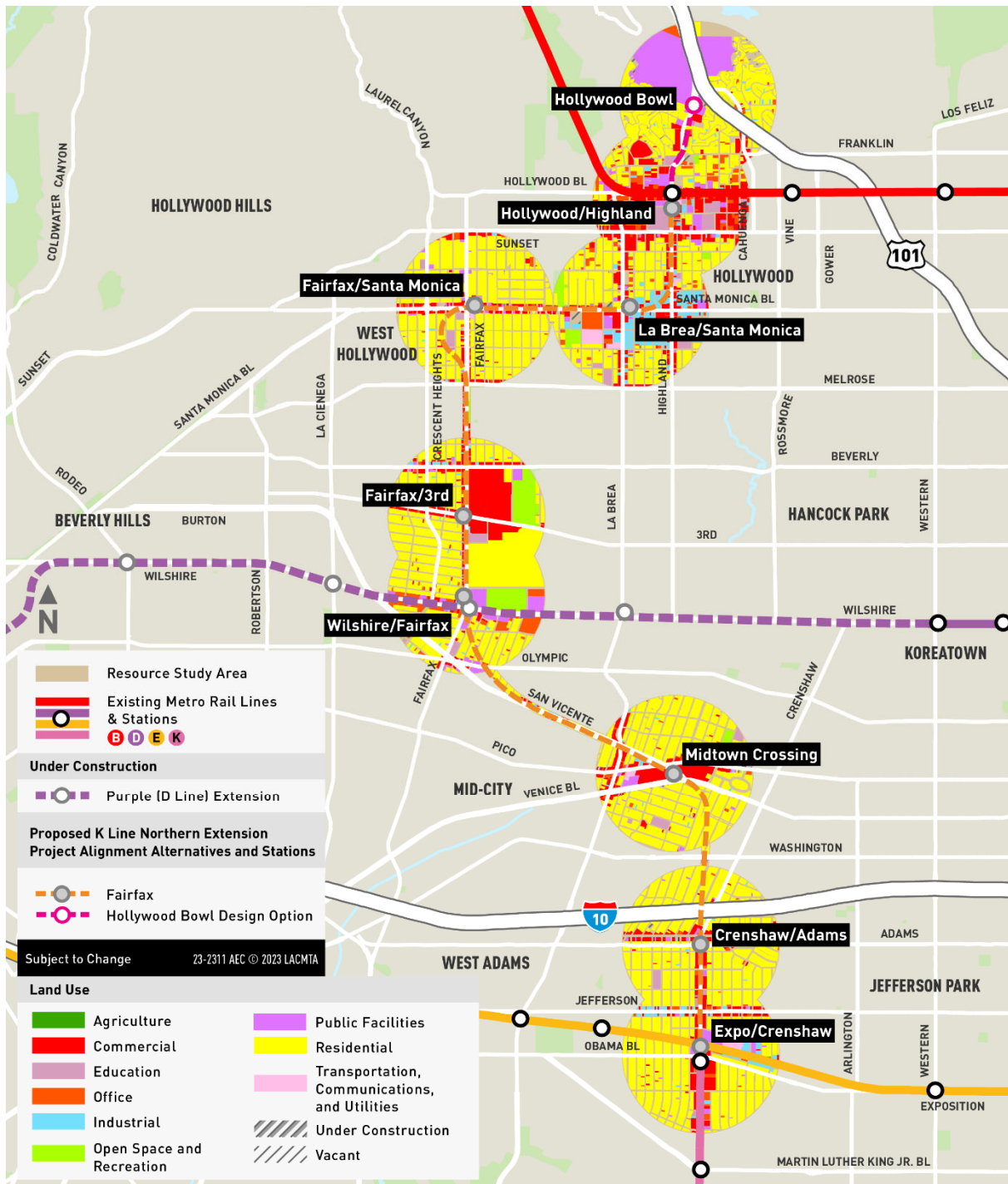
The proposed station location and much of the surrounding area is located within the Hollywood Boulevard Commercial & Entertainment Historic District, Hollywood Entertainment District Property-Based Business Improvement District and Tourism Overlay Zone. The closest HPOZ to the proposed Hollywood/Highland Station is the Whitley Heights HPOZ, approximately a quarter-mile north of the station. Vacant parcels are distributed along Glencoe Way and Highland Avenue, a majority of which are small in size.

5.2.1.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

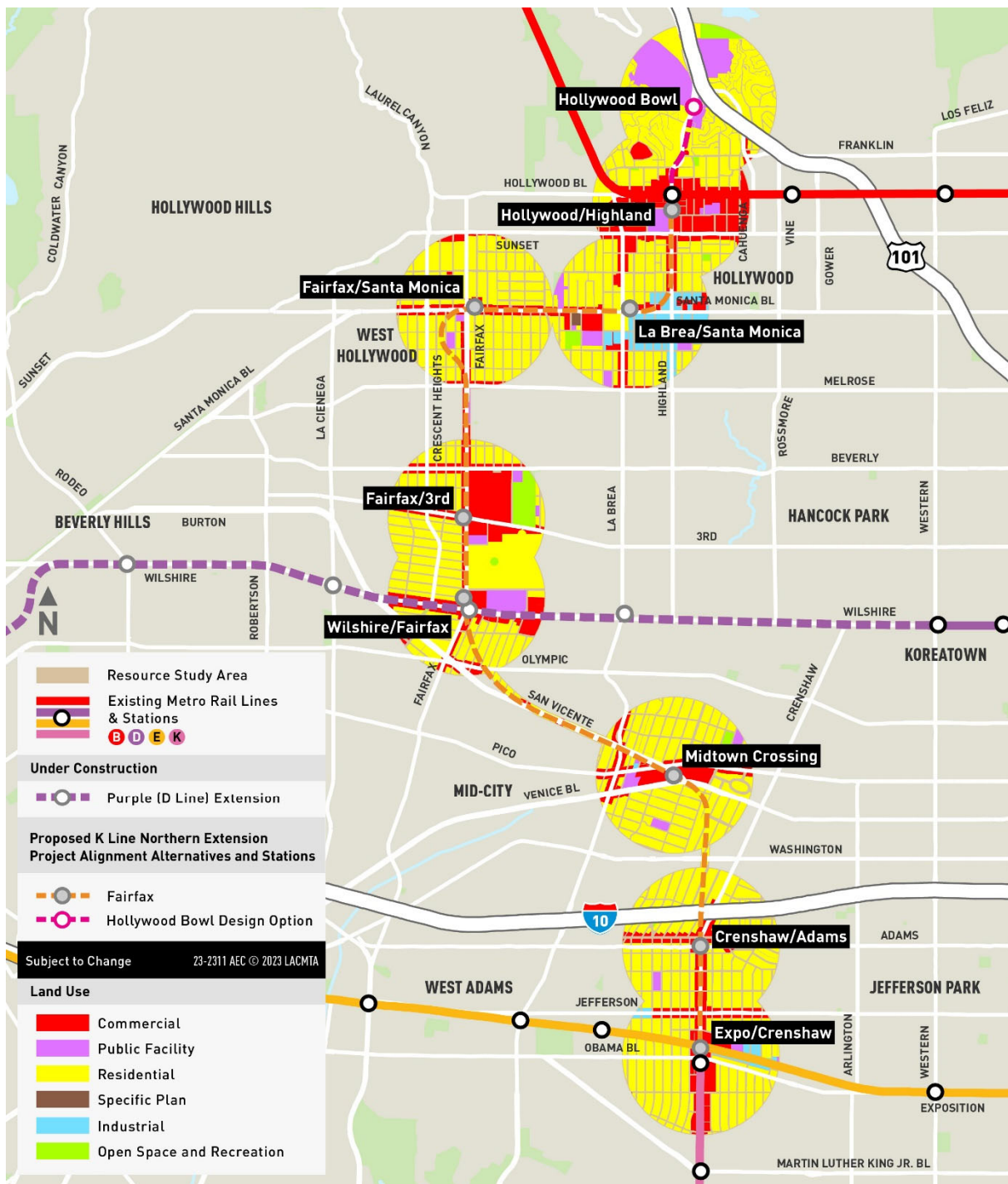
Existing land uses for the Fairfax Alignment Alternative, shown in Figure 5-12, include commercial, residential, education, office, public facilities, open space and recreation, transportation/communities/utilities, and industrial land uses. Future land uses for the Fairfax Alignment Alternative, shown in Figure 5-13, include commercial, public facility, residential, specific plan, open space and recreation, and industrial land uses.

FIGURE 5-11. HOLLYWOOD/HIGHLAND STATION


Source: SCAG 2020

FIGURE 5-12. EXISTING LAND USES (FAIRFAX ALIGNMENT ALTERNATIVE)


Source: SCAG 2020

FIGURE 5-13. PLANNED LAND USES (FAIRFAX ALIGNMENT ALTERNATIVE)


Source: SCAG 2020

CRENSHAW/ADAMS STATION

The Crenshaw/Adams Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

MIDTOWN CROSSING STATION

The Midtown Crossing Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

WILSHIRE/FAIRFAX STATION

The Wilshire/Fairfax Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

FAIRFAX/3RD STATION

The Fairfax/3rd Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

FAIRFAX/SANTA MONICA STATION

The Fairfax/Santa Monica Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

LA BREA/SANTA MONICA STATION

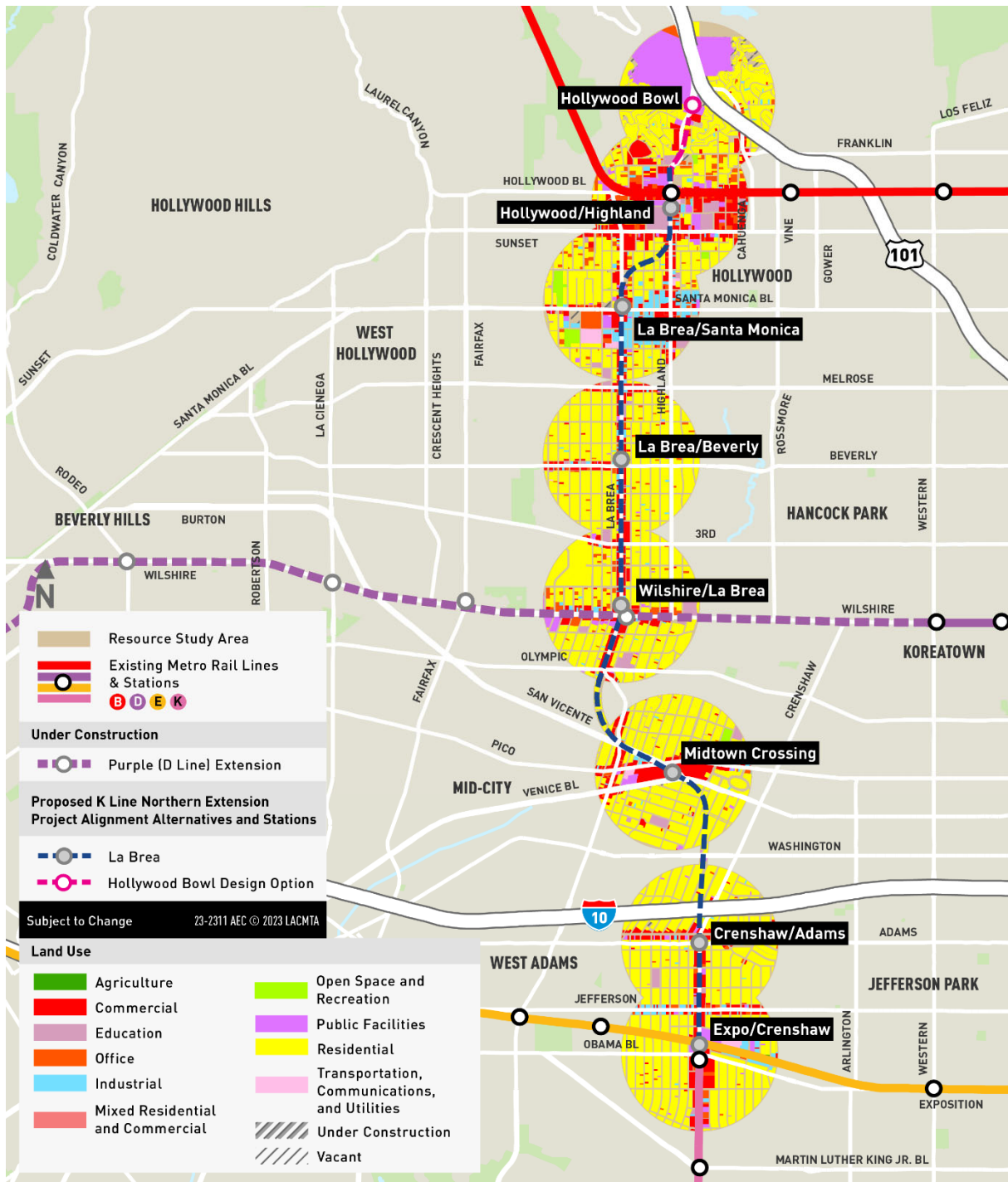
The La Brea/Santa Monica Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

