# 3.13 Public Services

This section is based on the *Sepulveda Transit Corridor Project Communities and Neighborhoods Technical Report*, incorporated into this DEIR as Appendix E, and the *Sepulveda Transit Corridor Project Safety and Security Technical Report*, incorporated into this DEIR as Appendix R.

## 3.13.1 Regulatory and Policy Framework

### 3.13.1.1 Federal

There are no applicable federal environmental plans, policies, or regulations in regard to schools and libraries. Applicable federal plans, policies, and regulations regarding police and fire safety are described in the following sections.

#### National Fire Protection Association Codes and Standards

The National Fire Protection Association (NFPA) develops, publishes, and disseminates more than 300 consensus codes and standards intended to minimize the possibility and effects of fire and other risks. The following NFPA codes (listed numerically) are applicable to the Project, with the Project abiding to the most stringent requirements when requirements are prescribed in multiple codes and/or standards:

- NFPA 70 National Electrical Code is the benchmark for safe electrical design, installation, and inspection to protect people and property from electrical hazards (NFPA, 2023a).
- NFPA 72 National Fire Alarm and Signaling Code provides the latest safety provisions to meet society's changing fire detection, signaling, and emergency communications demands. In addition to the core focus on fire alarm systems, the code includes requirements for mass notification systems used for weather emergencies; terrorist events; biological, chemical, and nuclear emergencies; and other threats (NFPA, 2022).
- NFPA 101 Life Safety Code is the most widely used source for strategies to protect people based on building construction, protection, and occupancy features that minimize the effects of fire and related hazards. Unique in the field, it is the only document that covers life safety in both new and existing structures (NFPA, 2024).
- NFPA 130 Standard for Fixed Guideway Transit and Passenger Rail Systems covers life safety from fire and fire protection requirements for fixed guideway transit and passenger rail systems, including, but not limited to, stations, trainways, emergency ventilation systems, vehicles, emergency procedures, communications, and control systems. The purpose of this standard shall be to establish minimum requirements that will provide a reasonable degree of safety from fire and its related hazards in fixed guideway transit and passenger rail system environments. NFPA 130 outlines specific requirements for fire protection at stations, along the alignment, and within rail vehicles. This process ensures that stations are designed and constructed to ensure safe and secure operation, including use of non-combustible construction materials, emergency lighting, emergency egress, emergency access, emergency backup power, fire detection and suppression, and communications (NFPA, 2023b).
- NFPA 780 Standard for the Installation of Lighting Protection Systems provides lightning protection system installation requirements to safeguard people and property from fire risk and related hazards associated with lightning exposure (NFPA, 2023c).

### Federal Protective Services

The Federal Protective Service (FPS) is a federal law enforcement agency that provides security and law enforcement services in support of approximately 9,500 federally owned and leased facilities in all 50 states and U.S. territories, including the U.S. Department of Veterans Affairs West Los Angeles Medical Center. Services include conducting facility security assessments, responding to crimes and other incidents to protect life and property, and detecting, investigating, and mitigating threats. This integrated security and law enforcement agency employs more than 1,300 law enforcement officers, security specialists, special agents, and mission support staff. The FPS was formally established by the U.S. General Services Administration in 1971 with the mission of protecting federal facilities and their occupants. In 2019, the FPS was transferred to the Department of Homeland Security Management Directorate.

### Veterans Affairs

The U.S. Department of Veterans Affairs Police Department (VAPD) oversees the West Los Angeles Medical Center. The VAPD has the authority to enforce federal laws concerning persons on U.S. Department of Veterans Affairs (VA) property for offenses committed on the property and to make arrests with warrants issued by a competent judicial authority. The headquarters for the VAPD is located at 11301 Wilshire Boulevard Building 236, West Los Angeles, CA 90073. The VAPD has over 119 appointed law enforcement officers with enforcement teams that include Vehicle Patrol, Bicycle Patrol, Traffic Enforcement, Criminal Investigations and Narcotics Enforcement, Veterans Mental Evaluation Team, and Training and Support Services (VA, 2025).

## 3.13.1.2 State

### California Occupational Safety and Health Administration

The California Occupational Safety and Health Administration (Cal/OSHA) was created by the Occupational Safety and Health Act of 1973 to enforce effective standards; assist and encourage employers to maintain safe and healthful working conditions; and to provide for enforcement, research, information, education and training in the field of occupational safety and health. Cal/OSHA's specific standards cover a wide variety of workplace safety issues, including:

- Fire and explosion hazards
- Tripping and falling hazards
- Machine hazards
- Heat illness prevention
- Electrical hazards
- Hazardous waste
- Trenches
- Confined spaces
- Use of respirators
- Specific operations
- Ergonomics

Cal/OSHA enforces job safety and health standards by conducting inspections and, in some cases, issuing citations and fines) (California Department of Industrial Relations, 2023).

### California Fire Code

The California Fire Code (California Code of Regulations [CCR] Title 24 Part 9) is based on the 2019 International Fire and Building Codes and contains regulations relating to construction and maintenance of buildings and the use of premises. Topics addressed in the code 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 first responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and premises. The California Fire Code contains specialized technical regulations related to fire and life safety.

### California Health and Safety Code

State fire regulations are set forth in the California Health and Safety Code Sections 13000 et seq. and include regulations concerning building standards (as also set forth in the California Building Code [CBC]), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

### California Building Code

The CBC (CCR Title 24) is a compilation of building standards. State fire regulations include standards for the following: fire protection, notification systems, fire protection devices, such as extinguishers and smoke alarms; and fire suppression training.

### California Public Utilities Commission

The State of California, through Section 99152 of the Public Utilities Code, requires the California Public Utilities Commission (CPUC) to develop a safety oversight program for the design, construction, and operation of public transit guideways. To implement this mandate, the CPUC adopted General Order (GO) 164-E, Safety Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems, which includes general requirements for any light-, heavy-, or rapid-rail system, monorail, automated people mover, or automated guideway transit system used for public transit and not regulated by the Federal Railroad Administration or not specifically exempted by statute from CPUC oversight. The CPUC also adopted the following applicable GOs:

- GO 26-D: Regulations governing clearances on railroads and street railroads with reference to side and overhead structures, parallel tracks, crossings of public roads, highways, and streets
- GO 33-B: Construction, reconstruction, maintenance, and operation of interlocking plants of railroads
- GO 52: Construction and operation of power and communication lines for the prevention or mitigation of inductive interference
- GO 118-A: Construction, reconstruction and maintenance of walkways and control of vegetation adjacent to railroad tracks
- GO 127: Maintenance and operation of automatic train control systems-rapid transit systems
- GO 128: Construction of underground electric supply and communication systems
- GO 175-A: Rules and regulations governing roadway worker protection provided by rail transit agencies and rail fixed guideway systems

### California Penal Code

All law enforcement agencies within California are organized and operated in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for peace officers. Under state law, all sworn municipal and county officers are state peace officers.

