# APPENDIX 3.15-A **KNE PUBLIC SERVICES AND RECREATION TECHNICAL REPORT**

Los Angeles County
Metropolitan Transportation Authority

# PUBLIC SERVICES AND RECREATION TECHNICAL REPORT

## K LINE NORTHERN EXTENSION


Metro

JULY 2024

# K LINE NORTHERN EXTENSION TRANSIT CORRIDOR PROJECT

# Public Services and Recreation Technical Report

Prepared for:

Metro

Los Angeles County
Metropolitan Transportation Authority

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# ABBREVIATIONS/ACRONYMS

| ACRONYM | DEFINITION |
|---|---|
| AA | Alternatives Analysis |
| Advanced AA | Advanced Alternatives Analysis |
| CCR | California Code of Regulations |
| CEQA | California Environmental Quality Act |
| Division 16 | Division 16 Southwestern Maintenance Yard |
| EIR | Environmental Impact Report |
| LADRP | Los Angeles Department of Recreation and Parks |
| LAX | Los Angeles International Airport |
| LRT | Light rail transit |
| Metro | Los Angeles County Metropolitan Transportation Authority |
| MSF | Maintenance And Storage Facility |
| Project | K Line Northern Extension Project |
| RSA | Resource Study Area |
| RTP/SCS | Regional Transportation Plan/Sustainable Communities Strategy |
| SCAG | Southern California Association of Governments |
| SEM | Sequential excavation method |
| TBM | Tunnel boring machine |
| UFC | Uniform Fire Code |
| WHRS | West Hollywood Recreational Services |

# 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 public services and recreational facilities. 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 public services and recreational facilities, 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

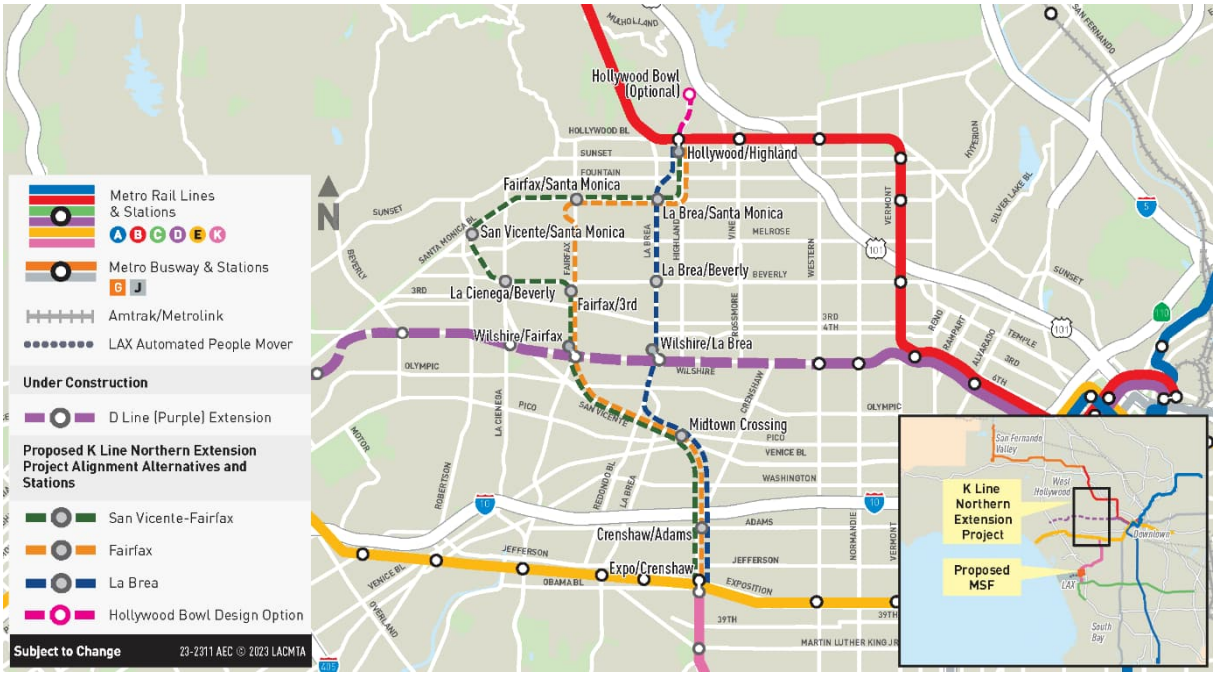
As shown in Figure 2-1, each of the three alignment alternatives would provide a northern extension of the Metro K Line from its current terminus at the Expo/Crenshaw Station to the Metro B Line Hollywood/Highland Station. All three alignment alternatives would operate entirely underground in parallel 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 Hollywoody/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**

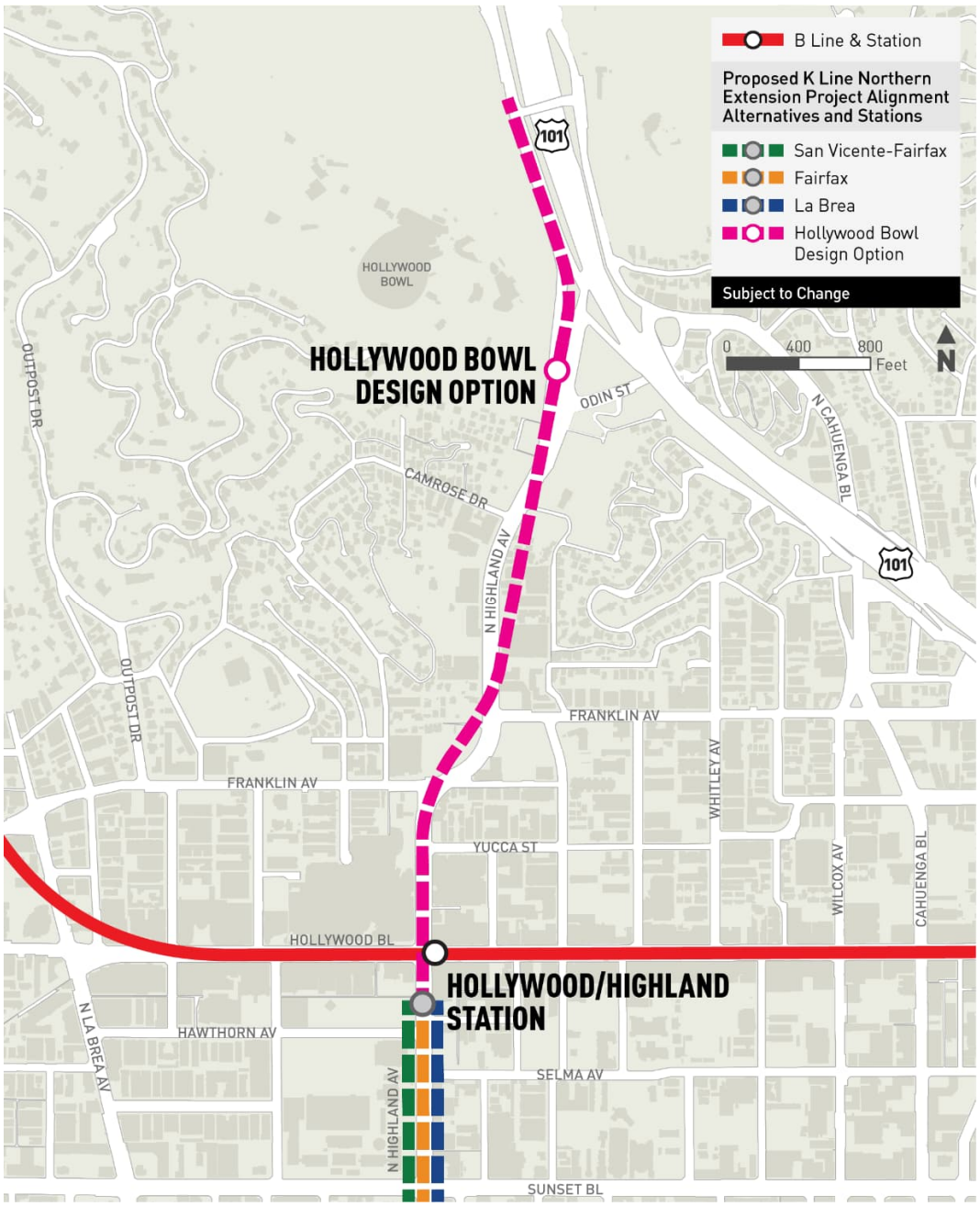
| STATION | SAN VICENTE–FAIRFAX | FAIRFAX | LA BREA |
|---|---|---|---|
| Crenshaw/Adams (City of Los Angeles) | ● | ● | ● |
| Midtown Crossing (City of Los Angeles) | ● | ● | ● |
| Wilshire/Fairfax (City of Los Angeles) | ● | ● | |
| Fairfax/3rd (City of Los Angeles) | ● | ● | |
| La Cienega/Beverly (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 public services and recreational facilities are identified and discussed in this technical report.

# CHAPTER 3 REGULATORY FRAMEWORK

This section identifies applicable federal, state, and local regulations and plans related to public services and recreational facilities.