HOLLYWOOD/HIGHLAND STATION

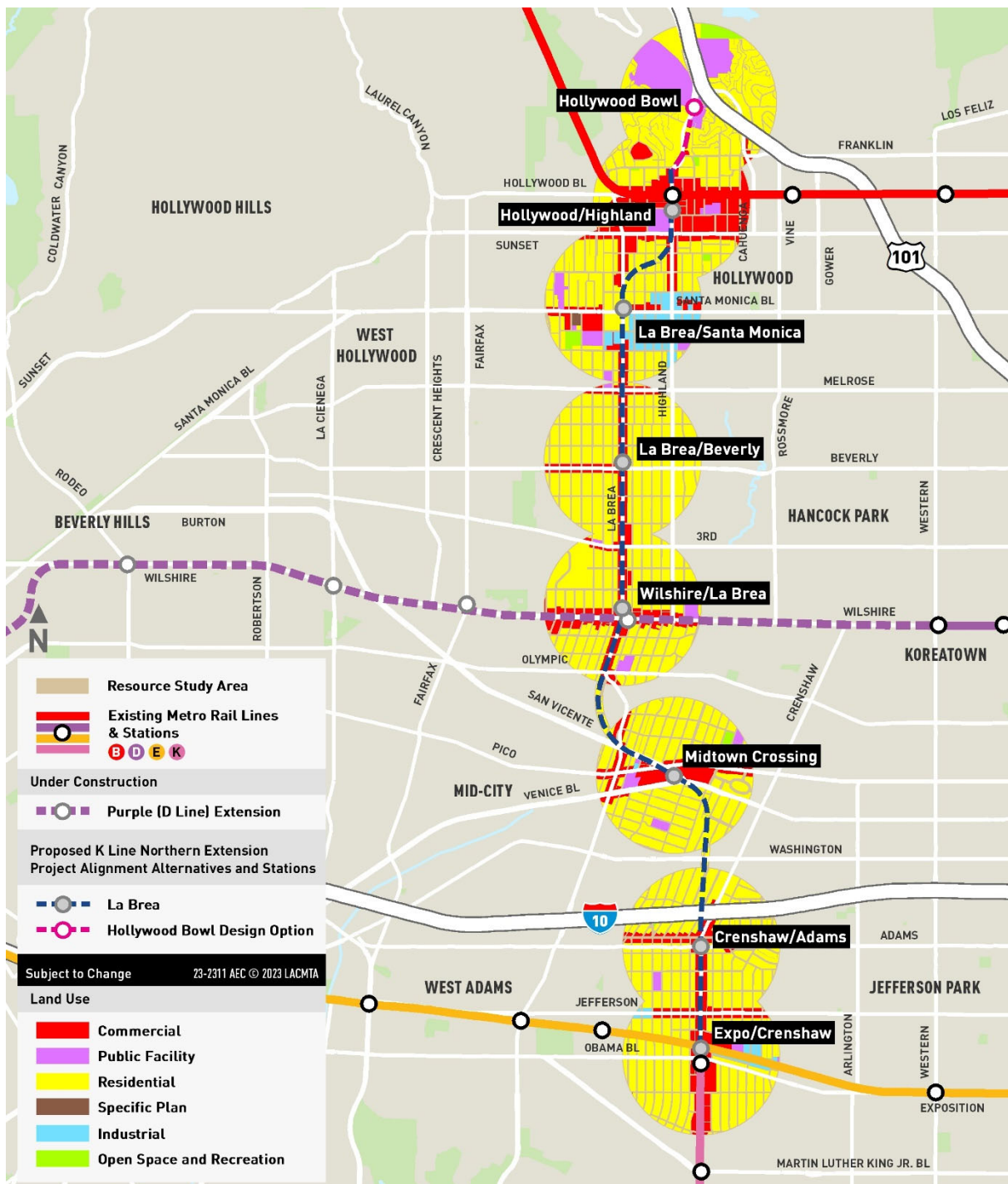
The Hollywood/Highland Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

5.2.1.3 ALIGNMENT ALTERNATIVE 3: LA BREA

Existing land uses for the La Brea Alignment Alternative, shown in Figure 5-14, include commercial, education, office, mixed residential and commercial, open space and recreation, public facilities, transportation/communications/utilities, residential, and industrial land uses. Future land uses for the La Brea Alignment Alternative, shown in Figure 5-15, include commercial, public facility, residential, specific plan, open space and recreation, and industrial land uses.

FIGURE 5-14. EXISTING LAND USES (LA BREA ALIGNMENT ALTERNATIVE)


Source: SCAG 2020

FIGURE 5-15. PLANNED LAND USES (LA BREA ALIGNMENT ALTERNATIVE)


Source: SCAG 2020

CRENSHAW/ADAMS STATION

The Crenshaw/Adams Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

MIDTOWN CROSSING STATION

The Midtown Crossing Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

WILSHIRE/LA BREA STATION

Land uses along Wilshire Boulevard and La Brea Avenue include commercial, office, industrial, and some residential, as shown in Figure 5-16. A General Commercial corridor extends north and south along La Brea Avenue, and east and west along Wilshire Boulevard. The highest intensity commercial uses are focused along Wilshire Boulevard, primarily west of La Brea Avenue. Lower intensity commercial uses exist along La Brea Avenue, north of Carling Way and south of 8th Street. Low-density and medium-density housing districts comprise the two most significant portions of the Wilshire/La Brea Station RSA (Wilshire Community Plan 2001). Activity centers include the Korean Cultural Center, which is a space dedicated to celebrating Korean culture and heritage within the greater Los Angeles community. The Korean Cultural Center is located a quarter-mile west of the proposed Wilshire/La Brea Station.

The Miracle Mile HPOZ is located in the station RSA, approximately 350 feet from the proposed Wilshire/La Brea Station. The Miracle Mile North HPOZ is also located in the station RSA, approximately a half-mile northwest from the proposed Wilshire/La Brea Station. No vacant parcels are distributed along La Brea Avenue and Wilshire Boulevard.

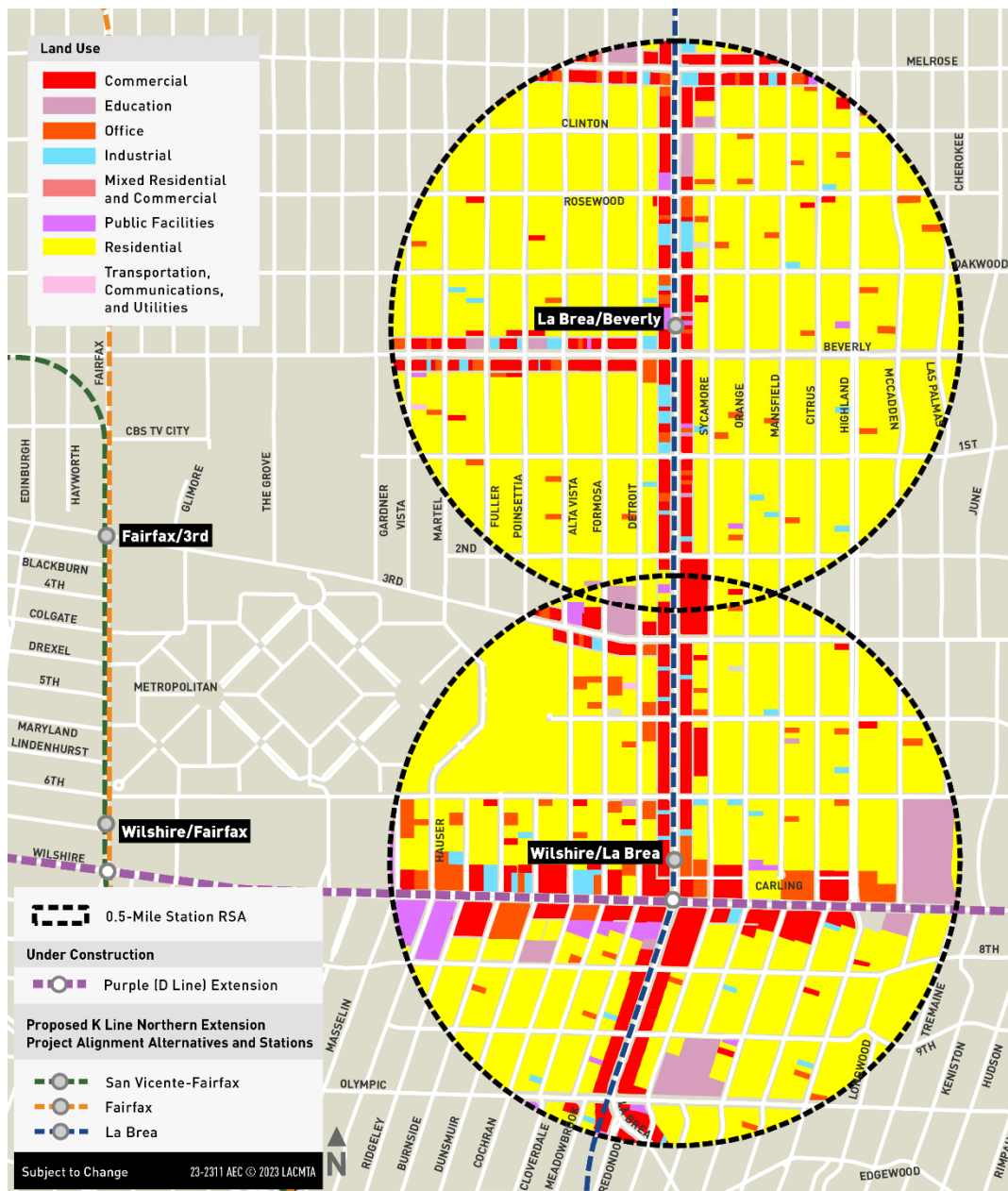
LA BREA/BEVERLY STATION

Land uses within the proposed La Brea/Beverly Station RSA include commercial, office, industrial, public facilities, and residential, as shown in Figure 5-16. The proposed station is located at the intersection of two low-intensity commercial corridors and surrounded by neighborhoods of primary low-density housing. Per the Wilshire Community Plan (2001), other uses within the station RSA include mixed commercial uses and public facilities, particularly along Beverly Boulevard concentrated west of La Brea Avenue, and along La Brea Avenue north and south of Beverly Boulevard. Located within the center of a major Jewish community, the area surrounding the proposed La Brea/Beverly Station is characterized by several Jewish institutions, including synagogues and Jewish day schools, or *yeshivas*.

The Miracle Mile North HPOZ and Hancock Park HPOZ are also located within the station RSA. The Miracle Mile North HPOZ is 250 feet southwest of the proposed La Brea/Beverly Station, and the Hancock Park HPOZ is a quarter-mile east of the proposed station. No vacant parcels are distributed along La Brea Avenue and Beverly Boulevard.