### California Highway Patrol

The California Highway Patrol (CHP), established in 1929, provides road and highway traffic law enforcement throughout the state while ensuring the safety, convenience, and efficient transportation of people and goods. Through active programs, community outreach, and communication, the CHP offers a range of public services and programs designed to take a pro-active stance against crime and impaired driving, while promoting mobility programs for senior drivers, and safety for commercial vehicles and motorcycles (CHP, 2023a).

### California Department of Transportation Standard Environmental Reference

The California Department of Transportation (Caltrans) Standard Environmental Reference (SER) (Caltrans, 2023) provides environmental document preparation guidelines for transportation projects. The SER includes information developed by the authority of Caltrans that applies to local highway, street, and road projects that the Federal Highway Administration funds or approves. The SER also includes such policy memorandums as the Deputy Directive 64 (DD-64) Complete Streets – Integrating the Transportation System.

The SER also includes applicable federal and state law regulations; policy memoranda related to the environmental process; and interagency coordination with local and state law enforcement, hospitals, social program providers, fire departments, and emergency medical response.

### University of California, Los Angeles Police Department

The University of California, Los Angeles Police Department (UCLA PD) consists of duly sworn peace officers under California Penal Code Section 830.2(b) and California Education Code Section 926000 who provide law enforcement services on the campus and its surrounding community. The UCLA PD patrols the campus 365 days a year while working collaboratively with local, state, and federal criminal agencies to arrest violators, investigate and prevent crime, investigate traffic and bicycle accidents, and reduce criminal activity (UCLA PD, 2023).

### California Education Code

Each of the state's school districts is subject to the regulations of the California Education Code and the governance of the California State Board of Education, relative to funding, school curriculum, operations, and facilities (including location considerations).

## 3.13.1.3 Regional

### Southern California Association of Governments *Connect SoCal –The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy*

The Southern California Association of Governments (SCAG) *Connect SoCal – The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS) (SCAG, 2024) was approved by the SCAG Regional Council in April 2024 and is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The *2024-2050* RTP/SCS embodies a collective vision for the region's future and is developed with input from local

governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The following *2024-2050* RTP/SCS goals focus on communities and neighborhoods:

- Improve mobility, accessibility, reliability, and travel safety for people and goods
- Increase person and goods movement and travel choices within the transportation system
- Support healthy and equitable communities
- Encourage development of diverse housing types in areas that are supported by multiple transportation options

The *2024-2050* RTP/SCS includes a core vision that centers on expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. Policies and strategies in the *2024-2050* RTP/SCS reflect this vision by focusing on increasing transportation choices, reducing dependence on personal automobiles, and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment.

### Los Angeles County General Plan 2035

The *Los Angeles County General Plan 2035* (LA County Planning, 2024) provides the policy framework and establishes the long-range vision for how and where the unincorporated areas of the county will grow. The plan establishes goals, policies, and programs to foster healthy, livable, and sustainable communities and includes the following elements: Land Use, Mobility, Air Quality, Conservation and Natural Resources, Parks and Recreation, Noise, Safety, Public Services and Facilities, Economic Development, and Housing.

The plan identifies 11 planning areas, comprising the Planning Areas Framework, which provides a mechanism for local communities to work with Los Angeles County to develop plans that respond to their unique and diverse character. The Project Study Area is in the Valley and Westside planning areas. Additionally, the unincorporated Sawtelle VA community is located within the Project Study Area.

The *Los Angeles County General Plan 2035* states that transit centers are supported by major public transit infrastructure and are identified based on opportunities for a mix of high intensity development, including multi-family housing, employment and commercial uses; infrastructure improvements; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes. Table 3.13-1 lists the applicable community and neighborhood policies of *the Los Angeles County General Plan 2035*.

**Table 3.13-1. Los Angeles County General Plan 2035 Community Relevant Policies**

| Policy | Description |
|---|---|
| *Economic Development Element* | |
| Policy ED 2.5 | Encourage employment opportunities to be located in proximity to housing. |
| Policy ED 2.7 | Incentivize economic development and growth along existing transportation corridors and in urbanized areas. |
| *Mobility Element* | |
| Policy M4.4 | Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low-income households, and persons with disabilities. |

Source: LA County Planning, 2024

The Public Services and Facilities Element of the *Los Angeles County General Plan 2035* promotes the orderly and efficient planning of public facilities and infrastructure in conjunction with land use development and growth. Table 3.13-2 summarizes the applicable community goals and policies of the *Los Angeles County General Plan 2035*.

**Table 3.13-2. Los Angeles County General Plan 2035 Public Services and Facilities Relevant Policies**

| Policy | Description |
|---|---|
| *Economic Development Element* | |
| Policy PS/F 1.1 | Discourage development in areas without adequate public services and facilities. |
| Policy PS/F 1.2 | Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms. |
| Policy PS/F 1.3 | Ensure coordinated service provision through collaboration between County departments and service providers. |
| Policy PS/F 1.6 | Support multi-faceted public facility expansion efforts, such as substations, mobile units, and satellite offices. |
| Policy PS/F 7.3 | Encourage adequate facilities for early care and education. |
| Policy PS/F 8.1 | Ensure a desired level of library service through coordinated land use and facilities planning. |

Source: LA County Planning, 2024

### Los Angeles County Sheriff's Department

The Los Angeles County Sheriff's Department (LASD) provides law and traffic enforcement; fire, paramedic, and SWAT teams; specialized detective units; air support; and emergency services. The LASD Transit Services Bureau provides service to Los Angeles County Metropolitan Transportation Authority's (Metro) transit system (bus and rail), vehicle parking areas, and properties. LASD also operates the county jails and courts.

### Los Angeles County Fire Department

The Los Angeles County Fire Department (LACFD) is responsible for protecting the lives and property of 4 million residents living in 1.25 million housing units in 60 cities, including the City of Los Angeles and the unincorporated areas of Los Angeles County. LACFD's Homeland Security Team works with local, state, and federal agencies to ensure the safety and security against terrorism and all other risk-hazards.

LACFD's Emergency Response Services also include Dispatch, Lifeguards, Urban Search and Rescue, Air and Wildland, and Hazardous Materials Response.

### Metro Transit Community Public Safety Department Implementation Plan

In June 2024, the Metro Board approved the *Transit Community Public Safety Department Implementation Plan* (Metro, 2024b), a comprehensive strategy to enhance public safety within the system. This initiative involved establishing an internal Transit Community Public Safety Department to effectively address various safety and security concerns and as an alternative to the existing multi-agency law enforcement contract services. Over a 5-year transition period (ending in 2029), Metro would adopt an approach that aims to deliver the right level of intervention to address safety issues that arise within their transit system by utilizing safety resources including:

- Metro transit security officers (TSO) enforce the Metro Code of Conduct, ensuring riders follow the rules and norms of the system, including fare compliance
- Metro ambassadors serve as alternatives to policing providing a customer-oriented reporting function of "see something, say something," helping identify issues while providing a visible presence to help riders feel and be safe
- Metro homeless outreach teams provide a specialized care function, helping people access housing and other vital services to deter sheltering on the Metro system
- Contract law enforcement respond to calls for service and deter crimes on the system

Metro's contract law enforcement agencies include a multi-agency policing partnership established in 2017 and consisting of the LASD, Los Angeles Police Department, and the Long Beach Police Department.