## 3.1 FEDERAL REGULATIONS

### 3.1.1 LAND AND WATER CONSERVATION FUND ACT OF 1965

The Land and Water Conservation Fund Act establishes a funding source for both federal acquisition of park and recreation lands and matching grants to state and local governments for recreation planning, acquisition, and development. Section 6(f) of the Act requires that all property acquired or developed with assisted funding from the Land and Water Conservation Fund be maintained perpetually in public outdoor recreation uses. It recognizes the likelihood that changes in land use or development may make some assisted areas obsolete over time, particularly in rapidly changing urban areas. At the same time, the law discourages casual "discards" of park and recreation facilities by ensuring that changes or "conversions from recreation use" will bear a cost. Section 6(f) requires that conversion of lands or facilities acquired under this Land and Water Conservation Fund Act fund be coordinated with the Department of Interior, and usually requires replacement in kind.

### 3.1.2 UNIFORM FIRE CODE

The Uniform Fire Code (UFC) contains regulations relating to the construction and maintenance of buildings and to the use of their premises. Topics addressed in the UFC include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements, for new and existing buildings and their premises. The UFC contains specialized technical regulations related to fire and human safety.

## 3.2 STATE REGULATIONS

### 3.2.1 CALIFORNIA PUBLIC PARK PRESERVATION ACT OF 1971

The California Public Park Preservation Act of 1971 is codified as Public Resources Code Sections 5400–5409. Under the Act, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired.

# 3.3 LOCAL REGULATIONS

## 3.3.1 CITY OF LOS ANGELES GENERAL PLAN FRAMEWORK

The City of Los Angeles General Plan Framework (City of Los Angeles 2001), an element of the City of Los Angeles General Plan, provides guidance for long-term growth in the city and guides the update of community plans and citywide elements. Chapter 6, Open Space and Conservation, and Chapter 9, Infrastructure and Public Services of the Framework Element, include goals, objectives, and policies applicable to parks and recreation and community facilities, fire prevention, fire protection, and emergency medical services. Table 3-1 summarizes the applicable parkland and community facility goals, objectives, and policies of the General Plan Framework.

**TABLE 3-1. CITY OF LOS ANGELES GENERAL PLAN FRAMEWORK PARKLAND AND COMMUNITY FACILITY GOALS, OBJECTIVES, AND POLICIES**

| GOAL/OBJECTIVE/POLICY | DESCRIPTION |
|---|---|
| OPEN SPACE AND CONSERVATION | |
| Objective 6.1 | Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region. |
| Policy 6.3.1 | Preserve flood plains, landslide areas, and steep terrain areas as open space, wherever possible, to minimize the risk to public safety. |
| Policy 6.3.3 | Utilize development standards to promote development of public open space that is visible, thereby helping to keep such spaces and facilities as safe as possible. |
| Objective 6.4 | Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass. |
| Policy 6.4.9 | Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with transit stations, and as areas of public access in private joint development at transit station locations. |
| INFRASTRUCTURE AND PUBLIC SERVICES | |
| Goal 9I | Every neighborhood in the City has the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood. |
| Policy 9.15.1 | Maintain mutual assistance agreements with local law enforcement agencies, State law enforcement agencies, and the National Guard to provide for public safety in the event of emergency situations. |
| Goal 9J | Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS) and infrastructure. |
| Objective 9.19 | Maintain the Los Angeles Fire Department's ability to assure public safety in emergency situations. |
| Policy 9.19.3 | Maintain the continued involvement of the Fire Department in the preparation of contingency plans for emergencies and disasters. |
| Policy 9.21.3 | Encourage the inclusion of library facilities in mixed-use structures in community and regional centers, at transit stations, and in mixed-use boulevards. |
| Objective 9.31 | Work constructively with the Los Angeles Unified School District to monitor and forecast school service demand based upon actual and predicted growth. |

Source: City of Los Angeles 2001

### 3.3.2 CITY OF LOS ANGELES SAFETY ELEMENT OF THE GENERAL PLAN

The Safety Element of the Los Angeles City General Plan (City of Los Angeles 2021), adopted in November 1996, identifies existing police, fire, and emergency services and the service needs of the City of Los Angeles in the event of a natural disaster.

### 3.3.3 CITY OF LOS ANGELES PUBLIC RECREATION PLAN

The Public Recreation Plan of the Service Systems Element of the Los Angeles General Plan identifies existing recreational facilities and parks in the City of Los Angeles. The Public Recreation Plan categorizes parks into three types: neighborhood, community, and regional. Ideally, neighborhood parks have a service radius of approximately one-half mile and are pedestrian accessible without crossing a major arterial street or highway/freeway. Community parks have a service radius of two miles and are easily accessible to the area served. Regional parks in the city provide specialized recreational facilities and/or attractions and have a service radius encompassing the entire Los Angeles region. The Public Recreation Plan also provides the city's standard long-range ratios for parks to population and states that the types of amenities (e.g., recreation center, gym, basketball courts, etc.) that are offered on public parks and recreation land should also be considered when determining the adequacy of park space.

### 3.3.4 CITY OF WEST HOLLYWOOD GENERAL PLAN

The Community Development Element of the City's General Plan adopted in 2011 designates the general location, distribution, and the extent of various land uses throughout the city. The Element also clearly identifies standards for population density, development intensities, and areas of the city that may be prone to flooding. Goals and policies stated in the Community Development Element emphasize four main points: 1) maintenance, preservation, and stabilization of existing low-density residential neighborhoods; 2) development of new residential areas in the city designated as "mixed-use commercial/residential" zones; 3) development of a commercial district at strategic intersections throughout the city; and 4) retention, not expansion, of existing industrial land uses.

The Parks and Recreation Element of the City's General Plan adopted in 2011 identifies existing recreational facilities and parks in the City of West Hollywood. The Element also contains policy guidance about recreation services and facilities in the city. Goals and policies stated in the Parks and Recreation Element emphasize three main points: 1) improve, enhance, and expand parks throughout the city; 2) Provide diverse recreational programs and facilities; and 3) provide high quality, functional, safe, and well-maintained parks, open space, and recreation facilities.

# 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 public services and recreational facilities. Public services and recreation resources were identified within 100 feet of each side of the proposed underground alignment sections and within a 0.25-mile radius around the stations and the MSF (refer to Figure 5-1 in Chapter 5) to provide the context of the Project in relation to community and public service facilities, parkland, and other recreation facilities. The impacts analysis focused on public services and recreation facilities located adjacent to (i.e., within approximately 50 feet) elements of the alignment alternatives.

Public services and recreation facilities were identified from existing sources, including planning documents such as general plans for the jurisdictions through which the proposed alignment alternatives and stations, the design option, and the MSF would pass and a desktop analysis of aerial maps and satellite imagery. Information identified from the desktop analysis was field verified by local staff in February 2023 and October 2023.

## 4.2 CEQA SIGNIFICANCE THRESHOLDS

In accordance with Appendix G of the 2022 CEQA Guidelines, the Project would have a significant impact related to public services and recreational facilities if it would:

- Impact PUB-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
  - Fire protection
  - Police protection
  - Schools
  - Parks
  - Other public facilities
- Impact PUB-2: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- Impact PUB-3: Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

# CHAPTER 5 EXISTING SETTING

## 5.1 REGIONAL SETTING

The Project occurs within an area that encompasses a number of jurisdictions and agencies, including the Cities of Los Angeles and West Hollywood, within Los Angeles County. This chapter presents information on existing parklands and community facilities that intersect the identified RSAs for the proposed alignment alternatives, stations, the design option, and the MSF.

## 5.2 RESOURCE STUDY AREA

The Resource Study Area (RSA) for public services and recreation is defined as 100 feet on each side of the proposed underground alignment sections and a 0.25-mile (1,320-foot) radius around the stations and the MSF (refer to Figure 5-1). This section presents information on existing parklands and other recreation facilities, community facilities, and public service facilities that intersect the identified RSAs for the proposed alignment alternatives and stations, design option, and MSF.

Parkland and recreational facilities within the Project's Public Services and Recreation RSA include eight parks, one recreation center, and two entertainment venues (the Hollywood Bowl and the Ford Amphitheater). The Hollywood Bowl and Ford Amphitheater are public venues owned by Los Angeles County but are administered by the Los Angeles Philharmonic, a nonprofit association. There are no recreational bike trails within the RSA; transportation-focused bike lanes are discussed in the KNE Transportation Technical Report. West Hollywood City Hall, two fire stations, two police stations, and one library are within the RSA. There are also nine public and 11 private schools, one hospital, two child-services providers, and five senior center and senior service providers identified within the RSA. Figure 5-1 through Figure 5-5 show, respectively, the locations of parklands and recreational facilities; municipal facilities; educational facilities; hospitals/medical centers and children's/family services facilities; and senior centers and services facilities in the RSA. Table 5-1 through Table 5-6 list and describe the resources identified in each respective table.