FIGURE 5-16. WILSHIRE/LA BREA STATION AND LA BREA/BEVERLY STATION



Source: SCAG 2020

LA BREA/SANTA MONICA STATION

The La Brea/Santa Monica Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

HOLLYWOOD/HIGHLAND STATION

The Hollywood/Highland Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

5.2.2 HOLLYWOOD BOWL DESIGN OPTION

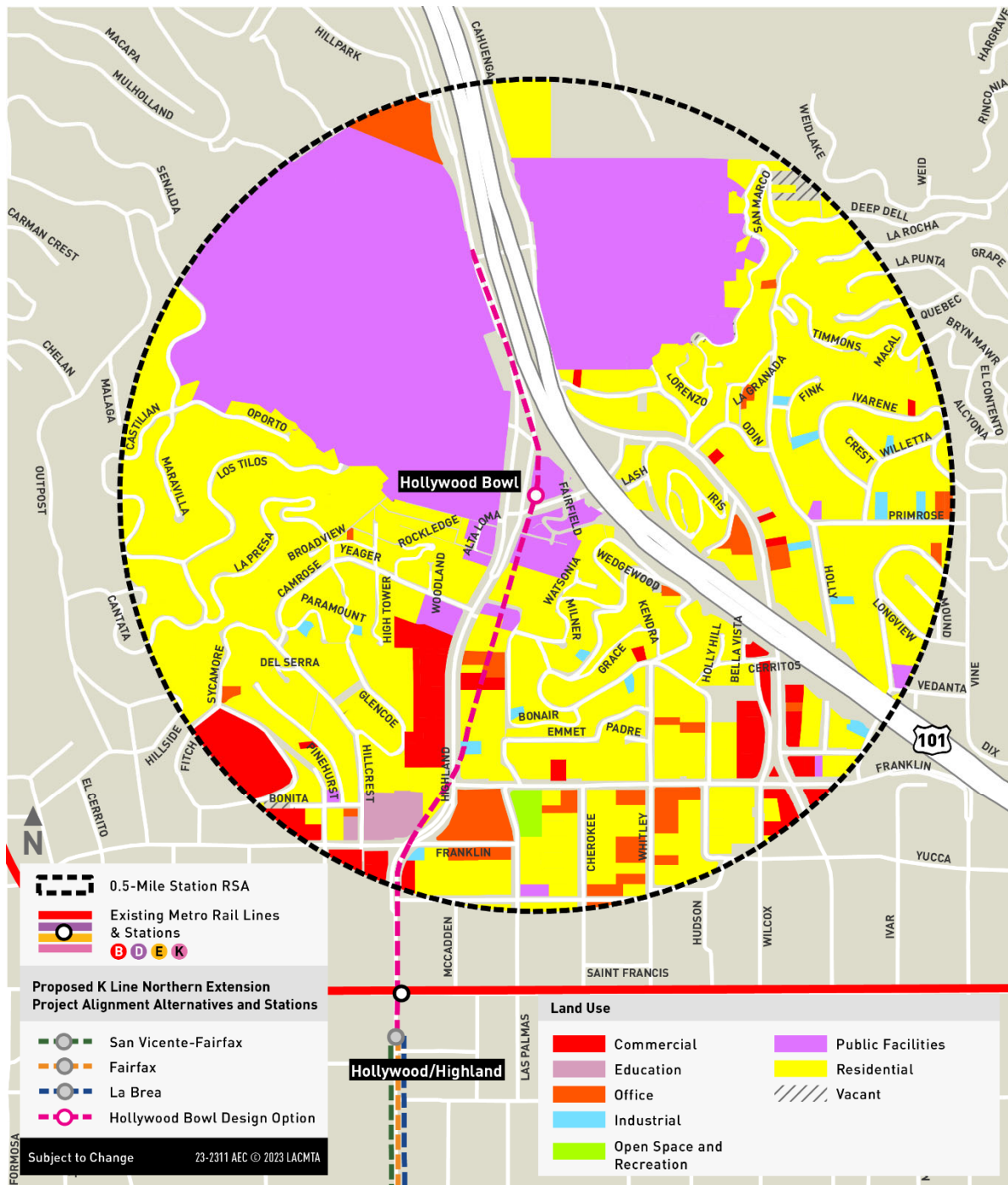
The Hollywood Bowl Design Option Station RSA is largely characterized by public facilities, commercial, industrial, and residential land uses, as shown in Figure 5-17, and contains the Hollywood Bowl that serves as a major regional activity center for entertainment and live music. The Hollywood Bowl is a 17,500-seat venue that holds approximately 80 annual events with 800,000 annual visitors. Other activity centers include the Hollywood Heritage Museum to the south of the station. The Whitely Heights HPOZ is located within the station RSA, approximately 800 feet southwest of the proposed Hollywood Bowl Station.

5.2.3 MAINTENANCE AND STORAGE FACILITY

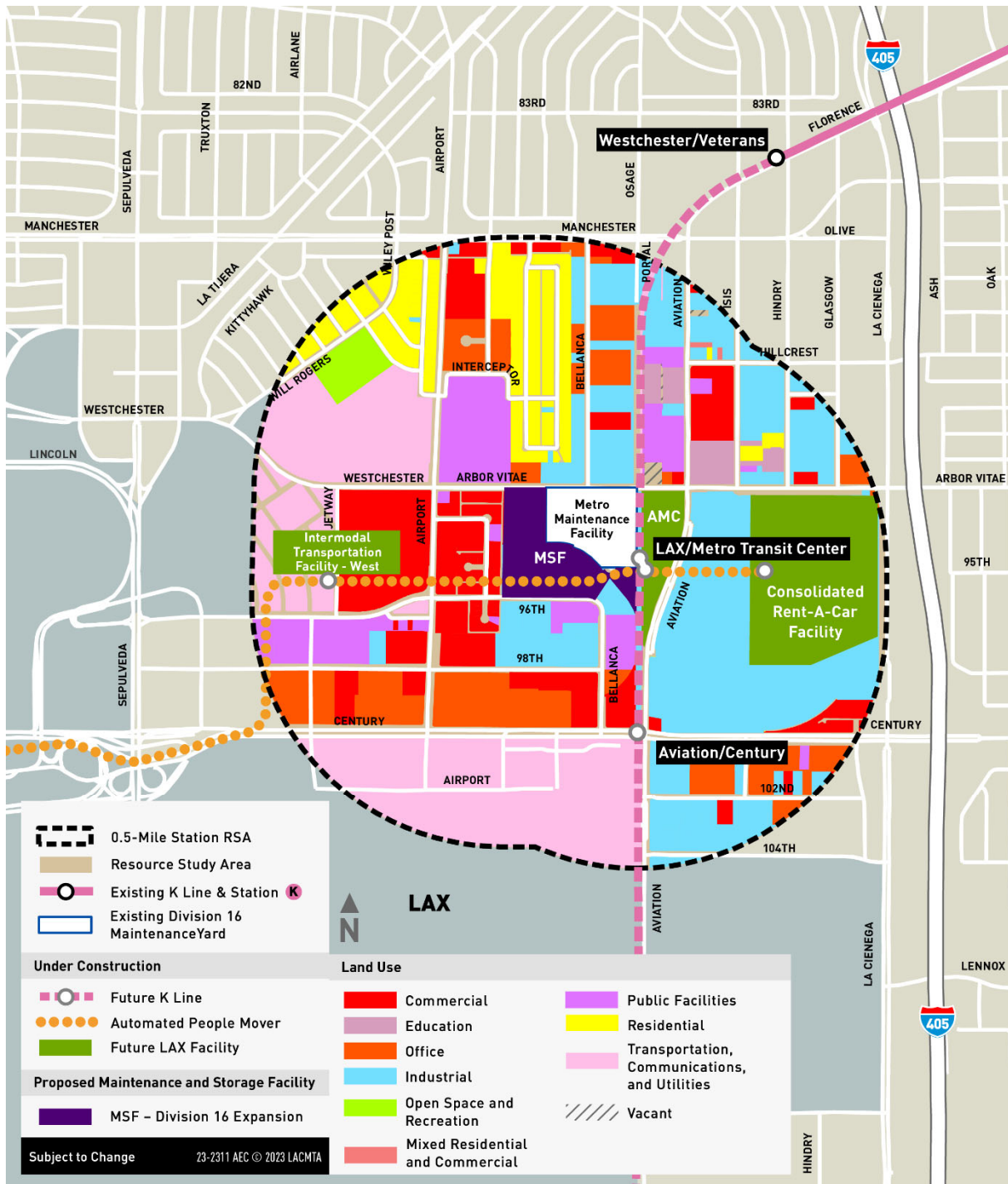
The proposed MSF is located between Arbor Vitae Street, 96th Street, Portal Avenue, and Airport Boulevard adjacent to Division 16. The parcels identified for the proposed MSF are designated as commercial, industrial, office, and transportation/communications/utilities, as shown in Figure 5-18. Within the MSF RSA, multiple parcels are also characterized as public facilities, including Metro’s Division 16 yard, the K Line tracks, the Carl Nielsen Youth Park, and a U.S. Postal Service branch. Metro’s Division 16 yard is located on the northeastern parcel identified for the proposed MSF site.

The area surrounding the MSF is characterized largely by industrial and residential land uses with multiple car rental companies and hotels within a half-mile radius. The K Line tracks run along the eastern border of the proposed MSF, and the Carl Nielsen Youth Park is located about a half-mile west of the MSF. The U.S. Postal Service branch is located approximately a quarter-mile north of the MSF. The Westchester – Playa del Rey Community Plan Area identifies future land use for this area as light industrial, and it is zoned as manufacturing (City of Los Angeles 2004a).

Vacant parcels are located west of Aviation Boulevard adjacent to the LAX Consolidated Rent-A-Car Facility Project, and at the northeast corner of Arbor Vitae Street and Aviation Boulevard.

FIGURE 5-17. HOLLYWOOD BOWL DESIGN OPTION STATION RSA


Source: SCAG 2020

FIGURE 5-18. MAINTENANCE AND STORAGE FACILITY RSA


Source: SCAG 2020

CHAPTER 6 IMPACTS AND MITIGATION MEASURES

6.1 IMPACT ANALYSIS

This section presents the evaluation of impacts related to land use and planning, as well as the corresponding mitigation measures, where applicable. Both construction and operational impacts are evaluated. Table 6-2 in Section 6.1.3 provides a summary of the impact conclusions.

The section identifies construction and operational land use impacts for each project alignment and proposed stations, the design option, and the MSF. Construction-related land use impacts include construction staging, temporary ROW encroachments, and temporary access disruptions within or adjacent to existing land uses (e.g., residences, businesses, and other retail uses). Operation-related land use impacts include direct land acquisition, permanent ROW encroachments, and permanent access disruptions within or adjacent to existing land uses (e.g., residences, businesses, and other retail uses). Significant land use impacts are determined based on the significance thresholds identified in Section 4.2.

Project measures are design features, best management practices, or other commitments that Metro implements as part of all alignment alternatives and stations, the design option, and the MSF to reduce or avoid environmental effects associated with the Project. 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 identified here as part of the evaluation of environmental impacts in this chapter. No project measures specific to land use and planning have been identified to date.

6.1.1 IMPACT LUP-1: PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY

Impact LUP-1: Would the Project physically divide an established community?

6.1.1.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

The analysis below addresses potential impacts related to the cohesiveness of established communities, including access to existing properties and surrounding uses, anticipated during construction and operation of the San Vicente–Fairfax Alignment Alternative and stations.

CONSTRUCTION IMPACTS

Less than Significant Impact. Construction activities for the San Vicente–Fairfax Alignment Alternative would not result in permanent physical divisions of established communities in the RSA. Full and partial street closures would be required during construction to accommodate cut-and-cover construction at proposed stations. Sidewalk closures and the installation of safety barriers to delineate construction work zones would temporarily limit property access. However, these closures would be temporary and periodic, and safe access and crossings throughout the community would be maintained. In addition, as set forth in PM TRA-2 as described in the KNE Transportation Technical Report, the Project shall follow Metro standard practices that include scheduling of lane and/or road closures to minimize disruptions and require preparation of a construction transportation management plan (TMP) to reduce the disruption caused by construction work zones. Metro would notify and work with surrounding

communities regarding the construction schedule and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. The KNE Transportation Technical Report further analyzes the potential impact on circulation and pedestrian access to adjoining or nearby properties.

Construction of the San Vicente–Fairfax Alignment Alternative would require property acquisition and temporary construction easements for some construction activities, including construction staging, cut-and-cover activities, street reconstruction, demolition, and utility relocation and installation. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the San Vicente–Fairfax Alignment Alternative depending on the type of construction and adjacent land use. The ROW drawings in the KNE Advanced Conceptual Engineering (ACE) Drawings package provide more details regarding potential property acquisitions. The properties under construction easements would not be expected to undergo any zoning classification changes.