### Metro Rail Design Criteria

The *Metro Rail Design Criteria* (MRDC) identifies the methods to construct, maintain, and monitor the relative safety of fixed-rail facilities. Alternative 6 would utilize the MRDC as the basis of design. Although, the MRDC would not be a required design criteria for Alternatives 1, 3, 4, and 5 and equivalent that includes all relevant design criteria related to safety would be required. Alternative 6 would utilize the MRDC as the basis of design. For Alternative 6, the MRDC provides specific direction regarding the categorization of potential hazards and the actions, including suspension of operations, should a potential safety and security risk arise. The MRDC requires the preparation of a Functional Hazard Analysis that analyzes the potential for a loss or malfunction of each rail operational function and categorizes its effect on the equipment, personnel, patrons, and general public to determine the associated hazard level (Category I, II, III, or IV), as defined in the American Public Transit Association (APTA) *Manual for the Development of Urban Rail Agency System Safety Program Plans* (APTA, 2012). The MRDC also outlines the following basic methods of resolving or addressing any potential safety and security concerns:

- Elimination through design/re-design
- Minimization through the provision of additional safety features
- Installation of warning devices (shall be used to detect the condition and to generate an adequate warning signal to correct the hazard or to provide for operating personnel/public reaction)
- Specialized procedures and training

### Metro Fire Life Safety Criteria

The Metro Fire/Life Safety Criteria (FLSC) are a part of the MRDC and establish Metro's typical minimum requirements to provide a reasonable degree of safety from fire and its related hazards. These standard criteria cover fire protection requirements for underground, surface, elevated, trenched, and raised embankment fixed guideway transit systems, vehicles, transit stations, and vehicle maintenance and storage areas. Fire safety is achieved by integrating facility design, operating equipment, hardware, procedures, and software subsystems to protect life and property from the effects of fire. The criteria pertain to station and guideway facilities, passenger vehicles, maintenance and storage facilities, system fire/life safety procedures, communications, rail operations control, inspection, maintenance, and training. Alternative 6 would utilize the Metro Fire/Life Safety Criteria; however, Alternatives 1, 3, 4, and 5 would not be required to utilize the Metro Fire/Life Safety Criteria.

## 3.13.1.4 Local

### City of Beverly Hills General Plan – Safety Element

The City of Beverly Hills is located outside the Resource Study Area (RSA); therefore, the Project would rely on services from the LAPD, LASD, UCLA PD, and LAFD. Under mutual aid, fire and police stations operating outside the City of Los Angeles and County of Los Angeles would provide essential emergency and non-emergency services to the RSA. The City of Beverly Hill's Safety Element (City of Beverly Hills, 2022) identifies pertinent policies relating to the Project:

- Fire Protection Capability. Maintain and expand the amount of firefighting equipment and personnel necessary for adequate initial response to fire emergencies in all buildings and areas in the City of Beverly Hills, including high-rise buildings and natural areas. Support and maintain mutual aid agreements to supplement those forces.

### City of Culver City General Plan – Public Safety Element

The City of Culver City is located outside the RSA; therefore, the Project would rely on services from the LAPD, LASD, UCLA PD, and LAFD. Under mutual aid, fire and police stations operating outside the City of Los Angeles and County of Los Angeles would provide essential emergency and non-emergency services to the RSA. The purpose of the *City of Culver City General Plan* Public Safety Element (Culver City, 2024) is to strive toward achievement of the following major goals:

Protection of life and property Reduction of adverse economic, environmental, and social conditions resulting from fires and geological conditions resulting from fires and geological hazards. The Public Safety Element identifies the following policies pertaining to the Project:

- Increase cooperation and coordination between the various jurisdictions and agencies involved in fire protection and the mitigation of geological problems.
- Increasing measures to mitigate fire risk and enhance community preparedness by creating plans such as *Ready! Set! Go! Program* to prepare properties for wildfire, create evacuation plans, and keep citizens informed in the event of a fire. Developing areas to be more resilient and less wildfire prone

### City of Los Angeles General Plan

The Safety Element of the *City of Los Angeles General Plan* (DCP, 2021) includes the following goals pertaining to safety and security within the City of Los Angeles:

- **Goal 2:** Emergency Response. A city that responds with the maximum feasible speed and efficiency to disaster events to minimize injury, loss of life, property damage and disruption of the social and economic life of the city and its immediate environs.
  - Objective 2.1 – Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City of Los Angeles's comprehensive hazard mitigation and recovery plans and programs.
    - Policy 2.1.1 – Coordination. Coordinate program formulation and implementation between the City of Los Angeles agencies, adjacent jurisdictions, and appropriate private and public entities to achieve, to the greatest extent feasible and within the resources available, the maximum mutual benefit with the greatest efficiency of funds and staff.
    - Policy 2.1.3 – Information. Develop and implement, within the resources available, training programs and informational materials designed to assist the general public in handling disaster situations in lieu of or until emergency personnel can provide assistance.
    - Policy 2.1.5 – Response. Develop, implement, and continue to improve the City of Los Angeles's ability to respond to emergency events.
    - Policy 2.1.6 – Standards/fire. Continue to maintain, enforce, and upgrade requirements, procedures, and standards to facilitate more effective fire suppression.

### City of Los Angeles General Plan Framework

The *City of Los Angeles General Plan Framework* (Framework Element), adopted in December 1996 and amended in August 2001 (DCP, 2001b), is a long-range, citywide, comprehensive growth strategy. The Framework Element can be considered the organizing element. Its policies address and connect all the elements of the *City of Los Angeles General Plan* (DCP, 2001a). The Framework Element includes policies related to public services. These policies are included in Chapter 9 (Infrastructure and Public Services) of the Framework Element. The Framework Element includes policies that address deficiencies, including the expansion of public services and infrastructure commensurate with levels of demand. Policies related to fire protection services and police protection services are listed below:

- **Fire Protection Services**
  - Policy 9.16.1 – Collect appropriate fire and population development statistics for the purpose of evaluating fire service needs based on existing and future conditions.
  - Policy 9.17.2 – Identify areas of the City with deficient fire facilities and/or service and prioritize the order in which these areas should be upgraded based on established fire protection standards.
  - Policy 9.17.3 – Develop an acquisition strategy for fire station sites in areas deficient in fire facilities.
  - Policy 9.17.4 – Consider the Fire Department's concerns and, where feasible adhere to them, regarding the quality of the area's fire protection and emergency medical services when developing general plan amendments and zone changes or considering discretionary land use permits.
  - Policy 9.18.1 – Engage in fire station development advance planning, acknowledging the amount of time needed to fund and construct these facilities.

  - Policy 9.19.1 – Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies.
  - Policy 9.19.3 Maintain the continued involvement of the Fire Department in the preparation of contingency plans for emergencies and disasters.