### 5.2.1 PARKLANDS AND RECREATIONAL FACILITIES

Within the RSAs for the San Vicente–Fairfax, Fairfax, and La Brea Alignment Alternatives, 10 parkland and recreation facilities have been identified, totaling approximately 43 acres. Two public entertainment venues, the Hollywood Bowl and Ford Theater, are also identified and total approximately 102 acres. Each identified parkland is owned and managed by local government jurisdictions, including the City of Los Angeles Department of Recreation and Parks and City of West Hollywood Recreation Services. National parks, state parks, or wildlife refuges are not located in any of the RSAs. Table 5-1 identifies the parklands and recreational facilities within the 0.25 mile station RSA and 100 foot alignment RSA of the San Vicente–Fairfax, Fairfax, and La Brea Alignment Alternatives. Parks and recreational facilities in closest proximity to the Project are West Hollywood Park (San Vicente–Fairfax Alignment Alternative) and Plummer Park (San Vicente–Fairfax and Fairfax Alignment Alternatives).

**FIGURE 5-1. PARKLANDS AND RECREATIONAL FACILITIES**


Source: City of Los Angeles GeoHub, datasets: recreation and parks and recreation centers; Google Maps 2023

**TABLE 5-1. PARKLANDS AND RECREATIONAL FACILITIES**

| MAP ID[1] | NAME | FACILITY DESCRIPTION | SIZE (ACRES) | JURISDICTION | RSA FOR ALTERNATIVES[2] |
|---|---|---|---|---|---|
| PARKLANDS | | | | | |
| 1 | Eleanor Green Roberts Aquatic Center | Swimming pool and aquatic sports | 0.7 | LADRP | 1, 2, 3 |
| 2 | Hancock Park | City park with grassy areas, the Los Angeles County Museum of Art, and La Brea Tar Pits and Museum | 23 | LADRP, LA County | 1, 2 |
| 3 | West Hollywood Park | City park with grassy areas, a playground, picnic tables, and a dog park | 5.3 | LADRP | 1 |
| 4 | West Hollywood Aquatic and Recreation Center | Community meeting room, basketball courts, dodgeball courts, volleyball courts, tennis courts, and a swimming pool | 1.0 | WHRS | 1 |
| 5 | Plummer Park | City park with grassy areas, a community center, outdoor basketball courts, pickleball courts, picnic tables, playground, public art, and tennis courts | 7.3 | WHRS | 1, 2 |
| 6 | Formosa Park | Pocket park with benches and public art | 0.1 | WHRS | 1, 2, 3 |
| 7 | De Longpre Park | Children's play area, benches | 1.5 | LADRP | 1, 2, 3 |
| 8 | Dorothy J. and Benjamin B. Smith Park | Pocket park with exercise equipment | 0.5 | LADRP | 1, 2, 3 |
| 9 | Highland Camrose Park | Green space, picnic area | 2.1 | LA County | Hollywood Bowl Design Option |
| RECREATION CENTERS | | | | | |
| 10 | Yucca Community Center | Dance, soccer, futsal, martial arts, fitness exercise, flag football, gymnastics, basketball, camps, and music programs | 1.0 | LADRP | 1, 2, 3 |
| PUBLIC ENTERTAINMENT VENUES | | | | | |
| 11 | Hollywood Bowl | Concert and events venue | 69.7 | LA County, LA Philharmonic | Hollywood Bowl Design Option |
| 12 | Ford Theatre | Concert and events venue | 32.0 | LA County | Hollywood Bowl Design Option |

Source: City of Los Angeles GeoHub, datasets: recreation and parks and recreation centers; Google Maps 2023
Notes: [1] Map identification numbers correspond to Figure 5-1.
[2]RSA Alignment Alternatives: 1) San Vicente–Fairfax; 2) Fairfax; 3) La Brea
LADRP = City of Los Angeles Department of Recreation and Parks; RSA = Resource Study Area; WHRS = City of West Hollywood Recreational Services

## 5.2.2 MUNICIPAL FACILITIES

Municipal facilities identified within the RSAs for the San Vicente–Fairfax, Fairfax, and La Brea Alignment Alternatives include municipal buildings and courthouses, fire stations, police stations, and libraries. Table 5-2 summarizes the municipal facilities identified within the 0.25 mile station RSA and 100 foot alignment RSA of the San Vicente–Fairfax, Fairfax, and La Brea Alignment Alternatives. The municipal facilities in closest proximity to the Project are the Los Angeles County Sheriff's Department West Hollywood Station and Los Angeles County Library – West Hollywood Library (San Vicente–Fairfax Alignment Alternative) and Los Angeles County Fire Department – Station 8 (San Vicente–Fairfax and Fairfax Alignment Alternatives).

**TABLE 5-2. MUNICIPAL FACILITIES**

| MAP ID[1] | NAME | ADDRESS | JURISDICTION | RSA FOR ALTERNATIVES |
|---|---|---|---|---|
| MUNICIPAL BUILDINGS AND COURTHOUSES | | | | |
| 1 | West Hollywood City Hall | 8300 Santa Monica Blvd | City of West Hollywood | 1 |
| FIRE STATIONS | | | | |
| 2 | Los Angeles County Fire Department – Station 8 | 7643 Santa Monica Blvd | Los Angeles County Fire Department | 1, 2 |
| 3 | Los Angeles County Fire Department – Station 7 (Battalion 1 Headquarters) | 864 N San Vicente Blvd | Los Angeles County Fire Department | 1 |
| POLICE STATIONS | | | | |
| 4 | Wilshire Community Police Station | 4861 W Venice Blvd | Los Angeles Police Department | 1, 2, 3 |
| 5 | West Hollywood Sheriff's Station | 780 N San Vicente Blvd | Los Angeles County Sheriff | 1 |
| LIBRARIES | | | | |
| 6 | Los Angeles County Library – West Hollywood Library | 625 N San Vicente Blvd | Los Angeles County | 1 |

Source: City of Los Angeles GeoHub, datasets: courthouses, city halls, LAPD police stations, sheriff and police stations, fire stations, and libraries.
Notes: [1] Map identification numbers correspond to Figure 5-2.
RSA = Resource Study Area

**FIGURE 5-2. MUNICIPAL FACILITIES**


Source: City of Los Angeles GeoHub 2023 datasets: courthouses, city halls, LAPD police stations, sheriff and police stations, fire stations, and libraries

### 5.2.2.1 EMERGENCY SERVICE PROVIDERS

Emergency service provision for fire and police protection within the RSAs for the San Vicente–Fairfax, Fairfax, and La Brea Alignment Alternatives is provided by the Los Angeles County Fire Department, Los Angeles County Sheriff's Department, Los Angeles Fire Department, and Los Angeles Police Department. Table 5-3 shows a breakdown of the police and fire department service areas, response times, and types of equipment.

**TABLE 5-3. POLICE AND FIRE DEPARTMENT DETAILS**

| NAME | SERVICE AREA | EQUIPMENT |
|---|---|---|
| FIRE PROTECTION | | |
| Los Angeles Fire Department Battalion 5 | Atwater Village, East Hollywood, Griffith Park, Hollywood, Hollywood Hills, Los Feliz, Silver Lake, Whitley Heights | 141 Engines, 43 Trucks, 94 Advanced Life Support (ALS) Units, 54 Basic Life Support (BLS) Units, 6 Advanced Provider (AP) Units, 9 Crash Trucks, 6 Type 3 wildland fire engines; 15 Type 6 wildland fire engines, 2 Bulldozers, 6 Helicopters, 5 Fireboats |
| Los Angeles Fire Department Battalion 18 | Baldwin Hills, Beverlywood, Carthay Square, Century City, Cheviot Hills, Crenshaw, Fairfax, Leimert Park, Mid-City, Miracle Mile, Palms, Park La Brea, Pico-Robertson, Rancho Park | |
| Los Angeles Fire Department Battalion 4 | Mar Vista, LAX, Playa Del Rey, Playa Vista, Venice Beach, Westchester | |
| Los Angeles County Fire Department Battalion 1 | Ladera Heights, Marina Del Rey, Universal Studios, Veteran Affairs Medical Center, View Park/Windsor Hills, West Hollywood | 61 Engines, 228 Engine Companies, 35 Truck Companies, 112 Paramedic Units, 10 Helicopters, 16 Fire Suppression Crews, 10 Dozer Transport Trucks, 6 Swift Water Rescue Units, 2 Fire Boats |
| Los Angeles County Fire Department Battalion 20 | Athens, Hawthorne, Inglewood, Lennox, Morningside Park, Westmont, West Athens | |
| POLICE PROTECTION | | |
| Los Angeles Police Department – Southwest Division | Adams-Normandie, Baldwin Hills, Baldwin Village, Baldwin Vista, Crenshaw, Exposition Park, Jefferson Park, Leimert Park, Union Square, University Park, Village Green, West Adams, Western Heights | 6,000 cars, 2 police boats, 26 helicopters, 3 planes, 40 horses, 22 dogs[2] |
| Los Angeles Police Department – Wilshire Division | Arlington Heights, Brookside Park, Carthay Circle, Country Club Park, Fairfax, Greater Wilshire, Hancock Park, Larchmont Village, Little Ethiopia, Melrose, Mid-City, Mid-Wilshire, Miracle Mile, Park La Brea, South Carthay, Wellington Square, Wilshire Center, Wilshire Vista, Windsor Square, Olympic Park | |
| Los Angeles Police Department – Hollywood Division | Argyle, Cahuenga Pass, East Hollywood, Hobart, Hollywood, Hollywood Hills, Hollywood/La Brea, Little Armenia, Los Feliz, Melrose District, Mount Olympus, Sierra Vista, Spaulding Square, Sunset Strip, Thai Town, Vine/Willoughby | |

| NAME | SERVICE AREA | EQUIPMENT |
|---|---|---|
| Los Angeles Police Department – Pacific Division | Westchester, LAX, Playa Del Rey, Playa Vista, Venice Beach, Mar Vista, Palms | |
| West Hollywood Sheriff | City of West Hollywood and the unincorporated Universal City Walk | Unavailable |
| Inglewood Police Department | City of Inglewood | Unavailable |