Properties acquired for construction activities could, upon completion of the construction activities, be available for joint development, which integrates development of transit and non-transit improvements with transit projects physically or functionally related to commercial, residential, or mixed-use development. These improvements would be subject to standard planning and permitting review processes separate from this environmental review process. Temporary property acquisition would be limited to properties currently designated for commercial, public facilities, transportation/communications/utilities, office, industrial, and vacant land uses, as shown in Figure 5-3. Metro is working to avoid acquisitions of sensitive land uses and does not anticipate acquiring residential properties, churches, schools, parks, or other sensitive land uses for construction activities. Temporary property acquisition for construction of the San Vicente–Fairfax Alignment Alternative would not affect access to the existing property and would not physically divide an established community.

The stations proposed with the San Vicente–Fairfax Alignment Alternative are located primarily on land designated for commercial, public facilities, office, transportation/communications/utilities, vacant, and industrial uses. Each of the station entrance options, where Project components would be aboveground, are primarily located within the public ROW or on private properties where existing land use is designated as commercial, industrial, public facility, and transportation/communications/utilities. Property acquisition associated with the proposed stations would not affect access to the surrounding properties. Therefore, construction of the San Vicente–Fairfax Alignment Alternative would result in a less than significant impact.

OPERATIONAL IMPACTS

Less than Significant Impact. The San Vicente–Fairfax Alignment Alternative would operate within or below the existing public ROW. The station portals for the underground stations would be designed to integrate with the existing character of the surrounding land uses. The San Vicente–Fairfax Alignment Alternative would operate underground beneath residential land uses. However, no operational impacts to residential, commercial, industrial, education public facilities, and open space and recreation

properties would occur because the light rail would operate below grade and would not physically divide an established community.

Operation of the San Vicente–Fairfax Alignment Alternative would require property acquisition for some operational systems, including ventilation and egress shafts. All operational systems would be located within the public ROW or on properties already acquired for construction of the alignment alternative. Property acquisition would be limited to land uses designated for commercial, public facilities, or industrial uses. Metro is working to avoid acquisitions of educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Operation of the San Vicente–Fairfax Alignment Alternative would be consistent with future commercial, public facility, and industrial uses, as shown in Figure 5-4. As described in the KNE Transportation Technical Report, and as set forth in PM TRA-1 in that report, Metro would enhance access to the proposed stations by providing first/last mile improvements to key destinations and transit connections, and new or improved sidewalks; therefore, operation of the Project would have a positive effect on transportation access to the surrounding areas. Operations would support the future land use characteristics of the transportation corridor, would not affect access to existing properties, and would not physically divide an established community.

As described in Section 5.2.1.1, the stations proposed with the San Vicente–Fairfax Alignment Alternative are located primarily on land planned for commercial, public facility, and industrial land uses. Property acquisition would be limited to properties designated as commercial, public facilities, office, transportation/communications/utilities, vacant, or industrial uses. Metro is working to avoid acquisitions of educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities.¹ Operation of the proposed stations would be consistent with future commercial, public facility, and industrial land uses and the land use characteristics of the transportation corridor. Each of the station entrance options, where Project components would be aboveground, are primarily located within the public ROW or on private properties where existing land use is designated as commercial, industrial, public facility, and transportation/communications/utilities, and would not physically divide an established community. Operation of the stations would not affect property access and would not physically divide an established community. Therefore, operation of the San Vicente–Fairfax Alignment Alternative would result in a less than significant impact.

6.1.1.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

The analysis below addresses potential impacts related to the cohesiveness of established communities, including access to existing properties and surrounding uses, anticipated during construction and operation of the Fairfax Alignment Alternative and stations.

¹ The KNE Communities, Population and Housing Technical Report further discusses the potential for Project impacts related to property acquisition.

CONSTRUCTION IMPACTS

Less than Significant Impact. Construction activities for the Fairfax Alignment Alternative would not result in permanent physical divisions of established communities in the RSA. Full and partial street closures would be required during construction to accommodate cut-and-cover construction at proposed stations. Sidewalk closures and the installation of safety barriers to delineate construction work zones would temporarily limit property access. However, these closures would be temporary and periodic, and safe access and crossings throughout the community would be maintained. In addition, as set forth in PM TRA-2 as described in the KNE Transportation Technical Report, the Project shall follow Metro standard practices that include scheduling of lane and/or road closures to minimize disruptions and require preparation of a construction TMP to reduce the disruption caused by construction work zones. Metro would notify and work with surrounding communities regarding the construction schedule and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. The KNE Transportation Technical Report further analyzes the potential impact on circulation and pedestrian access to adjoining or nearby properties.

Construction of the Fairfax Alignment Alternative would require property acquisition and temporary construction easements for some construction activities, including construction staging, cut-and-cover activities, street reconstruction, demolition, and utility relocation and installation. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the Fairfax Alignment Alternative depending on the type of construction and adjacent land use. The ROW drawings in the KNE ACE Drawings provide more details regarding potential property acquisitions. The properties under construction easements would not be expected to undergo any zoning classification changes.

Properties acquired for construction activities could, upon completion of the construction activities, be available for joint development, which integrates development of transit and non-transit improvements with transit projects physically or functionally related to commercial, residential, or mixed-use development. These improvements would be subject to standard planning and permitting review processes separate from this environmental review process. Temporary property acquisition would be limited to properties currently designated for commercial, public facilities, transportation/communities/utilities, office, industrial, and vacant land uses. Metro is working to avoid acquisitions of sensitive land uses and does not anticipate acquiring residential properties, churches, schools, parks, or other sensitive land uses for construction activities. Temporary property acquisition for construction of the Fairfax Alignment Alternative would not affect access to existing properties and would not physically divide an established community.

The stations proposed for the Fairfax Alignment Alternative are located primarily on land designated for commercial, public facilities, office, transportation/communications/utilities, vacant, and industrial uses. Each of the station entrance options, where Project components would be aboveground, are primarily located within the public ROW or on private properties where existing land use is designated as commercial, industrial, public facility, and transportation/communications/utilities. Property acquisitions associated with the proposed stations would not affect access to surrounding properties. Therefore, construction of the Fairfax Alignment Alternative would result in a less than significant impact.

OPERATIONAL IMPACTS

Less than Significant Impact. The Fairfax Alignment Alternative would mostly operate within or below the existing public ROW. The station portals for the underground stations would be designed to integrate with the existing character of the surrounding land uses. The Fairfax Alignment Alternative would operate underground beneath residential land uses. However, no operational impacts to residential, commercial, industrial, education public facilities, and open space and recreation properties would occur because the light rail would operate below grade and would not physically divide an established community.

Operation of the Fairfax Alignment Alternative would require property acquisition for some operational systems and facilities, including ventilation and egress shafts. All operational systems would be located within the public ROW or on properties already acquired for construction of the alignment alternative. Property acquisition would be limited to land uses designated for commercial, public facilities, or industrial uses. Metro is working to avoid acquisitions of educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Operation of the Fairfax Alignment Alternative would be consistent with future commercial, public facility, and industrial uses, as shown in Figure 5-13. As described in the KNE Transportation Technical Report, and as set forth in PM TRA-1 in that report, Metro would enhance access to the proposed stations by providing first/last mile improvements to key destinations and transit connections, and new or improved sidewalks; therefore, operation of the Project would have a positive effect on transportation access to the surrounding areas. Operations would support the future land use characteristics of the transportation corridor, would not affect access to existing properties, and would not physically divide an established community.

As described in Section 5.2.1.2, the stations proposed with the Fairfax Alignment Alternative are located on land planned for commercial, public facility, and industrial land uses. Property acquisition would be limited to properties designated as commercial public facilities, office, transportation/communications/utilities, vacant, or industrial uses. Metro is working to avoid acquisitions of educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Operation of the proposed stations would be consistent with future commercial, public facility, and industrial land uses and the land use characteristics of the transportation corridor. Each of the station entrance options, where Project components would be aboveground, are primarily located within the public ROW or on private properties where existing land use is designated as commercial, industrial, public facility, and transportation/communications/utilities, and would not physically divide an established community. Operation of the stations would not affect property access and would not physically divide an established community. Therefore, operation of the Fairfax Alignment Alternative would result in a less than significant impact.

6.1.1.3 ALIGNMENT ALTERNATIVE 3: LA BREA

The analysis below addresses potential impacts related to the cohesiveness of established communities, including access to existing properties and surrounding uses, anticipated during construction and operation of the La Brea Alignment Alternative and stations.

CONSTRUCTION IMPACTS

Less than Significant Impact. Construction activities for the La Brea Alignment Alternative would not result in permanent physical divisions of established communities. Full and partial street closures would be required during construction to accommodate cut-and-cover construction at proposed stations. Sidewalk closures and the installation of safety barriers to delineate construction work zones would temporarily limit property access. However, these closures would be temporary and periodic, and safe access and crossings throughout the community would be maintained. In addition, as set forth in PM TRA-2 as described in the KNE Transportation Technical Report, the Project shall follow Metro standard practices that include scheduling of lane and/or road closures to minimize disruptions and require preparation of a construction TMP to reduce the disruption caused by construction work zones. Metro would notify and work with surrounding communities regarding the construction schedule and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. The KNE Transportation Technical Report further analyzes the potential impact on circulation and pedestrian access to adjoining or nearby properties.

Construction of the La Brea Alignment Alternative would require property acquisition and construction easements for some construction activities, including construction staging, cut-and-cover activities, street reconstruction, demolition, and utility relocation and installation. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the La Brea Alignment, depending on the type of construction and adjacent land use. The ROW drawings in the KNE ACE Drawings package provide more details regarding potential property acquisitions. The properties under construction easements would not be expected to undergo any zoning classification changes.

Properties acquired for construction activities could, upon completion of the construction activities, be available for joint development, which integrates development of transit and non-transit improvements with transit projects physically or functionally related to commercial, residential, or mixed-use development. These improvements would be subject to standard planning and permitting review processes separate from this environmental review process. Temporary property acquisition would be generally limited to properties currently designated for commercial, office, public facilities, and industrial uses. Metro is working to avoid acquisitions of sensitive land uses and does not anticipate acquiring residential properties, churches, schools, parks, or other sensitive land uses for construction activities. Temporary property acquisition for construction of the La Brea Alignment Alternative would not affect access to existing properties and would not physically divide an established community.

As mentioned in Section 5.2.1.3, the stations proposed for the La Brea Alignment Alternative are located on land that is designated for commercial, office, public facilities, and industrial land uses. Each of the station entrance options are primarily located within the public ROW or on private properties where existing land use is designated as commercial, office, public facilities, and industrial uses. Property acquisition for construction under the La Brea Alignment Alternative would not affect access to surrounding properties. Therefore, construction of the La Brea Alignment Alternative would result in a less than significant impact.

OPERATIONAL IMPACTS

Less than Significant Impact. The La Brea Alignment Alternative would operate within or below the existing public ROW. The station portals for the underground stations would be designed to integrate with the existing character of the surrounding land uses. The La Brea Alignment Alternative would operate under the ROW of Crenshaw Boulevard, San Vicente Boulevard, La Brea Avenue, and Highland Avenue, and underground beneath residential land uses. However, no operational impacts to residential, commercial, industrial, education public facilities, and open space and recreation properties would occur because the light rail would operate below grade and would not physically divide an established community.

Operation of the La Brea Alignment Alternative would require property acquisition for some operational systems and facilities, including ventilation and egress shafts. All operational systems would be located within the public ROW or on properties already acquired for construction of the alignment alternative. Property acquisition would be limited to land uses designated for commercial, public facilities, or industrial uses. Metro is working to avoid acquisitions of educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Operation of the La Brea Alignment Alternative would be consistent with future commercial, public facility, and industrial land uses, as shown in Figure 5-15. Operations would support the land use characteristics of the transportation corridor, would not affect access to existing properties, and would not physically divide an established community.

As mentioned in Section 5.2.1.3, the stations proposed for the La Brea Alignment Alternative are located on land planned for commercial, public facility, and industrial land uses. Property acquisition would be limited to properties designated for commercial, office, public facilities, or industrial uses. Metro is working to avoid acquisitions educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Operation of the proposed stations would be consistent with future commercial, public facility, and industrial land uses, and the land use characteristics of the transportation corridor. Each of the station entrance options are primarily located within the public ROW or on private properties where the existing land use is designated as commercial, public facility, office, and industrial use, and would not physically divide an established community. As described in the KNE Transportation Technical Report, and as set forth in PM TRA-1 in that report, Metro would enhance access to the proposed stations; therefore, operation of the Project would have a positive effect on transportation access to the surrounding areas. Operation of the stations would not affect property access, and would not physically divide an established community. Therefore, operation of the La Brea Alignment Alternative would result in a less than significant impact.