- **Police Protection Services**
  - Policy 9.13.1 – Monitor and report police statistics, as appropriate, and population projections for the purpose of evaluating police service based on existing and future needs.
  - Policy 9.14.1 – Work with the Police Department to maintain standards for the appropriate number of sworn police officers to serve the needs of residents, businesses, and industries.
  - Policy 9.14.2 – Support the provision of additional sworn police offers to meet the safety needs of the City.
  - Policy 9.14.3 – Pursue state, federal, and other non-conventional funding sources to expand the number of sworn police officers.
  - Policy 9.14.4 – Complete all funded capital facilities in as short a time as possible.
  - Policy 9.14.5 – Identify neighborhoods in Los Angeles where facilities are needed to provide adequate police protection.
  - Policy 9.14.6 – Minimize the processing required to establish needed facilities and, if necessary, modify facility standards to utilize existing available structures for this purpose.
  - Policy 9.14.7 – Participate fully in the planning of activities that assist in defensible space design and utilize the most current law enforcement technology affecting physical development.
  - 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.

### City of Los Angeles Local Hazard Mitigation Plan

The City of Los Angeles has developed a *Local Hazard Mitigation Plan* (LHMP) (City of Los Angeles, 2018) to reduce risks from disasters to the people, property, economy, and environment within the City of Los Angeles. The LHMP is the use of long-term and short-term policies, programs, projects, and other activities to alleviate the death, injury, and property damage that can result from a disaster. The LHMP is incorporated as a component of the Safety Element to illustrate the element's adherence to state requirements. Potential hazards evaluated by the LHMP include wildfires and other potential hazards.

### City of Los Angeles Municipal Code – Fire Code

The City of Los Angeles Municipal Code (LAMC) – Fire Code serves as a guide to departments, government offices, developers, and the public for the construction, maintenance, and operation of fire protection facilities located within the City of Los Angeles. Policies and programs addressed in the documents include the following: fire station distribution and location, required fire flow (i.e., water supply), fire hydrant standards and locations, access provisions, and emergency ambulance service.

All new construction must comply with applicable provisions set forth in the LAMC. In the Fire Protection and Prevention chapter of the LAMC, Chapter V, Article 7 (Fire Code), the Los Angeles Fire Department's (LAFD) Bureau of Fire Prevention and Public Safety is required to administer and enforce

basic building regulations set by the State Fire Marshal. The local Fire Code contained within the LAMC also reflects the policies of the *City of Los Angeles General Plan Safety Element* (DCP, 2021). The Fire Code sets forth regulatory requirements pertaining to the prevention of fires; the investigation of fires or life safety hazards; the elimination of fire and life safety hazards in any building or structure, including buildings under construction; the maintenance of fire protection equipment and systems; and the regulation of the storage, use, and handling of hazardous materials.

### City of Los Angeles Municipal Code – Police

The law enforcement regulations and the powers and duties of the Los Angeles Police Department (LAPD) are outlined in the City of Los Angeles Charter Article V, Section 570; the City of Los Angeles Administrative Code, Division 22, Chapter 11, Section 22.240; the LAMC, Chapter V, Article 2; and the City of Los Angeles Charter Article V, Section 570, which give power and duty to the LAPD to enforce the penal provisions of the charter and City of Los Angeles ordinances, as well as state and federal laws. The charter also gives responsibility to the LAPD to act as peace officers, as defined by state law, and the power and duty to protect lives and property in case of disaster or public calamity. Administrative Code Section 22.240 requires the LAPD to adhere to the state standards described in California Penal Code Section 13522, which charges the LAPD with adhering to certain standards for recruitment and training of Public Safety Dispatchers. The LAPD is given the power and the duty to protect residents and property and to review and enforce specific security-related mitigation measures with regards to new development. Furthermore, as stated in the Administrative Code, the LAPD is given the duty and power to protect the lives and properties of the community in the case of a disaster or public calamity.

### City of Los Angeles Fire Department

The LAFD serves the City of Los Angeles and provides services, including fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service. As part of standard development approval in Los Angeles, the LAFD reviews project plans for specific projects, and project applicants are required to incorporate the LAFD recommendations into the final design of a project. Additionally, the LAFD requires that fire prevention measures be incorporated into final project plans for each building, in accordance with the California State Fire Code. Prior to issuance of any occupancy permits for development projects, the LAFD reviews the project plans for adequate on-site access, exit, and any necessary special equipment to assist firefighters.

### University of California, Los Angeles Police Department

The UCLA PD comprises duly sworn peace officers under Section 830.2(b) of the California Penal Code and Section 926000 of the California Education Code who provide law enforcement services on campus and its surrounding community. The UCLA PD patrols the campus 365 days a year while working collaboratively with local, state, and federal criminal agencies to arrest violators, investigate and prevent crime, investigate traffic and bicycle accidents, and apprehend criminal activity.

The Operations Bureau of the UCLA PD consists of general management, patrol, and investigations divisions. The Patrol Division includes the Motor Program, Bicycle Team, Special Events Sergeant, and Field Training Officer Programs. The Investigations Division is inclusive of the Detectives, Threat Management, Property & Evidence, and Crime Analysis/Clery Units.

The Administrative Bureau provides general management direction, Personnel and Training Unit, the Communications Center, and Police Community Services Division. The Community Services Division consists of Emergency Medical Services (EMS), Crime Prevention Unit, and Crime Analysis/Clery Unit.

The Community Services Division is tasked with Public Information and Media Relations, as well as Campus and External Relations.

### Los Angeles Unified School District

Although the California public school system is under the policy direction of the legislature, the California Department of Education relies on local control for the management of school districts. In allocating resources among the schools of the district, school district governing boards and district administrators must not only follow the law but also set the educational priorities for their schools.

### Los Angeles Unified School District Facilities Services Division Strategic Execution Plan

The mission of the Los Angeles Unified School District (LAUSD) Facilities Services Division is to provide safe and healthy learning environments that support educational achievement throughout the LAUSD. The *Facilities Services Division Strategic Execution Plan* (LAUSD, 2020) establishes guiding principles for the Facility Services Division's programs, including sustainable school projects driven by educational objectives and opportunities to increase instructional resources; integration of districtwide goals in the planning, design, and delivery of projects; district facilities that are safe, secure, and efficient to operate; and quality assurance and quality control at all stages of projects, including identification of best practices.