Source: Los Angeles County Fire Department; Los Angeles County Sheriff's Department; Los Angeles Fire Department; Los Angeles Police Department, 2023.
Note: [1] Equipment shared by all Los Angeles Fire Departments. [2] Equipment shared by all Los Angeles Police Departments.
LAX = Los Angeles International Airport

### 5.2.3 EDUCATIONAL FACILITIES

Educational facilities identified within the RSAs for the San Vicente–Fairfax, Fairfax, and La Brea Alignment Alternatives include 10 public and 11 private schools. Table 5-4 summarizes the educational facilities identified within the 0.25-mile station RSA and 100 foot alignment RSA for the San Vicente–Fairfax, Fairfax, and La Brea Alignment Alternatives. As shown on Figure 5-3, all the schools are located within the 0.25-mile RSA radius of the alignment alternatives. The Crimson Technical College/Spartan College of Aeronautics and Technology is located near the MSF, but it is not within the 0.25-mile RSA radius, as shown in Figure 5-6.

**TABLE 5-4. EDUCATIONAL FACILITIES**

| MAP ID[1] | NAME | ADDRESS | JURISDICTION/PRIVATE SCHOOL TYPE | RSA FOR ALTERNATIVES |
|---|---|---|---|---|
| PUBLIC SCHOOLS | | | | |
| 1 | Virginia Road Elementary School | 2925 Virginia Road | LAUSD | 1, 2, 3 |
| 2 | Wilshire Crest Elementary School | 5241 W Olympic Blvd | LAUSD | 3 |
| 3 | Hancock Park Elementary School | 408 S Fairfax Ave | LAUSD | 1, 2 |
| 4 | West Hollywood Elementary School | 970 N Hammond St | LAUSD | 1 |
| 5 | Fairfax High School | 7850 Melrose Ave | LAUSD | 2 |
| 6 | Laurel Early Education Center | 8023 Willoughby Ave | LAUSD | 1, 2 |
| 7 | Laurel Cinematic Arts & Creative Technologies Magnet | 925 N Hayworth Ave | LAUSD | 1, 2 |
| 8 | Larchmont Charter School | 1265 N Fairfax Ave | LAUSD | 1, 2 |
| 9 | Selma Avenue Elementary School | 6611 Selma Ave | LAUSD | 1, 2, 3 |
| 10 | Hollywood High School | 1521 N Highland Ave | LAUSD | 1, 2, 3 |
| PRIVATE SCHOOLS | | | | |
| 11 | Montessori Academy of West Adams | 4449 W Adams Blvd | Private School | 1, 2, 3 |
| 12 | Machon LA | 5870 W Olympic Blvd | Religious School | 1, 2 |
| 13 | Shalhevet High School | 910 S Fairfax Ave | Religious School | 1, 2 |
| 14 | Gindi Maimonides Academy | 8511 Beverly Pl | Religious School | 1 |
| 15 | ABC Little School | 927 N Fairfax Ave | Private School | 1, 2 |
| 16 | Cathedral Chapel School | 755 S Cochran Ave | Religious School | 3 |
| 17 | Ohr Eliyahu Academy (Yeshiva Aharon Yaakov Ohr Eliyahu) | 241 S Detroit St | Religious School | 3 |
| 18 | Cheder of Los Angeles | 801 N La Brea Ave | Religious School | 3 |
| 19 | Yeshiva Rav Isacsohn/Toras Emes Academy | 540 N La Brea Ave | Religious School | 3 |
| 20 | Fountain Day School | 1128 N Orange Grove Ave | Private School | 1, 2 |
| 21 | The Oaks School | 6817 Franklin Ave | Private School | 1, 2, 3, Hollywood Bowl Design Option |

Source: City of Los Angeles GeoHub, datasets: schools LAUSD and Los Angeles private schools; Google Maps 2023
Notes: [1] Map identification numbers correspond to Figure 5-3.
LAUSD = Los Angeles Unified School District; RSA = Resource Study Area

**FIGURE 5-3. EDUCATIONAL FACILITIES**


Source: City of Los Angeles GeoHub, datasets: schools LAUSD and Los Angeles private schools; Google Maps 2023

## 5.2.4 HOSPITALS/MEDICAL CENTERS AND CHILDREN'S/FAMILY SERVICES

Hospitals/Medical Centers and Children's/Family Services identified within the RSAs for the San Vicente–Fairfax, Fairfax, and La Brea Alignment Alternatives include one medical center and two Children's/Family Services. The former Olympia Medical Center, under development to become a UCLA neuropsychiatric hospital, at 5900 W. Olympic Boulevard is not within the 100-foot alignment RSA or 0.25-mile station RSA for the San Vicente–Fairfax and Fairfax Alignment Alternatives. Table 5-5 summarizes the Hospitals/Medical Centers and Children's/Family Services identified within 0.25 mile of the San Vicente–Fairfax, Fairfax, and La Brea Alignment Alternatives. As shown in Figure 5-4, all Hospitals/Medical Centers and Children's/Family Services are located near or adjacent to the Project, with a greater concentration along the San Vicente–Fairfax and Fairfax Alignment Alternative RSAs. The San Vicente–Fairfax Alignment Alternative would serve the Cedars-Sinai Medical Center and would provide a new mode of access for both employees and patients.

**TABLE 5-5. HOSPITALS/MEDICAL CENTERS AND CHILDREN'S/FAMILY SERVICES**

| MAP ID[1] | NAME | ADDRESS | RSA FOR ALTERNATIVES |
|---|---|---|---|
| HOSPITALS AND MEDICAL CENTERS | | | |
| 1 | Cedars-Sinai Medical Center | 8700 Beverly Blvd | 1 |
| CHILDREN'S AND FAMILY SERVICES | | | |
| 2 | BBYO Inc | 5870 W Olympic Blvd | 1, 2 |
| 3 | Saban Free Clinic | 8405 Beverly Blvd | 1 |

Source: City of Los Angeles GeoHub, datasets: hospitals and medical centers, childcare, and children and family-services
Notes: [1] Map identification numbers correspond to Figure 5-4.
RSA = Resource Study Area

**FIGURE 5-4. HOSPITALS/MEDICAL CENTERS AND CHILDREN'S/FAMILY SERVICES**


Source: City of Los Angeles GeoHub, datasets: hospitals and medical centers, childcare, and children and family services 2023

## 5.2.5 SENIOR CENTERS AND SENIOR SERVICES

Senior Centers and Senior Services identified within the RSAs for the San Vicente–Fairfax, Fairfax, and La Brea Alignment Alternatives include three Senior Centers and two Senior Services. Table 5-6 summarizes the Senior Centers and Senior Services identified within 0.25 mile of the San Vicente–Fairfax, Fairfax, and La Brea Alignment Alternatives. As shown in Figure 5-5, Senior Centers and Senior Services in closest proximity to the Project are the Westside Jewish Community Center and the West Hollywood Senior Center.

**TABLE 5-6. SENIOR CENTERS AND SENIOR SERVICES**

| MAP ID[1] | NAME | ADDRESS | RSA FOR ALTERNATIVES |
|---|---|---|---|
| SENIOR CENTERS | | | |
| 1 | Las Palmas Senior Citizen Center | 1820 N Las Palmas Ave | 1, 2, 3 |
| 2 | Westside Jewish Community Center | 5870 W Olympic Blvd | 1, 2 |
| 3 | West Hollywood Senior Center | 7377 Santa Monica Blvd | 1, 2 |
| SENIOR SERVICES | | | |
| 4 | Jewish Family Service of Los Angeles – Multipurpose Senior Services Program | 330 N Fairfax Ave | 1, 2 |
| 5 | Jewish Family Service of Los Angeles – Senior Nutrition Program – West Knoll Apartments | 838 W Knoll Dr | 1, 2 |

Source: City of Los Angeles GeoHub, datasets: senior services and senior centers and meal sites
Notes: [1] Map identification numbers correspond to Figure 5-5.
RSA = Resource Study Area

**FIGURE 5-5. SENIOR CENTERS AND SENIOR SERVICES**


Source: City of Los Angeles GeoHub, datasets: senior services and senior centers and meal sites 2023

## 5.2.6 ALIGNMENTS AND STATIONS

This section discusses the identified resources within the context of the three alignment alternatives and their proposed stations.