6.1.1.4 HOLLYWOOD BOWL DESIGN OPTION

The analysis below addresses potential impacts related to the cohesiveness of established communities, including access to existing properties and surrounding uses, anticipated during construction and operation of the Hollywood Bowl Design Option.

CONSTRUCTION IMPACTS

Less than Significant Impact. Construction of the Hollywood Bowl Design Option would continue north beneath Highland Avenue. The design option is proposed for the alternate terminus station at the Hollywood Bowl. Potential construction staging areas for the design option have been identified at the existing Hollywood Bowl Parking Lots (Lot B on Highland Avenue, and Lots C and D on Odin Street), as well as near the Pilgrimage Bridge along Cahuenga Boulevard and US-101.

Construction activities for the Hollywood Bowl Design Option would not result in permanent physical divisions of established communities in the RSA. Full and partial street closures would be required for construction staging areas. Sidewalk closures and the installation of safety barriers to delineate construction work zones would temporarily limit property access. However, these closures would be temporary and periodic, safe access and crossings throughout the community would be maintained. As set forth in PM TRA-2, as described in the KNE Transportation Technical Report, the Project shall follow Metro standard practices that include scheduling of lane and/or road closures to minimize disruptions and require preparation of a construction TMP to reduce the disruption caused by construction work zones. Temporary construction detours would provide similar access during street and sidewalk closures.

Construction of the Hollywood Bowl Design Option would require property acquisition and temporary construction easements for some construction activities, including construction staging, installation of systems and facilities, street reconstruction, demolition, and utility relocation and installation work. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the design option depending on the type of construction and adjacent land use. The ROW drawings in the KNE ACE Drawings package provide more details regarding potential property acquisitions. The properties under construction easements would not be expected to undergo any zoning classification changes.

Properties acquired for construction activities would, upon completion of the construction activities, be available for joint development, which integrates development of transit and non-transit improvements with transit projects physically or functionally related to commercial, residential, or mixed-use development. These improvements would be subject to standard planning and permitting review processes separate from this environmental review process. Temporary property acquisition would be limited to properties designated for commercial, public facility, and vacant land uses, as shown in Figure 5-11. Metro is working to avoid acquisitions of sensitive land uses and does not anticipate acquiring residential properties, churches, schools, parks, or other sensitive land uses for construction activities. Temporary property acquisition for construction of the design option would not affect access to existing properties and would not physically divide an established community. Therefore, based on the impacts analysis described above, construction of the design option would result in a less than significant impact.

OPERATIONAL IMPACTS

Less than Significant Impact. The Hollywood Bowl Design Option would operate entirely under the public ROW on Highland Avenue. Since the underground segment is below grade, it would not physically disrupt future land uses and would not physically divide an established community.

Operation of the design option would require property acquisition for some operational systems and facilities. Property acquisition would be limited to properties currently zoned for commercial, public facility, and vacant land uses. Metro is working to avoid acquisitions of educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Operation of the design option would be consistent with future public facility land uses and the land use characteristics of the transportation corridor. Operation of the design option would not affect property access and would not physically divide an established community. Therefore, operation of the Hollywood Bowl Design Option would result in a less than significant impact.

6.1.1.5 MAINTENANCE AND STORAGE FACILITY

The analysis below addresses potential impacts related to the cohesiveness of established communities, including access to existing properties and surrounding uses, anticipated during construction and operation of the MSF.

CONSTRUCTION IMPACTS

Less than Significant Impact. Construction of the proposed MSF would require site preparation, demolition of existing structures, utility relocation, construction of storage tracks and lead tracks, grading, paving, and building construction. Construction would occur entirely within parcels identified within the MSF RSA. Temporary barriers and fencing would be placed along the perimeter of the construction areas.

Construction of the MSF would not create any permanent physical divisions within the surrounding community because construction activities would be temporary. Full and partial street and sidewalk closures during the construction period may be required. However, the closures would be temporary and periodic, safe access and crossings throughout the community would be maintained. As described in PM TRA-1, discussed in the KNE Transportation Technical Report, Metro standard practices require lane and/or road closures to be scheduled to minimize disruptions, and they require preparation of a TMP to reduce the disruption caused by construction work zones. The TMP would require Metro to work with surrounding communities to establish a construction schedule that notifies the public of construction in advance and to develop wayfinding signage (e.g., closed pedestrian areas, rerouting directions). The KNE Transportation Technical Report further analyzes potential impacts to circulation and pedestrian access to adjoining or nearby properties.

Construction of the MSF would require property acquisition and construction easements for some construction activities, including construction staging, installation of systems and facilities, demolition, and utility relocation and installation work. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the alignment, depending on the type of construction and adjacent land use. The ROW drawings in the KNE ACE Drawings package provide more details regarding potential property acquisitions. The properties required for acquisition under the temporary construction easements would not be expected to undergo any zoning classification changes.

Properties acquired for construction activities could, upon completion of the construction activities, be available for joint development, which integrates development of transit and non-transit improvements

with transit projects physically or functionally related to commercial, residential, or mixed-use development. These improvements would be subject to standard planning and permitting review processes separate from this environmental review process. Temporary property acquisitions for the MSF would be limited to properties located on land uses designated as office, commercial, industrial, and transportation/communications/utilities. Metro is working to avoid acquisitions of sensitive land uses and does not anticipate acquiring residential properties, churches, schools, parks, or other sensitive land uses for construction activities of the MSF. Construction of the MSF would not affect access to existing properties and would not physically divide an established community. Public roadways leading to the MSF would remain open.

As described above, construction activities associated with the MSF would not permanently physically divide any established communities in the RSA. Any limitations on access would be temporary and alternative routes would be provided; therefore, limitations on access would not permanently divide an established community. Based on the impacts analysis described above, construction of the MSF would result in a less than significant impact.

OPERATIONAL IMPACTS

Less than Significant Impact. Operation of the MSF would require the acquisition of properties that are located on land designated as industrial, commercial, office, and transportation/communications/utilities south and west of the Division 16 yard. The ROW drawings in the KNE ACE Drawings package provide greater detail on potential property acquisitions. The MSF would not require the closure of any primary vehicle routes critical to circulation within a community or between communities, and they would be located primarily on parcels designated for industrial, commercial, office, and transportation/communications/utilities uses.

Surrounding land uses would continue to have property access since operations are limited to parcels identified for the MSF footprint and would not physically divide an established community. Operation of the MSF would not require the closure of any primary vehicle routes critical to circulation within a community or between communities, and they would be located primarily on existing parcels designated for commercial, office and transportation/communications/utilities, and industrial uses.

Therefore, operation-related activities of the MSF would not physically divide an established community and would result in a less than significant impact.

6.1.2 IMPACT LUP-2: CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION

Impact LUP-2: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

This impacts analysis reviews the Project's consistency with goals and objectives presented in applicable land use plans, policies, and regulations (e.g., general plans, specific plans, zoning codes, zoning maps) adopted by the regional and local jurisdictions within the Project Study Area. Table 6-1 describes the Project's consistency with general and local plans and policies for the Cities of Los Angeles and West Hollywood, as discussed in Chapter 3.

6.1.2.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

The analysis below addresses potential impacts related to conflicts with any land use plan, policy, or regulation anticipated during construction and operation of the San Vicente–Fairfax Alignment Alternative and stations.

CONSTRUCTION IMPACTS

No Impact. Construction activities for the San Vicente–Fairfax Alignment Alternative and proposed stations would be temporary and would not conflict with applicable regional and local land use plans, policies, and regulations identified in Section 3.3 and summarized in Table 6-1. Construction of the San Vicente–Fairfax Alignment Alternative and proposed stations would support the policies of the SCAG 2020-2045 RTP/SCS by providing jurisdictions the opportunity to develop compact communities around the public transit system; by providing an alternative to automobile travel; by providing residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas; and by reducing overall air quality emissions and traffic congestion.

The San Vicente–Fairfax Alignment Alternative and proposed stations would require property acquisition and construction easements for some construction activities, including construction staging, installation of systems and facilities, street reconstruction, demolition, and utility relocation and installation work. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the San Vicente–Fairfax Alignment Alternative and proposed stations, depending on the type of construction and adjacent land use. The properties under construction easements would not be expected to undergo any zoning classification changes. Properties acquired for construction activities could, upon completion of the construction activities, be available for joint development, which integrates development of transit and non-transit improvements with transit projects physically or functionally related to commercial, residential, or mixed-use development. These improvements would be subject to standard planning and permitting review processes.

TABLE 6-1. CONSISTENCY WITH PLANS AND POLICIES

PLANNING JURISDICTION	ADOPTED PLANS	DESCRIPTION OF PLAN	CONSISTENCY WITH PLANS AND POLICES
City of Los Angeles	City of Los Angeles General Plan	The City of Los Angeles General Plan establishes land use designations and policies that help inform planning decisions within the City of Los Angeles. The City of Los Angeles General Plan has 11 elements, including the land use and mobility elements. The Land Use Element is comprised of 35 Community Plans.	The Project is consistent with the City of Los Angeles General Plan's various elements. Relevant elements to this report include the Land Use and Mobility Elements. Conformity to these elements is described in the respective entry below.
City of Los Angeles	City of Los Angeles General Plan - Framework Element	The General Plan Framework Element is intended to guide the city's long-term growth and development based on forecasted population growth through the year 2010. The Framework's transportation policies seek to develop transit alignments and station locations that maximize transit service in activity centers.	The Project furthers the Framework's intentions by providing high-capacity transit to high activity centers in Los Angeles, a goal of the Framework Element.
City of Los Angeles	City of Los Angeles General Plan Mobility Plan 2035	The Mobility Plan 2035 is the element of the General Plan that lays the foundation for balancing the need of all road users in a multimodal network. The Mobility Plan identifies the Project as a key regional connection that would increase travel options among major destinations, job centers, and intermodal facilities.	The Mobility Plan 2035 explicitly supports the Project as outlined in Chapter 3.7, "Regional Transit Connections." The Project furthers the plan's goal of "improv[ing] transit access and service to major regional destinations, job centers, and intermodal facilities." Thus, the Project is in direct alignment with the Mobility Plan 2035's goal of realizing a new light rail within the region thereby addressing a critical connection between the current Metro E Line, B Line, and D Line and the regional destinations in between.
City of Los Angeles	City of Los Angeles Municipal Code	The City of Los Angeles Municipal Code (LAMC) provides detailed requirements that implement General Plan policies. Chapter 1 of the LAMC is the Zoning Code, which presents standards for different uses and identifies which uses are allowed in various zoning districts.	The Project is in alignment with the LAMC and Zoning Code since the Project proposes stations near or at locations that conform or complement the zoning of the respective locations.
City of Los Angeles Community and Neighborhood Plans	Crenshaw Corridor Specific Plan	The Crenshaw Corridor Specific Plan describes standards, compliances, exemptions, and limitations for development while encouraging economic revitalization and special considerations for pedestrian-oriented areas.	The Project conforms with the Crenshaw Corridor Specific Plan. In particular, the Project supports pedestrian-oriented areas by providing pedestrian-friendly infrastructure near the Exposition/Crenshaw K Line Station.
City of Los Angeles Community and Neighborhood Plans	Exposition Corridor Transit Neighborhood Plan	The Exposition Corridor Transit Neighborhood Plan (TNP) establishes guidelines for future development around each station on the E Line transit corridor. The TNP promotes greater transit ridership along the corridor, as well as reduced automobile reliance and vibrant transit stations.	The Project furthers the TNP's goals by creating new transit connections within the transit network thereby creating higher transit ridership and reduced automobile dependency.
City of Los Angeles Community and Neighborhood Plans	Hollywood Community Plan	Although currently undergoing an update, the Hollywood Community Plan's framework policies encourage compact, mixed-use development in proximity to transit infrastructure and activity centers. It seeks to protect existing residential neighborhoods while enhancing safe, accessible transportation options.	The Project does not conflict with the Hollywood Community Plan as the Project does not propose removing any existing residential properties and enhances safe transportation options.
City of Los Angeles Community and Neighborhood Plans	Hollywood Redevelopment Plan	The Hollywood Redevelopment Plan sets forth a series of land use and development policies aimed for the redevelopment, rehabilitation, and revitalization within its plan boundaries. Relevant policies to the Project encourage a circulation system that will improve the quality of life in Hollywood, which includes improving pedestrian, automobile, parking and mass transit systems with an emphasis on serving existing facilities and meeting future needs.	The Project furthers the Hollywood Redevelopment Plan by furthering its policy that encourages a circulation system that will improve the quality of life in Hollywood, including improvements to pedestrian and mass transit systems to meet future needs.
City of Los Angeles Community and Neighborhood Plans	Hollywood Walk of Fame Master Plan	The Hollywood Walk of Fame Master Plan envisions a "street for everyone" through policies that create an inclusive space with wider sidewalks, additional shade trees, and pedestrian safety enhancements.	The Project does not conflict with the Hollywood Walk of Fame Master Plan as the Project would provide enhanced pedestrian facilities near transit stations.
City of Los Angeles Community and Neighborhood Plans	Miracle Mile Community Design Overlay	The Miracle Mile Community Design Overlay provides guidance and standards for public and private projects in commercially zoned areas along Miracle Mile with the objective to enhance the identity and promote the pedestrian environment within Miracle Mile.	The Project does not conflict with the Miracle Mile Community Design Overlay as the Project would provide enhanced pedestrian facilities near transit stations.
City of Los Angeles Community and Neighborhood Plans	Neighborhood Stabilization Overlay District	The City of Los Angeles Neighborhood Stabilization Overlay District applies to areas of Los Angeles that are proximate to colleges and universities. The purpose is to protect and preserve the existing low-density housing stock, to maintain and enhance the quality of life of area residents, to promote well-planned student housing, and to address inadequate parking.	The Project would further the Neighborhood Stabilization Overlay District's goals by enhancing pedestrian facilities.