### Los Angeles Public Library Branch Facilities Plan

To guide the construction, maintenance, and operation of libraries within the city, the Los Angeles Public Library (LAPL) Board of Commissioners adopted the *Branch Facilities Plan* in 1988 (LAPL, 1988). The *Branch Facilities Plan* comprises two components. One component sets the size and features of a local branch based upon the population and location it would serve, and the other component is a status list of existing branches and identification of communities that do not have library services. To facilitate and finance the implementation of the *Branch Facilities Plan*, bond measures were approved in 1989 and 1998. With the anticipated completion of the projects listed in the *Branch Facilities Plan* of 1988, the LAPL Board of Commissioners approved a revision to the plan in 2007. The *Branch Facilities Plan* sets the following site selection criteria:

- Branches serving a population with more than 45,000 persons must have a facility of at least 14,500 square feet on a 40,000-square-foot property. Branches serving a population with less than 45,000 persons must have a facility of at least 12,500 square feet on a property of at least 32,500 square feet. Regional branch facilities must not exceed 20,000 square feet per 52,000 square feet of property. When a community reaches a population of 90,000, an additional branch should be considered for the area.
- One-story library buildings with interior layouts must be designed to accommodate the disabled, and have electronic technology, substantial shelving and seating capacities, and a community meeting room.
- Good visibility and street access
- Easily accessible by car, by bus and on foot
- Take into consideration the relative locations of all schools served by the branch
- Take into consideration the relative locations of all neighboring branch libraries

### Los Angeles Public Library Strategic Plan 2015-2020

The LAPL *Strategic Plan 2015-2020* (LAPL, 2015) provides goals, objectives, and key activities highlighting the next steps LAPL will take to provide better access to services, information, and resources to LAPL patrons. The goals and objectives of the plan will guide LAPL in providing services and opportunities and increase existing collections that will cultivate and inspire young readers; nurture student success; champion literacy and lifelong learning; contribute to the city's economic growth; stimulate the imagination; strengthen community connections; and celebrate the city.

### Santa Monica-Malibu Unified School District Facility Improvements Projects Department

The Santa Monica-Malibu Unified School District Facility Improvements Projects Department is responsible for facility planning for the school district. Facility improvements are planned on a campus-by-campus basis. Each campus undergoes a campus assessment process, which reviews potential improvements. The campus assessment process happens in five phases: documentation of current classroom space; identification of possible projects; refinement of projects based on educator, staff, and community input; additional meetings with community and staff; and, finally, allocation of funds and approval of projects to move forward.

## 3.13.2 Methodology

### 3.13.2.1 Operation and Construction

### Public Facilities

Public facilities important to communities in the Project Study Area include schools, libraries, and post offices. For the purposes of evaluating public facilities impacts, the Schools and Other Public Facilities RSA is defined as 0.25 miles on both sides of the proposed alignment and around the stations, parking facilities, maintenance, and storage facilities site options, and traction power substations (TPSS) sites. Analysis of public facilities includes the identification of public and community facilities located within approximately 50 feet of the project alternatives. Public and community facilities were identified from existing sources, including planning documents such as general plans for the jurisdictions through which the proposed alignments pass, and a desktop analysis of aerial maps and satellite imagery.

The Police and Fire RSA is identified as the fire and police service area within the same geographical boundaries as the Project Study Area. Impacts on fire and police services are considered significant if an increase in population or demand would result in inadequate response times, inadequate staffing levels, and/or increased demand for services that would require the construction of new fire and/or police protection facilities or the expansion of existing fire and/or police protection facilities that may have an adverse physical effect on the environment.

### 3.13.2.2 California Environmental Quality Act Threshold of Significance

For the purposes of this EIR, public services impacts are analyzed in accordance with CEQA Guidelines. Impacts are considered significant if the project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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
- Other public facilities

### 3.13.3 Project Measures

Alternative 4 would implement the following project measure related to emergency access.

PM SAF-2 *Metro shall coordinate with the LAFD and LAPD to evaluate the design of Alternative 4 to ensure that emergency access for fire and police protection services is maintained at acceptable levels.*

### 3.13.4 Existing Conditions

#### 3.13.4.1 Fire Services

#### City of Los Angeles Fire Department

The LAFD is the Authority Having Jurisdiction (AHJ) and has primary responsibility for fire and emergency services response within the City of Los Angeles. The LACFD is the AHJ within the VA property. The LAFD has 3,246 uniformed personnel and 353 non-uniformed support staff (LAFD, 2024). The organization is composed of four bureaus, 14 battalions, and 106 fire stations (LAFD, 2022a). A professionally trained staff of 1,018 uniformed firefighters is always on duty at 106 neighborhood fire stations located across the LAFD 469-square-mile jurisdiction (LAFD, 2023a).

The LAFD has a sophisticated mix of apparatus that includes the following (LAFD, 2022a):

- 98 Type I engines
- 93 advanced life support (ALS) ambulances
- 43 basic life support ambulances
- 43 truck/light forces
- 16 brush patrols
- 9 airport units
- 7 helicopters
- 6 urban search and rescue companies
- 6 Type III engines
- 5 fire boats
- 5 mental health therapeutic vans
- 5 dozers/loaders
- 4 hazardous materials squads
- 5 swift water rescue teams
- 4 advanced provider response units
- 4 fast response vehicles
- 4 foam tenders
- 1 sobriety emergency response unit
- 1 heavy rescue

The LAFD services include fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service. The LAFD provides fire protection and emergency services to the City of Los Angeles's population with 499,622 number of incidents in 2022 and 470,274 number of incidents in 2021 (LAFD, 2022a). The LAFD provides

fire services for the RSA. The locations of the fire stations within and near the RSA are listed in Table 3.13-3 and shown on Figure 3.13-4.

**Table 3.13-3. Fire Station Locations**

| Fire Station | Address |
|---|---|
| *City of Los Angeles Fire Department* | |
| Station 88 | 5101 Sepulveda Boulevard, Sherman Oaks, CA 91403 |
| Station 81 | 14355 Arminta Street, Panorama City, CA 91402 |
| Station 37 | 1090 Veteran Avenue, Los Angeles, CA 90024 |
| Station 59 | 11505 Olympic Boulevard, Los Angeles, CA 90064 |
| Station 90 | 7921 Woodley Avenue, Van Nuys, CA 91406 |
| Station 71 | 107 South Beverly Glen Boulevard, Los Angeles, CA 90024 |
| Station 109 | 16500 Mulholland Drive, Los Angeles, CA 90049 |
| Station 92 | 10556 W Pico Boulevard, Los Angeles, CA 90064 |
| Station 39 | 14415 Sylvan Street, Van Nuys, CA 91401 |
| Station 19 | 12229 Sunset Boulevard, Los Angeles, CA 90049 |
| Station 83 | 4960 Balboa Boulevard, Encino, CA 91436 |
| Station 99 | 14145 Mulholland Drive, Sherman Oaks, CA 91423 |
| Station 62 | 11970 Venice Boulevard, Los Angeles, CA 90066 |
| Station 100 | 6751 Louise Avenue, Lake Balboa, CA 91406 |
| Station 102 | 13200 Burbank Boulevard, Sherman Oaks, CA 91401 |
| Station 58 | 1556 South Robertson Boulevard, Los Angeles CA 90035 |
| Station 43 | 3690 Motor Avenue, Los Angeles, CA 90034 |
| Station 78 | 4041 Whitsett Avenue, Studio City CA 91604 |
| Station 108 | 12520 Mulholland Drive, Los Angeles, CA 90210 |
| *City of Santa Monica Fire Department* | |
| Station 1 | 1337 7th Street, Santa Monica, CA 90401 |
| Station 2 | 222 Hollister Avenue, Santa Monica, CA 90405 |
| Station 3 | 1302 19th Street, Santa Monica, CA 90404 |
| Station 4 | 2500 Michigan Avenue, Santa Monica, CA 90404 |
| Station 5 | 2450 Ashland Avenue, Santa Monica, CA 90405 |
| Station 7 | 1100 Pacific Coast Highway, Santa Monica, CA 90403 |
| *City of Beverly Hills Fire Department* | |
| Station 1 | 445 N Rexford Drive, Beverly Hills, CA 90210 |
| Station 2 | 1100 Coldwater Canyon Drive, Beverly Hills, CA 90210 |
| Station 3 | 180 S Doheny Drive, Beverly Hills, CA 90211 |
| *City of Culver City Fire Department* | |
| Station 1 | 9600 Culver Boulevard, Culver City, CA 90232 |
| Station 2 | 11252 Washington Boulevard, Culver City, CA 90230 |