### 5.2.6.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

The nine parks and recreational facilities near the San Vicente–Fairfax Alignment Alternative are shown in Figure 5-1; the six municipal facilities in Figure 5-2; the 15 educational facilities in Figure 5-3; the one hospital and two children's services in Figure 5-4; and the four senior centers and services in Figure 5-5. The facilities are listed in Table 5-1 through Table 5-6, respectively. Portions of the San Vicente–Fairfax Alignment Alternative are served by Los Angeles Fire Department Battalions 5 and 18; Los Angeles County Fire Department Battalion 1; Los Angeles Police Department Southwest, Wilshire, and Hollywood Divisions; and the West Hollywood Sheriff. Table 5-3 details service areas, response times, and equipment for these emergency service providers.

### 5.2.6.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

The seven parks and recreational facilities near the Fairfax Alignment Alternative are shown in Figure 5-1; the two municipal facilities in Figure 5-2; the 14 educational facilities in Figure 5-3; the one children's service in Figure 5-4; and the four senior centers and services in Figure 5-5. The facilities are listed in Table 5-1 through Table 5-6. Portions of the Fairfax Alignment Alternative are served by Los Angeles Fire Department Battalions 5 and 18; Los Angeles County Fire Department Battalion 1; Los Angeles Police Department Southwest, Wilshire, and Hollywood Divisions; and the West Hollywood Sheriff. Table 5-3 details service areas, response times, and equipment for these emergency service providers.

### 5.2.6.3 ALIGNMENT ALTERNATIVE 3: LA BREA

The five parks and recreational facilities near the La Brea Alignment Alternative are shown in Figure 5-1; the one municipal facility in Figure 5-2; the 10 educational facilities in Figure 5-3; and the one senior center in Figure 5-5. The facilities are listed in Table 5-1 through Table 5-6. Portions of the La Brea Alignment Alternative are served by Los Angeles Fire Department Battalions 5 and 18; Los Angeles County Fire Department Battalion 1; Los Angeles Police Department Southwest, Wilshire, and Hollywood Divisions; and the West Hollywood Sheriff. Table 5-3 provides available information regarding service areas, response times, and equipment for these emergency service providers.

## 5.2.7 HOLLYWOOD BOWL DESIGN OPTION

The Hollywood Bowl Design Option adds the Hollywood Bowl, Highland Camrose Park, and Ford Amphitheater to the resources within the RSA. The Hollywood Bowl is a music venue that was founded in 1922 and has a capacity of 17,500. The Ford Amphitheater has a capacity of approximately 1,200.

The Hollywood Bowl Design Option also has one educational facility within the 100-foot alignment RSA and 0.25-mile station RSA: The Oaks School at 6817 Franklin Avenue.

### 5.2.8 MAINTENANCE AND STORAGE FACILITY

There are no parklands, municipal facilities, hospitals/medical centers, senior centers, or public service and cultural facilities located within the 0.25 mile RSA of the MSF. There is one private educational facility, the Crimson Technical College/Spartan College of Aeronautics and Technology, in the vicinity of the MSF, but it is not located within the RSA (Figure 5-6). As shown in Figure 5-7 and Figure 5-8, the majority of the MSF RSA is served by the Los Angeles Police Department Pacific Division and Los Angeles Fire Department Battalion 4. The northeast portion of the MSF RSA located in the City of Inglewood is served by the Inglewood Police Department and Los Angeles County Fire Department Battalion 20 (City of Inglewood, 2023; Los Angeles County Fire Department, 2021).

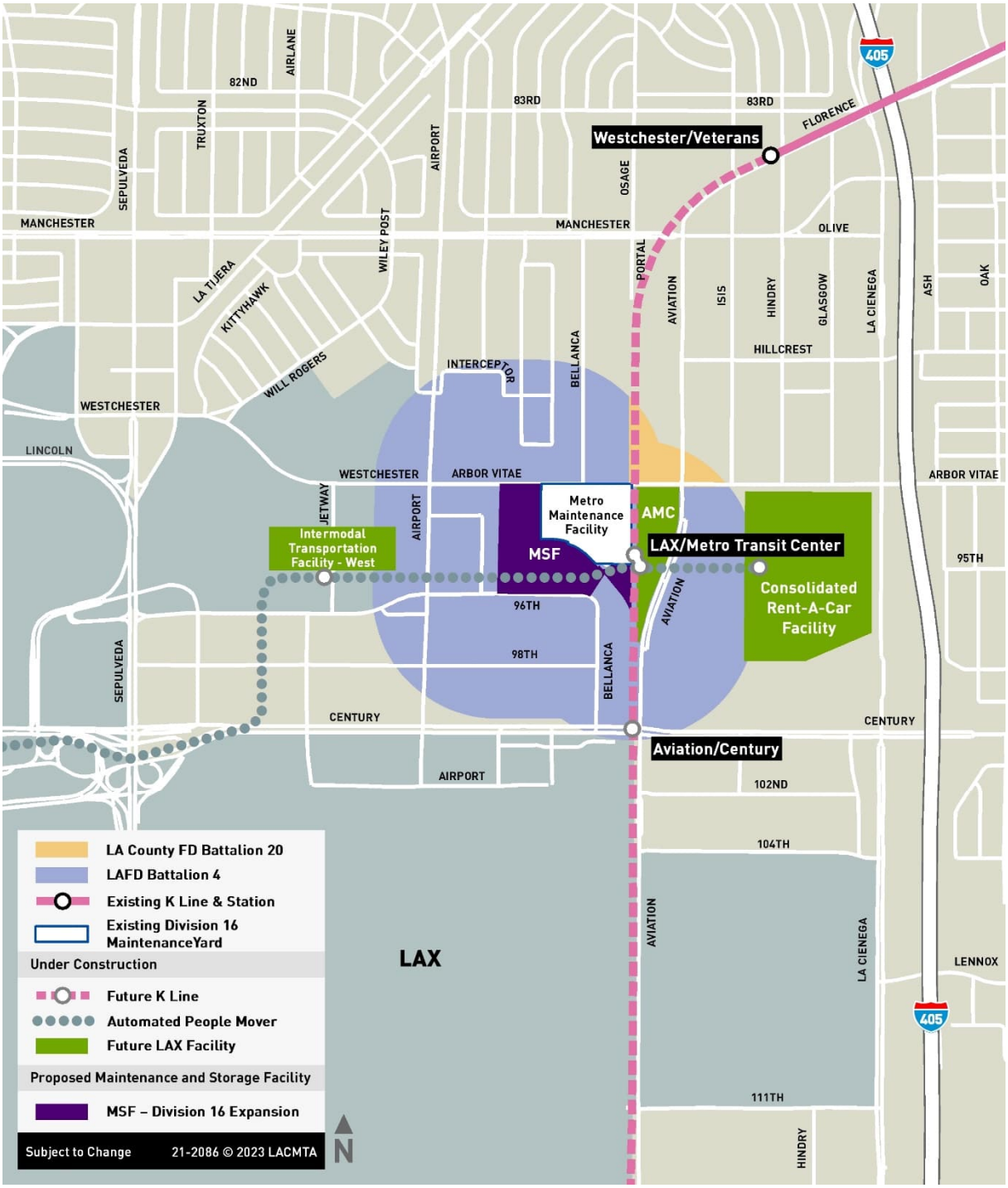
**FIGURE 5-6. EDUCATIONAL FACILITIES IN THE MSF RESOURCE STUDY AREA**


Source: City of Los Angeles GeoHub, datasets: schools LAUSD and Los Angeles private schools; Google Maps 2023

**FIGURE 5-7. POLICE FACILITIES IN THE MSF RESOURCE STUDY AREA**


Source: Los Angeles County Sheriff's Department 2023; Los Angeles Police Department 2023

**FIGURE 5-8. FIRE FACILITIES IN THE MSF RESOURCE STUDY AREA**




Source: Los Angeles County Fire Department 2023

# CHAPTER 6 IMPACTS AND MITIGATION MEASURES

## 6.1 IMPACT ANALYSIS

This section presents the evaluation of impacts related to public services and recreation, as well as the corresponding mitigation measures, where applicable. Both construction and operational impacts are evaluated. Table 6-1 at the end of Section 6.1 provides a summary of the impact conclusions. The discussions for the three public services and recreation impacts presented in this section are organized by each of the Project alignment alternatives and stations, the design option, and the MSF, under which the construction and operations impacts analyses are described separately. A summary of the impact conclusions is found in Table 6-1 at the end of Section 6.1. Section 6.2 describes any required mitigation.

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 technical report.

There are no project measures specific to public services and recreational facilities that have been identified to date.

### 6.1.1 IMPACT PUB-1: PUBLIC FACILITIES

Impact PUB-1: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, or other public facilities?

#### 6.1.1.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

##### CONSTRUCTION IMPACTS

Significant Impact. Construction activities associated with the San Vicente–Fairfax Alignment Alternative would include construction staging, materials stockpiling, hauling of dirt and materials, temporary street and lane closures, street reconstruction, installation of TBM support systems and facilities, demolition, and utility relocation and installation work near stations. These activities would require property acquisition and construction easements. Property acquisition would be generally limited to parcels currently zoned for commercial or industrial uses. No schools or parks would be temporarily or permanently acquired. The property acquisition required for construction of the San Vicente–Fairfax Alignment Alternative would not include land from fire stations, schools, parks, or hospitals. However, construction of the San Vicente/Santa Monica Station would require the full

acquisition of the Los Angeles County Sheriff's Department West Hollywood Station for a construction staging and TBM launch site.