PLANNING JURISDICTION	ADOPTED PLANS	DESCRIPTION OF PLAN	CONSISTENCY WITH PLANS AND POLICES
City of Los Angeles Community and Neighborhood Plans	Park Mile Specific Plan	The Park Mile Specific Plan provides quantitative and qualitative standards for development within plan boundaries. The Park Mile Specific Plan includes ordinances that regulate floor area ratios, use of land and buildings, height and bulk of buildings, architectural and landscape treatment, signage, and vehicular and pedestrian circulation.	The Project would not conflict with the Park Mile Specific Plan and would be built in accordance to applicable Park Mile Specific Plan guidelines.
City of Los Angeles Community and Neighborhood Plans	Purple Line Extension Transit Neighborhood Plan	The primary goals of establishing the Purple Line Extension Transit Neighborhood Plan are to create balance while accommodating growth, ensure sustainable patterns of development, provide community benefits, and conserve thriving multi-family neighborhoods. The Purple Line Extension Transit Neighborhood Plan identifies the D Line Corridor as one where people can live and work near transit through transit-oriented communities.	The Project furthers the Purple Line Extension Transit Neighborhood Plan by providing enhanced transit opportunities through connections with the D Line.
City of Los Angeles Community and Neighborhood Plans	Plan for a Healthy Los Angeles	The Plan for a Healthy Los Angeles is the Health Element of the City of Los Angeles General Plan and provides a high-level policy vision in addition to measurable objectives and implementation programs to create healthier communities within the city. It provides a roadmap for addressing the most basic and essential quality-of-life issues: safe neighborhoods, a clean environment, access to transit, and the opportunity to thrive.	The Project supports the Plan for a Healthy Los Angeles enhancing the health quality of Angelenos through access to safe, reliable, and new transit options.
City of Los Angeles Community and Neighborhood Plans	Tourism District Overlay Zone	The Tourism District Overlay Zone (TDOZ) funds programs and initiatives ensuring the cleanliness, safety, beautification, and economic vitality of the district beyond what is provided by the City of Los Angeles.	The Project does not conflict with the Tourism District Overlay Zone as the Project seeks to provide clean, safe transit with visually pleasing transit stations that promote the overall economic vitality of the region.
City of Los Angeles Community and Neighborhood Plans	Transit Oriented Communities Affordable Housing Incentive Program	The Transit Oriented Communities Affordable Housing Incentive Program and corresponding Guidelines encourage the development of affordable housing for all housing developments located within a half-mile radius of a major transit stop.	The Project furthers the goals of the Transit Oriented Communities Affordable Housing Incentive Program by creating new opportunities for transit-oriented communities.
City of Los Angeles Community and Neighborhood Plans	West Adams – Baldwin Hills – Leimert Community Plan	The West Adams – Baldwin Hills – Leimert Community Plan describes policies and programs that advance goals and objectives to maintain the community’s individual character while promoting future development. This Community Plan takes into consideration residents and travelers who can alight at one of the five Metro E Line or K Line light rail stations located within the Community Plan Area. It includes new development compatible with the existing and pedestrian-friendly character of the commercial corridors that have replaced “strip” development at key corner sites. The Plan also provides guiding principles for supporting a transit-friendly area through redevelopment.	The Project furthers the goals of the West Adams – Baldwin Hills – Leimert Community Plan through enhanced pedestrian-friendly facilities and improved transit connections.
City of Los Angeles Community and Neighborhood Plans	Wilshire Community Plan	The Wilshire Community Plan describes policies and programs that advance goals and objectives to maintain the community’s distinctive character. Relevant policies include encouraging higher-density residential uses near major public transportation centers and historic preservation of buildings with architectural merit and/or historic significance.	The Project does not conflict with the Wilshire Community Plan as the Project promotes higher-density residential use near transit stations and the preservation of buildings of architectural merit and/or historic significance.
City of West Hollywood	General Plan	The City of West Hollywood General Plan addresses land use and mobility strategies that comply with established city policies and objectives while preserving and enhancing residential neighborhoods, limiting most future development to transit-accessible commercial corridors, and creating a balanced and multimodal transportation system. The Land Use section of the General Plan lists goals and policies that guide the City of West Hollywood’s urban form and land use patterns, as well how the buildings and public spaces should be organized within the city. The Land Use section also designates the area around Santa Monica Boulevard and Fairfax Avenue, and Santa Monica Boulevard and La Brea Avenue as transit districts. Transit districts support the following goals and policies: Goal LU-13 support a vibrant, high-density transit-oriented commercial district centered around the intersection of Santa Monica Boulevard and Fairfax Avenue; and Policy LU-13.1 support the location of a transit station near the intersection of Santa Monica Boulevard and Fairfax Avenue.	The Project aligns with the City of West Hollywood’s General Plan’s goal of creating transit-accessible commercial corridors through a multimodal transportation system. The Project also aids West Hollywood’s transit districts goals of having high-density transit-oriented districts and having transit stations at these transit districts. The two transit districts in the Project’s RSA are the Santa Monica Boulevard and Fairfax Avenue, and Santa Monica Boulevard and La Brea Avenue transit districts. The Project’s La Brea, Fairfax, and Fairfax–San Vicente alignment alternatives would provide a transit station at the Santa Monica Boulevard/La Brea Avenue transit district. The Project’s Fairfax and Fairfax–San Vicente Alignment Alternatives would provide a transit station at the Santa Monica Boulevard/Fairfax Avenue transit district.
City of West Hollywood	Climate Action Plan	The Climate Action Plan is a planning document that outlines a course of action to address climate change and reduce GHG emissions in the city. Specific measures within the land use and community design strategies include developing mixed-used, pedestrian- and transit-oriented development along commercial corridors and in Transit Overlay Zones (TOZs); and explicitly supporting fixed-rail transit to the City of West Hollywood’s TOZ areas.	The Project aligns with the City of West Hollywood’s Climate Action Plan furthering the plan’s goal of providing pedestrian- and transit-oriented development along commercial corridors and in TOZs. The Project also supports the Climate Action Plan goal of having fixed-rail transit in the City of West Hollywood’s TOZ areas.

PLANNING JURISDICTION	ADOPTED PLANS	DESCRIPTION OF PLAN	CONSISTENCY WITH PLANS AND POLICES
City of West Hollywood	Design District Streetscape Master Plan	The West Hollywood Design District Streetscape Master Plan is designed to improve the overall aesthetics and mobility of the West Hollywood Design Commercial District. Its goal is to strengthen the district's economic vitality by improving the pedestrian environment, adding bicycle infrastructure, public gathering spaces, and landscaping, while improving the streets' overall aesthetics and functionality.	The Project aligns with the Design District Streetscape Master Plan's goal of improving the overall mobility of the City of West Hollywood's Design Commercial District. The Project supports the plan's goal of improving existing pedestrian-oriented facilities and the Design District's economic vitality.
City of West Hollywood	Transit Overlay Zones (TOZ)	TOZs identify sites near major transit stations for which modifications to parking requirements or other development standards may be considered when a project is developing a transportation demand management program. TOZs are intended to encourage mixed-use development in locations with adequate transit service to reduce the need for auto trips. TOZs are concentrated along Santa Monica Boulevard for most of the corridor within the City of West Hollywood boundaries.	The Project does not conflict with the City of West Hollywood's Transit Overlay Zone policy. The Project's proposed stations are within Transit Overlay Zones such as the intersections of Santa Monica Boulevard/La Brea Avenue, Santa Monica Boulevard/San Vicente Boulevard, and Santa Monica Boulevard/Fairfax Avenue.
City of West Hollywood	Historic Districts	A "historic district" is a designation given by the City of West Hollywood to a group of buildings, sites, spaces, or structures that are related to each other by historic or architectural significance. Typically, structures are close in proximity and in conjunction contribute to the respective historic district's overall cohesiveness, uniqueness, and architectural integrity. The two Historic Districts within the Resource Study Area are the North Harper Avenue Historic District and the Sunset Plaza Historic District.	The Project conforms with the City of West Hollywood's Historic Districts policy of preserving buildings of historic and/or architectural significance within Historic Districts within the Project's RSA (North Harper Avenue Historic District and Sunset Plaza Historic District).
City of West Hollywood	Sunset Specific Plan	The Sunset Specific Plan defines the vision for Sunset Boulevard in the City of West Hollywood and guides development in the corridor to continue its success as a shopping destination.	The Project is in alignment with the City of West Hollywood's Sunset Specific Plan. The Project supports the plan's goal of ensuring Sunset Boulevard's continued success as a shopping destination by providing increased access to the area.

Source: Connect Los Angeles Partners 2023

Temporary property acquisition would be limited to properties currently zoned for commercial, public facilities, transportation/communications/utilities, office, or industrial uses. Metro is working to avoid acquisitions of sensitive land uses and does not anticipate residential properties, churches, schools, parks, or other sensitive land uses would be permanently acquired. Therefore, temporary property acquisition during construction of the San Vicente–Fairfax Alignment Alternative and proposed stations would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, as summarized in Section 3.3 and Table 6-1.

As described above, construction of the San Vicente–Fairfax Alignment Alternative and proposed stations would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect as identified in Section 3.3 and summarized in Table 6-1. Therefore, no impact would occur.

OPERATIONAL IMPACTS

No Impact. The San Vicente–Fairfax Alignment Alternative would traverse portions of the City of Los Angeles and the City of West Hollywood. Operation of the San Vicente–Fairfax Alignment Alternative would be consistent with the local land use plans, community/specific plans, and general plans described in Section 3.3 and Table 6-1, which prioritize circulation improvements and transit connections, encourage economic development and improved access along major roadway corridors, and reduce vehicle trips, air pollutant emissions, and GHG emissions. The San Vicente–Fairfax Alignment Alternative and proposed stations would be consistent with Metro plans and policies, including the 2020 LRTP, Countywide Sustainability Planning Policy, Active Transportation Strategic Plan, and Complete Streets Policy, that encourage sustainable design of public facilities, expansion of existing transportation options, and increased rail service.

Operation of the San Vicente–Fairfax Alignment Alternative and proposed stations directly supports the City of West Hollywood General Plan’s Land Use Element. As described in Table 6-1, Goal LU-13 supports a high-density transit-oriented commercial district centered around the intersection of Santa Monica Boulevard and Fairfax Avenue, while Policy LU-13.1 supports the location of a transit station near the intersection of Santa Monica Boulevard and Fairfax Avenue. As such, implementation of the San Vicente–Fairfax Alignment Alternative and proposed stations would advance this goal and policy by supporting the development of a high-density transit-oriented commercial district centered around the intersection of Santa Monica Boulevard and Fairfax Avenue through the operation of the Fairfax/Santa Monica Station.