Source: LAFD, 2023b

### Los Angeles County Fire Department

The LAFD would be the primary provider of fire and emergency services within the RSA. While the Los Angeles County Fire Department (LACFD) is the AHJ within the unincorporated areas of Los Angeles County, which includes the VA property, LAFD would service the VA property due to proximity. LAFD Station 37 is located 0.19 mile from the VA, while the nearest LACFD station is located in West Hollywood, 4.5 miles from the VA property. Under the California Disaster and Civil Defense Master

Mutual Aid Agreement (California Governor's Office of Emergency Services, 2003), the City of Los Angeles would provide essential emergency and non-emergency services to the VA under mutual aid.

For the purposes of fire services, the affected area is defined as the RSA. Figure 3.13-1 through Figure 3.13-6 show the locations of the fire stations in and near the RSA. The cities of Santa Monica, Culver City, and Beverly Hills have their own municipal fire departments that provide fire protection services within their respective jurisdictions. Under mutual aid, fire and police stations operating outside the City of Los Angeles and County of Los Angeles would provide essential emergency and non-emergency services to the RSA.

**Figure 3.13-1. No Project Alternative: Fire and Police Station Locations Within and Near the Resource Study Area**


Source: LAFD, 2023a; LAPD, 2021, 2023d; HTA, 2024

**Figure 3.13-2. Alternative 1: Fire and Police Station Locations Within and Near the Resource Study Area**


Source: LAFD, 2023b; LAPD, 2021, 2023b; HTA, 2024

**Figure 3.13-3. Alternative 3: Fire and Police Station Locations Within and Near the Resource Study Area**


Source: LAFD, 2023b; LAPD, 2021, 2023d; HTA, 2024

**Figure 3.13-4. Alternative 4: Fire and Police Station Locations Within and Near the Resource Study Area**


Source: LAFD, 2023b; LAPD, 2021, 2023b; HTA, 2024

**Figure 3.13-5. Alternative 5: Fire and Police Station Locations Within and Near the Resource Study Area**


Source: LAFD, 2023b; LAPD, 2021, 2023b; HTA, 2024

**Figure 3.13-6. Alternative 6: Fire and Police Station Locations Within and Near the Resource Study Area**


Source: LAFD, 2023b; LAPD, 2021, 2023b; HTA, 2024

More than 85 percent of the LAFD's daily emergency responses are related to EMS. The LAFD transports on average more than 500 people every day to local hospitals (LAFD, 2023c). The average operational response time for EMS for LAFD was 7.16 minutes in 2022 (LAFD, 2022b). Critical ALS incidents include the most critical types of incidents. The ALS response team includes two firefighters/paramedics (LAFD, 2023d). The average LAFD operational response time for Critical ALS was 6.14 minutes in 2022 (LAFD,

2022b). Structure fire incidents are incident types indicating that a building or structure is reported to be actively burning (LAFD, 2023c). The average LAFD operational response time for structure fire incidents was 5.25 minutes in 2022 (LAFD, 2022b). The average LAFD operational response time for Non-EMS was 6.58 minutes in 2022 (LAFD, 2022b). Table 3.13-4 lists the average LAFD operation response times for the stations in the RSA.

**Table 3.13-4. Average Operational Response Time Per Station**

| Fire Station | EMS | Non-EMS | Critical ALS | Structure Fire |
|---|---|---|---|---|
| Station 19 | 8 min 48 sec | 8 min 22 sec | 7 min 14 sec | 7 min 0 sec |
| Station 37 | 7 min 14 sec | 6 min 32 sec | 6 min 4 sec | 5 min 24 sec |
| Station 39 | 7 min 17 sec | 7 min 0 sec | 6 min 10 sec | 5 min 14 sec |
| Station 58 | 7 min 16 sec | 7 min 7 sec | 6 min 5 sec | 5 min 17 sec |
| Station 59 | 7 min 5 sec | 6 min 31 sec | 6 min 7 sec | 5 min 29 sec |
| Station 62 | 7 min 26 sec | 7 min 20 sec | 6 min 17 sec | 6 min 25 sec |
| Station 71 | 7 min 27 sec | 8 min 4 sec | 6 min 26 sec | 8 min 4 sec |
| Station 78 | 7 min 11 sec | 7 min 16 sec | 6 min 8 sec | 6 min 29 sec |
| Station 81 | 7 min 30 sec | 7 min 17 sec | 6 min 22 sec | 5 min 29 sec |
| Station 83 | 7 min 2 sec | 7 min 1 sec | 6 min 1 sec | 5 min 7 sec |
| Station 88 | 6 min 32 sec | 6 min 28 sec | 6 min 8 sec | 5 min 17 sec |
| Station 90 | 7 min 26 sec | 7 min 13 sec | 6 min 28 sec | 6 min 16 sec |
| Station 92 | 8 min 2 sec | 7 min 2 sec | 6 min 31 sec | 5 min 9 sec |
| Station 99 | 7 min 24 sec | 8 min 4 sec | 6 min 32 sec | 6 min 35 sec |
| Station 100 | 6 min 35 sec | 6 min 20 sec | 6 min 2 sec | 5 min 29 sec |
| Station 102 | 6 min 30 sec | 6 min 26 sec | 5 min 31 sec | 5 min 4 sec |
| Station 108 | 9 min 24 sec | 9 min 10 sec | 8 min 35 sec | 11 min 6 sec |
| Station 109 | 9 min 14 sec | 9 min 10 sec | 8 min 4 sec | 9 min 4 sec |

Source: LAFD, 2023b, 2023e, 2023f, 2023g, 2023h, 2023i, 2023j, 2023k, 2023l, 2023m, 2023n, 2023o, 2023p, 2023q, 2023r, 2023s, 2023t, 2023u

ALS = advanced life support
EMS = emergency medical services
min = minutes
sec = seconds

### 3.13.4.2 Police Services

#### Federal Protective Services

The FPS is a federal law enforcement agency that provides security and law enforcement to federally owned and leased facilities. The Los Angeles Federal Bureau of Investigation (FBI) field office is located at 11000 Wilshire Boulevard, Los Angeles, CA 90024.