Pedestrian and bicycle access routes in the areas closed for construction would be temporarily disrupted during construction (details on bicycle and pedestrian effects are detailed in the KNE Transportation Technical Report). To reduce potential effects of construction traffic and lane closures on emergency response times, Metro would coordinate with service providers and provide information on upcoming traffic conditions to allow for response planning. These requirements would be included in the Traffic Management Plan, as discussed in PM TRA-2 in the KNE Transportation Technical Report.

In addition, off-street parking that may be used by parkland, recreational facility, and community facility visitors, may be temporarily removed for the duration of construction, which would require users to find alternative parking. However, access to parklands and community facilities during construction would be maintained as practicable; construction detour route signage would be provided; and appropriate signage, barriers, and fencing for pedestrian and bicycle detour routes would be posted to prevent pedestrians and bicyclists from entering the construction zones, as identified in the Traffic Management Plan under PM TRA-2, as detailed in the KNE Transportation Technical Report. Construction activities would be temporary; therefore, construction of the San Vicente–Fairfax Alignment Alternative would not result in permanent impacts to parklands, recreation facilities, community facilities, and bike facilities that would require the need for new facilities.

As described above, construction of the San Vicente–Fairfax Alignment Alternative would require full acquisition of the Los Angeles County Sheriff's Department West Hollywood Station. This would be considered a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection. Therefore, construction of the San Vicente–Fairfax Alignment Alternative would have a significant impact on public facilities, and mitigation is required (see Section 6.2.1).

### OPERATIONAL IMPACTS

Less Than Significant Impact. Operation of this alignment alternative would not require surface land acquisition from any park, school, recreational, or governmental facilities beyond the acquisition of the Los Angeles County Sheriff's Department West Hollywood Station identified above as a construction impact. Operation would not create or increase the residential population of the surrounding communities that would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities because it does not include a housing component. Instead, accessibility to parklands, recreational facilities, and governmental facilities may be improved by having a nearby transit station.

Metro provides Metro-employed and Metro-contracted security staff for transit vehicles and facilities. Metro is evaluating additional options to address safety and security on Metro systems, including potentially forming its own transit police force.

Operation of the San Vicente–Fairfax Alignment Alternative would create a new transit line that would require security, including support from local police and fire departments. While operation of the alignment alternative would require an increase in Metro security staff and would place some additional demand on other police services, the new demands are expected to be in line with current systems and would not significantly affect the ability of public service providers to maintain acceptable service ratios, response times or other performance objectives. Operation of the San Vicente–Fairfax Alignment Alternative would not generate new residential populations greater than what is anticipated in the Southern California Association of Governments' regional growth projections, which would not result in the need for new public recreational facilities or increase the use of existing parks or government facilities. With the additional transit access provided by the Project, there would be additional opportunity to rebalance service and demand for parks and recreational facilities. Operation of the San Vicente–Fairfax Alignment Alternative would not affect the functionality of fire protection, schools, parks, or other public facilities. Therefore, operation of San Vicente–Fairfax Alignment Alternative would have a less than significant operational impact on public facilities.

#### 6.1.1.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

##### CONSTRUCTION IMPACTS

Less than Significant Impact. Construction for the Fairfax Alignment Alternative would include construction staging, materials stockpiling, hauling of dirt and materials, temporary street and lane closures, street reconstruction, installation of TBM support systems and facilities, demolition, and utility relocation and installation work near stations. These activities would require property acquisition and construction easements. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, schools, or parks would be temporarily or permanently acquired. The property acquisition for construction under the Fairfax Alignment Alternative would not include land from fire stations, police stations, schools, parks, or other public facilities that would affect public services. To reduce potential effects of construction traffic and street/lane closures on emergency response times, Metro would coordinate with service providers and provide information on upcoming traffic conditions to allow for response planning. These requirements would be included in the Traffic Management Plan, which is discussed in PM TRA--2.

Pedestrian and bicycle access routes in the construction area would be temporarily disrupted during construction (details on bicycle and pedestrian effects in the KNE Transportation Technical Report). In addition, off-street parking that may be used by parkland, recreational facility, and community facility visitors may be temporarily removed for the duration of construction. However, access to parklands and community facilities during construction as practicable would be maintained, as practicable; construction detour route signage would be provided; and appropriate signage, barriers, and fencing for pedestrian and bicycle detour routes would be posted to prevent pedestrians and bicyclists from entering the construction zones, as identified in the Traffic Management Plan under PM TRA-2, as detailed in the Transportation Technical Report. Construction activities would be temporary; therefore, construction of the Fairfax Alignment Alternative would not result in permanent impacts to

parklands, recreation facilities, community facilities, and bike facilities that would require the need for new facilities.

Based on the analysis described above, construction of the Fairfax Alignment Alternative would not have substantial adverse physical impacts associated with new or physically altered governmental facilities needed to maintain acceptable public services. Therefore, impacts during construction would be less than significant.

#### OPERATIONAL IMPACTS

Less than Significant Impact. Operation of the Fairfax Alignment Alternative would not require surface land acquisition from any park, school, recreational, or government facilities that would affect public services. Any subterranean easements would not affect the operation of surface park, recreational, or government facilities. Operation of the Fairfax Alignment Alternative would not create or increase the residential population of the surrounding communities that would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities. Instead, accessibility to parklands, recreational facilities, and governmental facilities may be improved by having a nearby transit station.

Metro provides security staff for transit vehicles and facilities, but also relies on local law enforcement to serve Metro transit vehicles and facilities. Metro is evaluating additional options to address safety and security on Metro systems, including potentially forming its own transit police force. Operation of the Fairfax Alignment Alternative would create a new transit line requiring security, including support from local police and fire departments. While operation of the alignment alternative would require an increase in Metro security staff and place some additional demands on other police services, the new demands are expected to be in-line with current systems and would be less than significant. Operation of this alignment alternative would not generate new residential populations greater than what is anticipated in the Southern California Association of Governments' regional growth projections, which would not result in the need for new public recreational facilities or increase the use of existing parks or government facilities. With the additional access provided, there would be additional opportunity to rebalance service and demand for parks and recreational facilities. In addition, the Fairfax Alignment Alternative would not affect the functionality of fire protection, police protection, schools, parks, or other public facilities.

Based on the analysis described above, operation of the Fairfax Alignment Alternative would not have substantial adverse physical impacts associated with new or physically altered governmental facilities needed to maintain acceptable public services. Therefore, operation of the Fairfax Alignment Alternative would have a less than significant impact.

### 6.1.1.3 ALIGNMENT ALTERNATIVE 3: LA BREA

#### CONSTRUCTION IMPACTS

Less than Significant Impact. Construction activities for the La Brea Alignment Alternative would include construction staging, materials stockpiling, hauling of dirt and materials, temporary street and

lane closures, street reconstruction, installation of TBM support systems and facilities, demolition, and utility relocation and installation work near stations. These activities would require property acquisition and construction easements. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, schools, or parks would be temporarily or permanently acquired. The property acquisition for construction under the La Brea Alignment Alternative would include land from fire stations, police stations, schools, parks, or other public facilities that would affect public services. To reduce potential effects of construction traffic and lane closures on emergency response times, Metro would coordinate with service providers and provide information on upcoming traffic conditions to allow for response planning. These requirements would be included in the Traffic Management Plan, which is discussed in PM TRA-2 in the KNE Transportation Technical Report.

Pedestrian and bicycle access routes in the construction area would be temporarily disrupted during construction (details on bicycle and pedestrian effects in the KNE Transportation Technical Report). In addition, off-street parking that may be used by parkland, recreational facility, and community facility visitors may be temporarily removed for the duration of construction. However, access to parklands and community facilities during construction as practicable would be maintained; construction detour routes signage would be provided; and appropriate signage, barriers and fencing for pedestrian and bicycle detour routes would be posted to prevent pedestrians and bicyclists from entering the construction zones, as identified in the required Traffic Management Plan under PM TRA-2, as detailed in the KNE Transportation Technical Report. Construction activities would be temporary; therefore, construction of the La Brea Alignment Alternative would not result in permanent impacts to parklands, recreation facilities, community facilities, and bike facilities that would require the need for new facilities.

Based on the analysis described above, construction of the La Brea Alignment Alternative would not have substantial adverse physical impacts associated with new or physically altered governmental facilities needed to maintain acceptable public services. Therefore, impacts during construction would be less than significant.

### OPERATIONAL IMPACTS

Less than Significant Impact. Operation of the La Brea Alignment Alternative would not require surface land acquisition from any park, school, recreational, or government facilities that would affect public services. Any subterranean easements would not affect the operation of surface park, recreational, or government facilities. Operation of the La Brea Alignment Alternative would not create or increase the residential population of the surrounding communities that would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities. Instead, accessibility to parklands, recreational facilities, and governmental facilities may be improved by having a nearby transit station.