Operation of the San Vicente–Fairfax Alignment Alternative and proposed stations would be consistent with land use policies and plans adopted by the City of Los Angeles such as the Mobility Plan 2035, and the three Community Plans (Land Use Elements of the City of Los Angeles General Plan) that fall within the RSA. As mentioned in Section 3.3.3, Mobility Plan 2035 explicitly underscores its goal for the City of Los Angeles to achieve a world-class transit infrastructure and increased access to high-quality transit. It also identifies the Project as a key regional connection that would increase travel options among major destinations, job centers, and intermodal facilities. The Hollywood Community Plan, Wilshire Community Plan, and the West Adams – Baldwin Hills – Leimert Community Plan each support transit-rich communities near activity centers. As such, the San Vicente–Fairfax Alignment Alternative and proposed

stations are consistent with City of Los Angeles plans and policies and would support their goals to enhance public transportation access within their communities.

In addition to consistency with the local land use plans, community/specific plans, and general plans discussed above, operation of the San Vicente–Fairfax Alignment Alternative and proposed stations would support the goals and policies outlined in Section 3.3 and summarized in Table 6-1.

Operation of the San Vicente–Fairfax Alignment Alternative and proposed stations would improve rail service and would provide interconnectivity to the existing and planned Metro system. Mobility would be improved with alternatives to automobile travel and the congested roadway network. In addition to the investment in improved public transit systems associated with the San Vicente–Fairfax Alignment Alternative and proposed stations, the creation of a community with high-quality transit access would encourage sustainable neighborhood development principles and pedestrian-friendly communities that would advance more efficient land use patterns, such as transit-oriented communities.

Operation of the San Vicente–Fairfax Alignment Alternative and proposed stations would require property acquisition for some operational systems and facilities, as described in Section 6.1.1.1. The acquisitions would be limited to properties currently zoned for commercial, public facilities, office, transportation/communications/utilities, vacant, or industrial uses. Metro is working to avoid acquisitions of residential properties, educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Operations would be consistent with future commercial, public facilities, and industrial uses, and with the land use characteristics of the transportation corridor. The property acquisitions required for the San Vicente–Fairfax Alignment Alternative and proposed stations would not introduce new uses that are incompatible with future and surrounding uses, and would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Operation of the San Vicente–Fairfax Alignment Alternative and proposed stations would not conflict with the goals and policies of the applicable jurisdictions along the corridor, nor with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact. Therefore, no impact would occur.

6.1.2.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

The analysis below addresses potential impacts related to conflicts with any land use plan, policy, or regulation anticipated during construction and operation of the Fairfax Alignment Alternative and stations.

CONSTRUCTION IMPACTS

No Impact. Construction activities for the Fairfax Alignment Alternative and proposed stations would be temporary and would not conflict with applicable regional and local land use plans, policies, and regulations. Construction of the Fairfax Alignment Alternative and proposed stations would support the policies of the SCAG 2020-2045 RTP/SCS providing jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents,

visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas; and reduce overall air quality emissions and traffic congestion.

The Fairfax Alignment Alternative and proposed stations would require property acquisition and construction easements for some construction activities, including construction staging, installation of systems and facilities, street reconstruction, demolition, and utility relocation and installation work. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the Fairfax Alignment Alternative and proposed stations, depending on the type of construction and adjacent land use. The properties under construction easements would not be expected to undergo any zoning classification changes. Properties acquired for construction activities could, upon completion of the construction activities, be available for joint development, which integrates development of transit and non-transit improvements with transit projects physically or functionally related to commercial, residential, or mixed-use development. These improvements would be subject to standard planning and permitting review processes. Temporary property acquisition would be limited to properties currently zoned for commercial, public facilities, transportation/communications/utilities office, or industrial uses. Metro is working to avoid acquisitions of sensitive land uses and does not anticipate residential properties, churches, schools, parks, or other sensitive land uses would be permanently acquired. Therefore, temporary property acquisition during construction of the Fairfax Alignment Alternative and proposed stations would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, as summarized in Section 3.3 and Table 6-1.

As described above, construction of the Fairfax Alignment Alternative and proposed stations would not conflict with local land use plan, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect as identified in Section 3.3 and summarized in Table 6-1. Therefore, no impact would occur.

OPERATIONAL IMPACTS

No Impact. The Fairfax Alignment Alternative and proposed stations would traverse portions of the City of Los Angeles and the City of West Hollywood. Operation of the Fairfax Alignment Alternative and proposed stations would be consistent with local land use plans, community/specific plans, and general plans as described in Section 3.3 and summarized in Table 6-1, which prioritize circulation improvements and transit connections, encourage economic development and improved access along major roadway corridors, and reduce vehicle trips, air pollutant emissions, and GHG emissions. In addition to consistency with local land use plans, community/specific plans, and general plans, operation of the Fairfax Alignment Alternative and proposed stations would support the goals and policies outlined in Table 6-1. Additionally, the Project was included in the SCAG 2020-2045 RTP/SCS's list of selected transit capital projects; therefore, this alignment alternative would not conflict with SCAG's 2020-2045 RTP/SCS. The Fairfax Alignment Alternative and proposed stations would be consistent with Metro plans and policies, including the 2020 LRTP, Countywide Sustainability Planning Policy, Active Transportation Strategic Plan, and Complete Streets Policy, that encourage sustainable design of public facilities, expansion of existing transportation options, and increased rail service.

Operation of the Fairfax Alignment Alternative and proposed stations directly supports the City of West Hollywood General Plan's Land Use Element. As described in Table 6-1, Goal LU-13 supports a high-density transit-oriented commercial district centered around the intersection of Santa Monica Boulevard and Fairfax Avenue, while Policy LU-13.1 supports the location of a transit station near the intersection of Santa Monica Boulevard and Fairfax Avenue. As such, the Fairfax Alignment Alternative and proposed stations would advance this goal and policy by supporting the development of a high-density transit-oriented commercial district centered around the intersection of Santa Monica Boulevard and Fairfax Avenue through the operation of the Fairfax/Santa Monica Station.

Operation of the Fairfax Alignment Alternative and proposed stations would be consistent with land use policies and plans adopted by the City of Los Angeles, such as the Mobility Plan 2035, and the three Community Plans (Land Use Elements of the City of Los Angeles General Plan) that fall within the RSA. As mentioned in Section 3.3.3, Mobility Plan 2035 explicitly underscores its goal for the City of Los Angeles to achieve a world-class transit infrastructure and increased access to high-quality transit. It also identifies the Project as a key regional connection that would increase travel options among major destinations, job centers, and intermodal facilities. The Hollywood Community Plan, Wilshire Community Plan, and the West Adams – Baldwin Hills – Leimert Community Plan each support transit-rich communities near activity centers. As such, operation of the Fairfax Alignment Alternative and proposed stations is consistent with City of Los Angeles plans and policies.

Operation of the Fairfax Alignment Alternative and proposed stations would improve rail service and would provide interconnectivity to the existing and planned Metro system. Mobility would be improved with alternatives to automobile travel and the congested roadway network. In addition to the investment in improved public transit systems associated with the Fairfax Alignment Alternative and proposed stations, the creation of a community with high-quality transit access would encourage sustainable neighborhood development principles and pedestrian-friendly communities that would advance more efficient land use patterns, such as transit-oriented communities.

Operation of the Fairfax Alignment Alternative and proposed stations would require property acquisition for some operational systems and facilities, as described in Section 6.1.1.2. The acquisitions would be generally limited to properties currently zoned for commercial, public facilities, office, transportation/communications/utilities, vacant, or industrial uses. Metro is working to avoid acquisitions of residential properties, educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Operations would be consistent with future commercial, public facilities, and industrial uses and with the land use characteristics of the transportation corridor. Operations under the Fairfax Alignment Alternative and proposed stations would not introduce new uses that are incompatible with the surrounding uses and would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Operation of the Fairfax Alignment Alternative and proposed stations would not conflict with the goals and policies of the applicable jurisdictions along the corridor, nor with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, no impact would occur.

6.1.2.3 ALIGNMENT ALTERNATIVE 3: LA BREA

The analysis below addresses potential impacts related to conflicts with any land use plan, policy, or regulation anticipated during construction and operation of the La Brea Alignment Alternative and stations.

CONSTRUCTION IMPACTS

No Impact. Construction activities for the La Brea Alignment Alternative and proposed stations would be temporary and would not conflict with applicable regional and local land use plans, policies, and regulations. Construction of the La Brea Alignment Alternative and proposed stations would support the policies of the SCAG 2020-2045 RTP/SCS providing jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas; and reduce overall air quality emissions and traffic congestion.

The La Brea Alignment Alternative and proposed stations would require property acquisition and construction easements for some construction activities, including construction staging, installation of systems and facilities, street reconstruction, demolition, and utility relocation and installation work. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the La Brea Alignment Alternative and proposed stations, depending on the type of construction and adjacent land use. The properties under construction easements would not be expected to undergo any zoning classification changes. Properties acquired for construction activities could, upon completion of the construction activities, be available for joint development, which integrates development of transit and non-transit improvements with transit projects physically or functionally related to commercial, residential, or mixed-use development. These improvements would be subject to standard planning and permitting review processes. Property acquisition would be generally limited to properties currently zoned for commercial, office, public facilities, or industrial uses. Metro is working to avoid acquisitions of sensitive land uses and does not anticipate residential properties, churches, schools, parks, or other sensitive land uses would be permanently acquired. Therefore, temporary property acquisition during construction of the La Brea Alignment Alternative and proposed stations would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, as summarized in Section 3.3 and Table 6-1.

As described above, construction of the La Brea Alignment Alternative and proposed stations would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, as identified in Section 3.3 and summarized in Table 6-1. Therefore, no impact would occur.

OPERATIONAL IMPACTS

No Impact. The La Brea Alignment Alternative and proposed stations would traverse portions of the City of Los Angeles. The La Brea Alignment Alternative and proposed stations would be consistent with local land use plans, community/specific plans, and general plans, as described in Section 3.3 and Table 6-1, which prioritize circulation improvements and transit connections, encourage economic development and improved access along major roadway corridors, and reduce vehicle trips, air pollutant emissions, and GHG emissions. In addition to consistency with local land use plans, community/specific plans, and general plans, operation of the La Brea Alignment Alternative and proposed stations would support the goals and policies outlined in Table 6-1. Additionally, the Project was included in the SCAG 2020-2045 RTP/SCS's list of selected transit capital projects; therefore, this alternative would not conflict with SCAG's 2020-2045 RTP/SCS. The La Brea Alignment Alternative and proposed stations would be consistent with Metro plans and policies, including the 2020 LRTP, Countywide Sustainability Planning Policy, Active Transportation Strategic Plan, and Complete Streets Policy, that encourage sustainable design of public facilities, expansion of existing transportation options, and increased rail service.

Operation of the La Brea Alignment Alternative and proposed stations directly supports the City of West Hollywood General Plan's Land Use Element. As described in Table 6-1, the General Plan's Land Use elements designates the area around the La Brea/Santa Monica intersection as a Transit District. Transit Districts are areas with rich transit access near activity centers. As such, the La Brea Alignment Alternative would advance the Land Use Element through the construction and operation of the La Brea/Santa Monica Station.

The La Brea Alignment Alternative and proposed stations would be consistent with land use policies and plans adopted by the City of Los Angeles, such as the Mobility Plan 2035 and the City of Los Angeles General Plan. As described in Section 3.3.3, Mobility Plan 2035 explicitly underscores its goal for the City of Los Angeles to achieve a world-class transit infrastructure and increased access to high-quality transit. It also identifies the Project as a key regional connection that would increase travel options among major destinations, job centers, and intermodal facilities. The Hollywood Community Plan, Wilshire Community Plan, and the West Adams – Baldwin Hills – Leimert Community Plan each support transit-rich communities near activity centers. As such, operation of the La Brea Alignment Alternative and proposed stations is consistent with City of Los Angeles plans and policies.