The FBI field offices investigate domestic terrorism, cyber-crime, civil rights, organized crime and drugs, violent crimes, and major offenders by working collaboratively with other federal, state, and local law enforcement and intelligence agencies.

#### Los Angeles County Sheriff's Department

The LASD is a law enforcement agency that serves Los Angeles County. The LASD West Hollywood Station patrols the unincorporated areas of Los Angeles County including the VA complex west of I-405, in the RSA. The LASD holds jurisdictional responsibilities over 4,084 square miles and to over 10 million Los Angeles area residents. LASD provides general law enforcement and security-related services to 42

contract cities, 140 unincorporated communities, 38 superior courts, 10 community colleges, and county parks (LASD, 2014). The LASD provides protection services within portions of the RSA.

The LASD is part of a three department law enforcement provider team, with LAPD and Long Beach Police Department. Metro contracts with the LASD to provide law enforcement for all Metro transit systems and property outside the City of Los Angeles and City of Long Beach. LASD security personnel and deputies patrol the transit system routes and stations. LASD is responsible for general law enforcement for the passengers and property of the Metro rail lines and buses operated by Metro. LASD is responsible for all crimes or incidents occurring on originating, or continuing from trains, passenger stations, facilities, property, or Metro owned and operated vehicle parking areas of the Metro transit system. In addition to providing patrol and investigative services, the LASD offers a broad range of support services, including Neighborhood Watch coordination, community education programs, drug prevention education for school children, and homeland security. A key crime-prevention program run by the LASD is the Community/Law Enforcement Partnership Program. As part of this program, LASD helps communities mobilize and organize against gangs, drugs, and violence by working through schools, community-based organizations, local businesses, churches, residents, and local governments.

### Los Angeles Police Department

The LAPD provides police protection services within the 468-square-mile jurisdictional boundaries of the City of Los Angeles (LAPD, 2021). The LAPD is divided into four bureaus: Central, South, Valley, and West. The Valley Bureau contains seven community police stations: Devonshire, Foothill, Mission, North Hollywood, Topanga, Van Nuys, and West Valley. The West Bureau contains five community police stations: Hollywood, Olympic, Pacific, West Los Angeles, and Wilshire (LAPD, 2023a).

The LAPD's Valley Bureau and the West Bureau are both located within the RSA. Table 3.13-5 and Figure 3.13-1 through Figure 3.13-6 identify the police stations that would serve the RSA.

The Van Nuys Community Police Station provides police services to the Sherman Oaks and Van Nuys neighborhoods, which is 30 square miles with over 325,000 residents and is under the jurisdiction of the Valley Bureau (LAPD, 2023b).

West Los Angeles officers protect and serve people within the station's boundaries of 65.14 square miles and 748 street miles, bordering the Cities of Beverly Hills, Culver City, and Santa Monica, Los Angeles County, and the Pacific Ocean. West Los Angeles is under the jurisdiction of the West Bureau. In comparison to the other 17 community police stations, West Los Angeles is responsible for the largest number of square miles (LAPD, 2023b). The West Los Angeles Community Police Station provides service to a diverse residential population that exceeds 228,000 people. Throughout the day, the business and residential populations swell to approximately 500,000 people (LAPD, 2023b). The increase is due to those who either pursue knowledge and skills training at educational and professional institutes — including UCLA — and those who work or visit the neighborhoods of West Los Angeles and Santa Monica.

The LAPD traditionally has used crime trends, per-capita approach, minimum-manning levels, authorized/budgeted levels, and least commonly, workload-based models to make staffing decisions (LAPD, 2023b). LAPD is currently staffed with 9,100 sworn personnel. However, 10,000 sworn personnel are approved, and the LAPD is currently hiring and recruiting to restore the LAPD to 9,500 sworn personnel (LAPD, 2023b). Table 3.13-5 shows the LAPD staffing levels of sworn officers at the Van Nuys Community Station and the West Los Angeles Community Station.

**Table 3.13-5. Police Staffing Levels**

| Police Station | Captain | Lieutenant | Sergeant | Detective | Police Officer | Total Sworn Officers |
|---|---|---|---|---|---|---|
| Van Nuys Community Station | 2 | 5 | 30 | 33 | 155 | 225 |
| West Los Angeles Community Station | 2 | 5 | 24 | 24 | 181 | 236 |

Source: LAPD, 2023b, 2023e

In 2022, the LAPD received 828,411 calls for service, a decrease of 7.5 percent compared to 2021, which had a total of 895,757 calls. In addition, in 2022, the LAPD made 331,139 stops, which was a decrease of 22.9 percent compared to 2021 of 429,348 stops (LAPD, 2023c). The crime rate, which represents the number of crimes reported, affects the "needs" projection for staff and equipment for the LAPD. Generally, it is logical to anticipate that the crime rate in a given area will increase as the level of activity or population, along with the opportunities for crime, increases. However, because several other factors also contribute to the resultant crime rate, such as police presence, crime-prevention measures, and ongoing legislation/funding, the potential for increased crime rates is not necessarily directly proportional to an increase in land use activity.

In addition to crime rates, the LAPD's operational statistics are also analyzed in terms of response time. Table 3.13-6 identifies the LAPD's response time for emergency to non-emergency calls. Response time is the amount of time from when a call requesting assistance is made until the time that a police unit arrives at the scene. Calls for police assistance are prioritized based on the nature of the call. Unlike fire protection services, police units are often in a mobile state; hence, the actual distance between a headquarters facility and the RSA is often of little relevance. Instead, the number of officers on the street is more directly related to the realized response time.

**Table 3.13-6. Los Angeles Police Department Response Times**

| Name | Emergency Code 3 | Urgent/Emergency Code 2 | Non-Emergency Non-Coded |
|---|---|---|---|
| *Station Response Time* | | | |
| Van Nuys Community Station | 5 min 30 sec | 19 min 54 sec | 53 min 0 sec |
| West Los Angeles Community Station | 7 min 36 sec | 23 min 36 sec | 51 min 36 sec |
| *Bureau Response Time* | | | |
| Valley Bureau | 6 min 36 sec | 21 min 42 sec | 50 min 42 sec |
| West Bureau | 6 min 6 sec | 23 min 6 sec | 56 min 18 sec |
| *City Response Time* | | | |
| City of Los Angeles | 6 min 30 sec | 24 min 12 sec | 57 min 12 sec |

Source: LAPD, 2023b

Metro has contracted the LAPD Transit Services Division to provide policing services on the Metro within the City of Los Angeles. In addition, the Santa Monica Police Department (SMPD) Professional Services Division is also available to provide police services for special events and activities, such as at the Getty Museum located at 1200 Getty Center Drive, Los Angeles, CA 90049, and at the Skirball Cultural Center located at 2701 North Sepulveda Boulevard, Los Angeles, CA 90049 (SMPD, 2023).