Metro provides security staff for transit vehicles and facilities, but also relies on local law enforcement to serve Metro transit vehicles and facilities. Metro is evaluating additional options to address safety and security on Metro systems, including potentially forming its own transit police force. Operation of

the La Brea Alignment Alternative would create a new transit line requiring security, including support from local police and fire departments. While operation of the alignment alternative would require an increase in Metro security staff and place some additional demands on other police services, the new demands are expected to be in-line with current systems and would be less than significant. Operation of this alignment alternative would not generate new residential populations greater than what is anticipated in the Southern California Association of Governments' regional growth projections, which would not result in the need for new public recreational facilities or increase the use of existing parks or government facilities. With the additional access provided, there would be additional opportunity to rebalance service and demand for parks and recreational facilities. In addition, the La Brea Alignment Alternative would not affect the functionality of fire protection, police protection, schools, parks, or other public facilities.

Based on the analysis described above, operation of the La Brea Alignment Alternative would not have substantial adverse physical impacts associated with new or physically altered governmental facilities needed to maintain acceptable public services. Therefore, operation of the La Brea Alignment Alternative would have a less than significant impact.

#### 6.1.1.4 HOLLYWOOD BOWL DESIGN OPTION

##### CONSTRUCTION IMPACTS

Less than Significant Impact. Construction activities for the Hollywood Bowl Design Option would be temporary and would not permanently conflict with access to parklands, recreational facilities, and governmental facilities. As with the alignment alternatives, the Hollywood Bowl Design Option would require property acquisition and construction easements for some construction activities. No Land and Water Conservation Fund Section 6(f) grant funds have been used for the Hollywood Bowl. Because there would not be change in ownership of land from the Hollywood Bowl, the California Public Park Preservation Act of 1971 would not apply.

The Hollywood Bowl Design Option includes an alternate terminus station located at the Hollywood Bowl. The Hollywood Bowl Design Option would require a construction staging area of approximately three acres at the Hollywood Bowl, which would primarily be located within the parking areas used by event patrons. Construction of the design option would temporarily close Parking Lots C and D and a portion of Parking Lot B to support construction. KNE would temporarily displace between 250 and 410 of the available 1,270 parking spots at the Hollywood Bowl. Existing alternate means to access the Hollywood Bowl include the Hollywood Bowl Shuttle or walking from the Metro B Line Hollywood/Highland Station, regional Park & Ride shuttles, and rideshare options.

Based on the analysis described above, construction of the Hollywood Bowl Design Option would temporarily affect patron access to parking at the Hollywood Bowl. While there would be a temporary loss of parking, other access means exist in the vicinity and parking would be available following the completion of construction. Therefore, construction of the design option would have a less than significant impact on public facilities.

#### OPERATIONAL IMPACTS

**Less than Significant Impact**. The Hollywood Bowl Design Option would not generate new residential populations that would result in the need for new public recreational facilities or increase the use of existing parks or government facilities. The design option would include a new terminus station at the Hollywood Bowl, with either one or two station entrances constructed. Both station entrances would displace approximately 100 parking stalls total from the Hollywood Bowl Parking Lots C and D, reducing the capacity of parking at the Hollywood Bowl to approximately 1,170 parking stalls. However, the additional transit service provided by the Project at the new station would provide more capacity for patrons to reach the Hollywood Bowl than would be lost to removed parking. Therefore, the impact during operation of the design option would be less than significant.

### 6.1.1.5 MAINTENANCE AND STORAGE FACILITY

#### CONSTRUCTION IMPACTS

**Less than Significant Impact**. No residential uses, public schools, or parks would be permanently acquired for construction of the proposed MSF. The property acquisition for construction of the MSF would not affect vehicular, bicycle, or pedestrian access. Construction of the MSF would not conflict with access to parklands, recreational facilities, and governmental facilities. Construction of the MSF would not be located on and would not disrupt parklands, recreational facilities, off-street bike facilities, and community facility properties. Construction-related traffic on regional roadways could incidentally contribute to delays for users accessing parks or governmental facilities. Therefore, impacts would be less than significant.

#### OPERATIONAL IMPACTS

**Less than Significant Impact**. Operation of the MSF would not result in substantial adverse physical impacts to or physically alter public parks, community, or other governmental facilities nor would it generate a new residential population that would increase the need for new recreational facilities because no parklands and recreation facilities, bike facilities, and government facilities are located adjacent to or would cross the MSF. Therefore, impacts would be less than significant.

## 6.1.2 IMPACT PUB-2: INCREASED USE OF RECREATIONAL FACILITIES

**Impact PUB-2:** Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

### 6.1.2.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

#### CONSTRUCTION IMPACTS

**Less than Significant Impact**. Construction of the San Vicente–Fairfax Alignment Alternative would be temporary and would not generate permanent residences that would increase the use of existing neighborhood and regional parks or other recreational facilities resulting in accelerated physical

deterioration of the facilities. Construction workers may use nearby parks or recreational facilities when not working, but such use would be temporary and incidental. Therefore, impacts would be less than significant.

#### OPERATIONAL IMPACTS

Less than Significant Impact. Operation of the San Vicente–Fairfax Alignment Alternative would include stations that would improve accessibility to existing neighborhood parks and recreational facilities, as identified in Table 5-1. The San Vicente–Fairfax Alignment Alternative would not result in a direct increase to the local residential population that may result in an increased use of the parklands and recreational facilities that would accelerate their physical deterioration. However, the San Vicente–Fairfax Alignment Alternative would improve accessibility to the recreational facilities by having a nearby transit station, which could increase use. The increase in use would be minimal and would not result in substantial physical deterioration of parklands and recreational facilities. Therefore, impacts would be less than significant.

### 6.1.2.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

#### CONSTRUCTION IMPACTS

Less than Significant Impact. Construction of the Fairfax Alignment Alternative would be temporary and would not generate permanent residences that would increase the use of existing neighborhood and regional parks or other recreational facilities resulting in accelerated physical deterioration of the facilities. Construction workers' use of nearby parks or recreational facilities when not working would be temporary and incidental. Therefore, impacts would be less than significant.

#### OPERATIONAL IMPACTS

Less than Significant Impact. Operation of the Fairfax Alignment Alternative would include stations that would improve accessibility to existing neighborhood parks, and recreational facilities by having a nearby transit station, as identified in Table 5-1. The Fairfax Alignment Alternative would not result in a direct increase to the local residential population that may result in an increased use of the parklands and recreational facilities that would accelerate their physical deterioration. However, the Fairfax Alignment Alternative would improve accessibility to the recreational facilities by having a nearby transit station, which could increase use. The increase in use would be minimal and would not result in substantial physical deterioration of parklands and recreational facilities. Therefore, impacts would be less than significant.

### 6.1.2.3 ALIGNMENT ALTERNATIVE 3: LA BREA

#### CONSTRUCTION IMPACTS

Less than Significant Impact. Construction of the La Brea Alignment Alternative would be temporary and would not generate permanent residences that would increase the use of existing neighborhood and regional parks or other recreational facilities resulting in accelerated physical deterioration of the

facilities. Construction workers' use of nearby parks or recreational facilities when not working would be temporary and incidental. Therefore, impacts would be less than significant.

#### OPERATIONAL IMPACTS

**Less than Significant Impact**. Operation of the La Brea Alignment Alternative would include stations that would improve accessibility to existing neighborhood parks, and recreational facilities, as identified in Table 5-1. The La Brea Alignment Alternative would not result in a direct increase to the local residential population that may result in an increased use of the parklands and recreational facilities that would accelerate their physical deterioration. However, the La Brea Alignment Alternative would improve accessibility to the recreational facilities by having a nearby transit station, which could increase use. The increase in use would be minimal and would not result in substantial physical deterioration of parklands and recreational facilities. Therefore, impacts would be less than significant.

### 6.1.2.4 HOLLYWOOD BOWL DESIGN OPTION

#### CONSTRUCTION IMPACTS

**Less than Significant Impact**. Construction activities for the Hollywood Bowl Design Option would be temporary and would not create new residential populations that would significantly increase the use of existing parks and community facilities. Although improved access to parks, recreational facilities, and bike facilities may result in greater use, the City of Los Angeles Department of Recreation and Parks and County of Los Angeles provide adequate services and resources so that the facilities are maintained to city standards. Therefore, impacts would be less than significant.

#### OPERATIONAL IMPACTS

**Less than Significant Impact**. Operation of the Hollywood Bowl Design Option would not create new residential populations that directly increase the use of existing parks, recreational facilities, and bike facilities in the surrounding communities. Although improved access to parks, recreational facilities, and bike facilities may result in greater use, the City of Los Angeles Department of Recreation and Parks and County of Los Angeles would provide adequate services and resources so that the facilities are maintained to city standards. Improved transit access to the Hollywood Bowl, Highland Camrose Park, and Ford Amphitheater under the design option would provide an additional means of access to scheduled events but would not change the capacity of the facility. Therefore, impacts would be less than significant.

### 6.1.2.5 MAINTENANCE AND STORAGE FACILITY

#### CONSTRUCTION IMPACTS

**No Impact**. Construction activities for the MSF would not create new residential populations that would significantly increase the use of existing parks and community facilities in the surrounding communities. Therefore, no impacts would occur.