Operation of the La Brea Alignment Alternative and proposed stations would improve rail service and would provide interconnectivity to the existing and planned Metro system. Mobility would be improved with alternatives to automobile travel and the congested roadway network. In addition to the investment in improved public transit systems associated with the La Brea Alignment Alternative and proposed stations, the creation of a community with high-quality transit access would encourage sustainable neighborhood development principles and pedestrian-friendly communities that would advance more efficient land use patterns, such as transit-oriented communities. Therefore, the La Brea Alignment Alternative and proposed stations would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, as described in Section 3.3 and Table 6-1.

Operation of the La Brea Alignment Alternative and proposed stations would require property acquisition for some operational systems and facilities, as described in Section 6.1.1.3. The acquisitions would be generally limited to properties currently zoned for commercial, office, public facility, or industrial uses. Metro is working to avoid acquisitions of residential properties, educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Operations would be consistent with future commercial, public facility, and industrial uses and with the land use characteristics of the transportation corridor. Operations under the La Brea Alignment Alternative and proposed stations would not introduce new uses that are incompatible with the surrounding uses and would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, no impact would occur.

6.1.2.4 HOLLYWOOD BOWL DESIGN OPTION

The analysis below addresses potential impacts related to conflicts with any land use plan, policy, or regulation anticipated during construction and operation of the design option.

CONSTRUCTION IMPACTS

No Impact. Construction activities for the Hollywood Bowl Design Option would be temporary and would not conflict with applicable land use plans, policies, or regulations. Construction impacts for the design option would be similar to the alignment alternatives described above. Construction of the design option would support the policies of SCAG 2020-2045 RTP/SCS, providing jurisdictions with opportunities to develop compact communities around the public transit system.

Construction of the design option would have similar impacts as construction of the alignment alternatives, which would require property acquisition and construction easements for some construction activities, as described in Section 6.1.1.4. The properties under construction easements would not be expected to undergo any zoning classification changes. Properties acquired for construction activities could, upon completion of the construction activities, be available for joint development, which integrates development of transit and non-transit improvements with transit projects physically or functionally related to commercial, residential, or mixed-use development. These improvements would be subject to standard planning and permitting review processes separate from this environmental review process. The property acquisition for construction for the design option would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Construction of the design option would be conducted in compliance with applicable land use plans, policies, or regulations.

As described above, construction of the design option would not conflict with applicable land use plans, policies, or regulations, as summarized in Section 3.3 and Table 6-1. Therefore, no impact would occur.

OPERATIONAL IMPACTS

No Impact. Operation of the Hollywood Bowl Design Option would support the policies of the SCAG 2020-2045 RTP/SCS, providing an alternative to automobile travel by providing residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas; and by reducing overall air quality emissions and traffic congestion.

Operation of the design option would have similar impacts as operation of the alignment alternatives. The design option would not require the removal of existing residential properties and would encourage a circulation system that would improve the quality of life in Hollywood through enhancements to pedestrian and mass transit systems to meet future needs, which is consistent with local land use plans, community/specific plans, and general plans described in Section 3.3 and Table 6-1. Improved accessibility and mobility could lead to increased employment opportunities for the regional population and would support the goals and policies for local land use plans, community/specific plans, and general plans. Operation of the design option would not create any new land uses that would conflict with applicable land use plans, policies, or regulations. The design option would support regional and local goals and policies to improve mobility and transit access.

As described above, operation of the design option would not conflict with local land use plans, policies, or regulations. Therefore, no impact would occur.

6.1.2.5 MAINTENANCE AND STORAGE FACILITY

The analysis below addresses potential impacts related to conflicts with any land use plan, policy, or regulation anticipated during construction and operation of the proposed MSF.

CONSTRUCTION IMPACTS

No Impact. Construction activities for the proposed MSF would be temporary and would not conflict with the applicable plans, policies, or regulations as described in Section 3.3 and Table 6-1. Construction of the MSF would support the goals, objectives, and policies described in Section 3.3 and Table 6-1 as they relate to alternative transportation modes, public transportation, and future growth in transit.

Construction of the MSF would have similar impacts as construction of the alignment alternatives and design option, which would require property acquisition and construction easements for some construction activities, as described in Section 6.1.1.5. The MSF would be aligned with the LAMC and Zoning Code since the MSF would be located on parcels designated for commercial, office, industrial and transportation/communications/utilities that conform or complement the zoning of the respective locations. The property acquisition for construction of the MSF would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, construction of the MSF would be conducted in compliance with applicable land use plans, policies, or regulations.

The physical MSF site would occupy parcels south of Arbor Vitae Street along the existing K Line ROW. The parcels within the proposed MSF RSA in the surrounding vicinity are designated as commercial, office, industrial, education, public facility, and residential, as shown in Figure 5-18. The MSF would be

located in a highly industrialized and commercial area. Given the existing industrial, public facility, and commercial uses in the area, construction of the MSF would not be considered a significant change in land use type and, therefore, would not conflict with adjacent land uses or create any new land use incompatibilities in the surrounding area.

As described above, construction of the proposed MSF would not create any new land uses that could generate conflicts with land uses adjacent to the alignment or conflict with local land use plans, policies, or regulations. Therefore, no impact would occur.

OPERATIONAL IMPACTS

No Impact. Operational activities associated with the proposed MSF would not conflict with applicable plans, policies, or regulations, as described in Section 3.3 and Table 6-1. In particular, the MSF site would be located within a half-mile radius of the City of Inglewood TOD Plan boundary. Operation of the MSF would support the goals, objectives, and policies of the TOD Plan by providing alternative transportation modes, public transportation, and future growth in transit. Therefore, operational impacts of the MSF would not conflict with any land use plan, policy, or regulation.

The MSF would require acquisition of several properties with commercial and industrial uses. The parcels within the MSF RSA are designated industrial, commercial, office, education, public facility, and transportation/communications/utilities land uses. Given the existing industrial and commercial uses of the parcels to be acquired and of the parcels in the surrounding area, operation of the proposed MSF would not be considered a change in land use type and would not conflict with adjacent land uses. Operation of the MSF would not create any new land uses that could generate conflicts with land uses adjacent to the alignment or conflict with local land use plans, policies, or regulations. Therefore, no impact would occur.

6.1.3 SUMMARY OF IMPACT CONCLUSIONS

Table 6-2 provides a summary of the impact conclusions discussed in this section.

TABLE 6-2. IMPACT CONCLUSION SUMMARY TABLE

IMPACT SIGNIFICANCE THRESHOLD	IMPACT CONCLUSION				
	ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX	ALIGNMENT ALTERNATIVE 2: FAIRFAX	ALIGNMENT ALTERNATIVE 3: LA BREA	HOLLYWOOD BOWL DESIGN OPTION	MAINTENANCE AND STORAGE FACILITY
Impact LUP-1: Would the Project physically divide an established community?	<u>Construction:</u> Less than Significant <u>Operations:</u> Less than Significant	<u>Construction:</u> Less than Significant <u>Operations:</u> Less than Significant	<u>Construction:</u> Less than Significant <u>Operations:</u> Less than Significant	<u>Construction:</u> Less than Significant <u>Operations:</u> Less than Significant	<u>Construction:</u> Less than Significant <u>Operations:</u> Less than Significant
Impact LUP-2: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<u>Construction:</u> No Impact <u>Operations:</u> No Impact	<u>Construction:</u> No Impact <u>Operations:</u> No Impact	<u>Construction:</u> No Impact <u>Operations:</u> No Impact	<u>Construction:</u> No Impact <u>Operations:</u> No Impact	<u>Construction:</u> No Impact <u>Operations:</u> No Impact

Source: Connect Los Angeles Partners 2023

6.2 MITIGATION MEASURES

As the impact analysis in Section 6.1 demonstrates, construction and operation of any of the alignment alternatives and stations, design option, and MSF would result in either no impact or a less than significant impact related to land use and planning. Therefore, no mitigation is required under CEQA.

CHAPTER 7 CUMULATIVE IMPACTS

7.1 INTRODUCTION

Under the state CEQA Guidelines, cumulative impacts are defined as two or more individual impacts that, when considered together, are considerable or would compound and increase other environmental impacts (Section 15355). These cumulative impacts must be discussed in an EIR when the project's incremental effect is "cumulatively considerable" (Section 15130). "Cumulatively considerable" is defined as when the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (Section 15065(a)(3)).

CEQA Guidelines Section 15130(b)(1) includes two methodology approaches for assessing cumulative impacts. One approach is a "list of past, present, and probable future projects producing related or cumulative impacts" (CEQA Guidelines Section 15130(b)(1)(A)). The other approach is a "summary of projections contained in an adopted local, regional, or statewide plan, or related document, that describes or evaluates conditions contributing to the cumulative effect" (CEQA Guidelines Section 15030(b)(1)(B)). For the purposes of this analysis, the latter approach is used due to the long Project implementation time. The forecasted Project completion timeframe is in the mid- to late-2040s based on Metro Measure M funding. Due to the long-term nature of the Project's implementation, a list of land use and transportation projects is insufficient for the cumulative analysis since the currently known projects would be completed and operational by the Project's forecasted completion. In addition, it is highly likely many additional projects will be proposed and constructed between now and project implementation in 20 years; therefore, any project list developed now would be incomplete and incorrect.

The SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Plan is the adopted long-range forecast for population, households, and employment within the six-county Southern California region, which includes all Project elements. The Project is also included in the SCAG 2020 RTP/SCS Plan, as well as Metro's 2020 Long Range Transportation Plan. The RTP/SCS was adopted in 2020 and proposes land use and transportation strategies to improve mobility options and achieve a more sustainable growth pattern (SCAG 2020). SCAG worked in close coordination with decision-makers and the public across multiple jurisdictions throughout the SCAG region to create the plan. The population, household, and employment growth projections from this plan are used to assess regional growth and its cumulative impact within the vicinity of the Project.

For the cumulative analysis, the RSA is defined as a half-mile radius from the stations, the design option, and the MSF. The half-mile radius is used for all resources to ensure consistency in evaluating cumulative effects. Table 7-1 shows the projected net growth in population, households, and employment between 2019 and 2045 for a half-mile radius from all Project stations, the design option, and the MSF. The data in the table were calculated by merging the SCAG 2020 RTP/SCS growth projections with the SCAG Tier 2 Transportation Analysis Zone boundaries for Los Angeles County, then assessed for a half-mile radius around the stations, the design option, and the MSF. The data show the projected growth from transportation and development projects, as well as associated infrastructure, that when combined with the Project's construction and operation, could result in cumulative effects.

TABLE 7-1. SCAG PROJECTED PERCENT GROWTH FOR HALF-MILE BUFFER AREAS, 2019-2045

HALF-MILE BUFFER AREA	POPULATION % GROWTH	HOUSEHOLD % GROWTH	EMPLOYMENT % GROWTH
STATIONS			
Expo/Crenshaw	46.0	65.9	26.4
Crenshaw/Adams	35.6	56.3	19.6
Midtown Crossing	20.2	33.1	21.1
Wilshire/Fairfax	19.8	21.2	6.2
Fairfax/3 rd	21.9	23.1	6.5
La Cienega/Beverly	30.7	31.3	6.1
San Vicente/Santa Monica	11.5	11.4	46.2
Fairfax/Santa Monica	7.2	7.7	49.5
La Brea/Santa Monica	16.0	17.2	42.6
Hollywood/Highland	16.2	15.0	3.0
Wilshire/La Brea	22.8	24.3	9.4
La Brea/Beverly	17.9	24.5	14.5
DESIGN OPTION			
Hollywood Bowl Design Option	30.4	29.0	17.4
MAINTENANCE AND STORAGE FACILITY			
MSF	14.0	15.9	9.9

Source: SCAG 2020 RTP/SCS Growth Forecast

Note: MSF = maintenance and storage facility

7.2 CUMULATIVE IMPACTS

As discussed in Chapter 6, the Project would not divide an established community, would comply with applicable plans, policies, and regulations, and would be compatible with existing and planned land uses within the RSA. The Project would support regional and local growth projections, as identified in Table 7-1, by providing regional transportation access and services in areas with significant population, household, and employment growth, and reducing regional VMT and GHG emissions. Therefore, there would be no cumulative impacts.

7.3 CUMULATIVE MITIGATION MEASURES

The Project's effects on land use and planning for the alignment alternatives and stations, design option, and MSF would not be cumulatively considerable. Therefore, no mitigation is required under CEQA.

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