#### OPERATIONAL IMPACTS

No Impact. There are no existing park or recreational facilities within the RSA for the MSF, and the MSF would not create new residential populations that would increase the use of existing parks, recreational facilities, and bike facilities in the surrounding communities. The MSF would provide maintenance and storage services for the Project and would not provide improved access to parks, recreational facilities, and bike facilities that may result in increased use. Therefore, no impacts would occur.

### 6.1.3 IMPACT PUB-3: NEW RECREATIONAL FACILITIES

Impact PUB-3: Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

#### 6.1.3.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

#### CONSTRUCTION IMPACTS

No Impact. Construction of the San Vicente–Fairfax Alignment Alternative would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

#### OPERATIONAL IMPACTS

No Impact. Operation of the San Vicente–Fairfax Alignment Alternative would not include the construction of recreational facilities or require the expansion of existing park facilities. Therefore, no impacts would occur.

#### 6.1.3.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

#### CONSTRUCTION IMPACTS

No Impact. Construction of the Fairfax Alignment Alternative would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

#### OPERATIONAL IMPACTS

No Impact. Operation of the Fairfax Alignment Alternative would not include the construction of recreational facilities or require the expansion of existing park facilities. Therefore, no impacts would occur.

#### 6.1.3.3 ALIGNMENT ALTERNATIVE 3: LA BREA

##### CONSTRUCTION IMPACTS

**No Impact**. Construction of the La Brea Alignment Alternative would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

##### OPERATIONAL IMPACTS

**No Impact**. Operation of the La Brea Alignment Alternative would not include the construction of recreational facilities or require the expansion of existing park facilities. Therefore, no impacts would occur.

#### 6.1.3.4 HOLLYWOOD BOWL DESIGN OPTION

##### CONSTRUCTION IMPACTS

**No Impact**. Construction of the Hollywood Bowl Design Option would not include construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

##### OPERATIONAL IMPACTS

**No Impact**. Operation of the Hollywood Bowl Design Option would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

#### 6.1.3.5 MAINTENANCE AND STORAGE FACILITY

##### CONSTRUCTION IMPACTS

**No Impact**. Construction of the MSF would not include construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

##### OPERATIONAL IMPACTS

**No Impact**. Operation of the MSF would not include the construction of a recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

### 6.1.4 SUMMARY OF IMPACT CONCLUSIONS

Table 6-1 provides a summary of the impact conclusions discussed in this section.

**TABLE 6-1. IMPACT CONCLUSION SUMMARY TABLE**

| IMPACT SIGNIFICANCE THRESHOLD | IMPACT CONCLUSION | | | | |
|---|---|---|---|---|---|
| | ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX | ALIGNMENT ALTERNATIVE 2: FAIRFAX | ALIGNMENT ALTERNATIVE 3: LA BREA | HOLLY WOOD BOWL DESIGN OPTION | MAINTENANCE AND STORAGE FACILITY |
| **Impact PUB-1**: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, or other public facilities? | Construction: Significant Impact<br>Operations: Less Than Significant Impact | Construction: Less than Significant Impact<br>Operations: Less than Significant Impact | Construction: Less than Significant Impact<br>Operations: Less than Significant Impact | Construction: Less than Significant Impact<br>Operations: Less than Significant | Construction: Less than Significant Impact<br>Operations: Less than Significant Impact |
| **Impact PUB-2**: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | Construction: Less than Significant Impact<br>Operations: Less than Significant Impact | Construction: Less than Significant Impact<br>Operations: Less than Significant Impact | Construction: Less than Significant Impact<br>Operations: Less than Significant Impact | Construction: Less than Significant Impact<br>Operations: Less than Significant Impact | Construction: No Impact<br>Operations: No Impact |

| IMPACT SIGNIFICANCE THRESHOLD | IMPACT CONCLUSION | | | | |
|---|---|---|---|---|---|
| | ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX | ALIGNMENT ALTERNATIVE 2: FAIRFAX | ALIGNMENT ALTERNATIVE 3: LA BREA | HOLLY WOOD BOWL DESIGN OPTION | MAINTENANCE AND STORAGE FACILITY |
| **Impact PUB-3**: Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | Construction: No Impact<br>Operations: No Impact | Construction: No Impact<br>Operations: No Impact | Construction: No Impact<br>Operations: No Impact | Construction: No Impact<br>Operations: No Impact | Construction: No Impact<br>Operations: No Impact |

Source: Connect Los Angeles Partners 2023

## 6.2 MITIGATION MEASURES

The following mitigation measures are provided to reduce the significant project impacts identified in Section 6.1, under Impact PUB-1, to less than significant levels.

### 6.2.1 MM PUB-1: RELOCATION PLAN FOR WEST HOLLYWOOD SHERIFF'S STATION

Construction of the San Vicente–Fairfax Alignment Alternative would result in permanent displacement of the Los Angeles County Sheriff's Department West Hollywood Station property. The Sheriff's Station would be displaced by construction staging and a TBM launch site. Metro would assume responsibility for relocation of the Sheriff's Station to another undetermined location within the vicinity that would meet the service requirements for the City of West Hollywood.

Prior to displacement of the station, Metro would coordinate with the City of West Hollywood, Los Angeles County, and the Los Angeles County Sheriff's Department to create a relocation plan. The relocation plan would assess and identify and potential new location options for the Sheriff's Station and would identify funding to develop an appropriate replacement property, such that police service levels would not deteriorate. The relocated Sheriff's Station would be operational prior to construction of the San Vicente/Santa Monica Station. Relocation considerations in the plan would include potential sites, costs and financing structures, development and ownership structures, and minimum required physical development components and amenities.

Details on displacement of the Los Angeles County West Hollywood Sheriff's Station are included in the Project's right-of-way plans provided as part of the KNE advanced conceptual engineering drawings.

With mitigation, the provision of community police services would not be affected. The analysis of the physical change in the environment as a result of development of the future Sheriff's Station is not reasonably foreseeable because the replacement location is currently unknown. Once a preferred location and site-specific details are identified, a Project-specific CEQA analysis would be conducted for the relocated Sheriff's Station site.

### 6.2.2 IMPACT SIGNIFICANCE AFTER MITIGATION

Less than Significant Impact. The significant impact identified under Impact PUB-1 in Section 6.1 would be reduced through MM PUB-1 to less than significant levels.

MM PUB-1 would reduce the significant construction impact identified under Impact PUB-1 for the KNE San Vicente–Fairfax Alignment Alternative. With mitigation, the provision of community police services would not be affected. The analysis of the physical change in the environment as a result of development of the future Sheriff's Station is not reasonably foreseeable because the replacement location is currently unknown. Once a preferred location and site-specific details are identified, a project-specific CEQA analysis for the relocated Sheriff's Station site.

With implementation of the mitigation measure described above, construction and operation of the San Vicente–Fairfax Alignment Alternative would have a less than significant impact.

# 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/3rd | 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

### 7.2.1 ALIGNMENTS AND STATIONS

The alignment alternatives and stations would not reduce existing parkland or require full acquisition of community facilities; therefore, they would not directly contribute to a potential cumulative impact.

Indirectly, the Project's alignment alternatives and stations would provide opportunities for transit-oriented development around the station areas, which would likely include residential uses to meet the identified demand indicated in Table 7-1. Those residential uses may result in an increased demand for local parks and other community facilities, and potentially a demand for additional recreation and other facilities. Because the Project's alignment alternatives are located in an already highly urban setting with existing high-density zoning and land use, the potential for substantial changes in residential density as a result of the additional transit access is minimal and population patterns would be consistent with the regionally planned land use projections identified in Table 7-1.

Cumulative development, supported by access provided by the Project, would contribute to the creation of a complete neighborhood, which would provide residents with convenient access to goods and services, as well as connect with other neighborhoods via a network of pedestrian, bicycle, transit, and vehicle connections. The Project would be consistent with local land use plans, community/specific plans, and general plans. Future development in the area would be subject to a discretionary review process that would ensure that developments are consistent with the goals and policies of the City of Los Angeles and the City of West Hollywood. When land use impacts of the Project are combined with anticipated development in the area, the potential impact of the Project would be consistent with planned land use and development patterns, including provision for parklands and public services, and would be cumulatively less than significant.

### 7.2.2 HOLLYWOOD BOWL DESIGN OPTION

The Hollywood Bowl Design Option would have similar impacts to those described in Section 7.2.1 for the alignments and stations. The design option would primarily serve the existing use of the Hollywood Bowl and in combination with other development in the immediately surrounding area, would not reduce existing parkland or require full acquisition of community facilities. Therefore, there would be no additional cumulative impact associated with the Hollywood Bowl Design Option.

### 7.2.3 MAINTENANCE AND STORAGE FACILITY

This cumulative impact analysis considers development of the proposed MSF in conjunction with other development within the vicinity of the MSF in the City of Los Angeles. Development of any cumulative projects would be required to conform to the regulations of the City of Los Angeles and would be subject to their development review. The Project would not require amendments to the City of Los Angeles' General Plans or Zoning Code. Because there are no fire stations, police stations, public schools, parks, or other public facilities within the RSA of the MSF, the Project would not contribute to a potential cumulative impact.

## 7.3 CUMULATIVE MITIGATION MEASURES

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

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