### California Highway Patrol

The RSA is within the CHP West Los Angeles Area. The CHP provides road and highway traffic law enforcement throughout the state. The CHP West Los Angeles Area Station is at 6300 Bristol Parkway Culver City, CA 90230 and houses 102 uniformed and 10 civilian employees in concert with agency partners to provide traffic law enforcement and address traffic safety concerns, while promoting

educational programs along I-405, I-10, and US-101. The West Valley Area office is located at 5825 De Soto Avenue Woodland Hills, CA 91367 and has a patrol area of approximately 400 square miles that includes portions of the City of Los Angeles and San Fernando Valley. The West Los Angeles Area Station CHP is composed of 102 uniformed and 10 civilian employees (CHP, 2023a, 2023b).

### Veterans Affairs

The VAPD oversees the West Los Angeles Medical Center, Downtown Los Angeles Outpatient Patient Clinic, Sepulveda Medical Center, and outer Community-Based Outpatient Clinics and is at 11301 Wilshire Boulevard, Building 236, West Los Angeles, CA 90073. VAPD officers enforce federal laws on department properties and make arrests on warrants.

### UCLA Police Department

The UCLA PD located at 601 Westwood Plaza, Los Angeles, CA 90095, is dedicated to providing a safe and secure environment for teaching, research, and public service. With 66 sworn officers, 41 professional staff, 15 security services, and 5 public-safety aids, the department is linked to city, state, and federal criminal justice agencies to prevent and apprehend criminal suspects. The UCLA PD patrols, responds to calls for services, investigation, education, and implementation of preventive strategies.

The Police Community Services Division within the UCLA PD consists of EMS that is staffed by employees who respond to and provide life support EMS. The Community Services Division also has the responsibilities of public information, media relations, and campus/external relations.

### Santa Monica Police Department

While the City of Santa Monica exists within the RSA, the Project would be outside of the Santa Monica city boundaries and would therefore rely on services primarily from the LAPD and UCLA PD. The SMPD provides its services through 401 employees and an annual budget of $100.6 million (Fiscal Year 2022 through 2023) (City of Santa Monica, 2022). One deputy police chief, four lieutenants, one senior administrative analyst, and one executive assistant report directly to the police chief.

## 3.13.4.3 Educational Facilities

The LAUSD and the Santa Monica-Malibu Unified School District (SMMUSD) are the school districts that provide educational services in the Project Study Area.

### City of Los Angeles

LAUSD operates 1,021 school sites and provides services to over 600,000 students. LAUSD school facilities are grouped by Local Districts that service various Communities of Schools. Within the Project Study Area, LAUSD operates 44 elementary schools, 11 middle schools, 8 high schools, and 3 span schools (grades 6 to 12). In addition to LAUSD facilities, there are 22 public preschools, 1 university (UCLA), and 6 other school types (continuation, K-12, or alternative school of choice).

The LAUSD educational facilities that service the Project Study Area are noted in Table 3.13-7. The education level, community served, the numbers of students and teachers, and presence of each facility in the project alternatives' RSAs are also described in Table 3.13-7. The locations of these education facilities are shown on Figure 3.13-7 through Figure 3.13-17.

**Table 3.13-7. City of Los Angeles Educational Facilities Serving the Project Study Area**

| Name | Community Served | School Level | Population (Students + Faculty) | Inside Alt 1 RSA? | Inside Alt 3 RSA? | Inside Alt 4 RSA? | Inside Alt 5 RSA? | Inside Alt 6 RSA? |
|---|---|---|---|---|---|---|---|---|
| *Public Elementary and Secondary Schools* | | | | | | | | |
| Ararat Charter | Van Nuys | Elementary | 353 | - | - | - | - | Yes |
| Bassett Street Elementary | Lake Balboa | Elementary | 639 | Yes | Yes | - | - | - |
| Brockton Avenue Elementary | Los Angeles | Elementary | 214 | - | - | - | - | Yes |
| Cal Burke High | Panorama City | High | 157 | Yes | Yes | Yes | Yes | - |
| Champs - Charter High School of Arts-Multimedia & Performing | Van Nuys | High | 621 | - | - | - | - | Yes |
| Citizens of The World Charter School Mar Vista | Los Angeles | Elementary | 633 | Yes | Yes | - | - | - |
| Clover Avenue Elementary | Los Angeles | Elementary | 507 | - | - | Yes | Yes | - |
| Cohasset Street Elementary | Lake Balboa | Elementary | 497 | Yes | Yes | - | - | - |
| Columbus Avenue | Van Nuys | Elementary | 446 | - | - | Yes | Yes | - |
| Daniel Webster Middle | Los Angeles | Middle | 470 | Yes | Yes | Yes | Yes | - |
| Girls Athletic Leadership School Los Angeles | Panorama City | Middle | 242 | Yes | Yes | Yes | Yes | Yes |
| Hesby Oaks Leadership Charter | Encino | K - 8 | 554 | Yes | Yes | - | - | - |
| High Tech LA Middle | Van Nuys | Middle | 220 | - | - | - | - | Yes |
| Ivy Bound Academy of Math Science and Technology Charter Middle | Sherman Oaks | Middle | 175 | Yes | Yes | Yes | Yes | - |
| Magnolia Science Academy 4 | Los Angeles | 6 - 12 | 108 | Yes | Yes | Yes | Yes | - |
| New West Charter | Los Angeles | 6 - 12 | 1,086 | - | - | - | - | Yes |
| Nora Sterry Elementary | Los Angeles | Elementary | 249 | Yes | Yes | Yes | Yes | Yes |
| Panorama High | Panorama City | High | 1,432 | Yes | Yes | Yes | Yes | Yes |
| Richland Avenue Elementary | Los Angeles | Elementary | 317 | Yes | Yes | - | - | - |
| Roscomare Road Elementary | Los Angeles | Elementary | 447 | - | - | Yes | Yes | - |
| Sherman Oaks Elementary Charter | Sherman Oaks | Elementary | 686 | - | - | - | - | Yes |
| Sylvan Park Elementary | Van Nuys | Elementary | 767 | - | - | Yes | Yes | - |
| University High School Charter | Los Angeles | High | 1,552 | - | - | - | - | Yes |
| Valerio Street Elementary | Van Nuys | Elementary | 795 | - | - | Yes | Yes | - |
| Valley Charter Middle | Van Nuys | Middle | 301 | - | - | - | - | Yes |
| Van Nuys Elementary | Van Nuys | Elementary | 522 | - | - | - | - | Yes |
| Van Nuys Middle | Van Nuys | Middle | 988 | - | - | - | - | Yes |

| Name | Community Served | School Level | Population (Students + Faculty) | Inside Alt 1 RSA? | Inside Alt 3 RSA? | Inside Alt 4 RSA? | Inside Alt 5 RSA? | Inside Alt 6 RSA? |
|---|---|---|---|---|---|---|---|---|
| *Private Elementary/Secondary Schools* | | | | | | | | |
| Brawerman West Elementary of Wilshire Boulevard Temple | Los Angeles | Elementary | 306 | - | - | - | - | Yes |
| Children's Community School | Van Nuys | Elementary | 133 | - | - | - | - | Yes |
| Curtis School | Los Angeles | K - 6 | 545 | Yes | Yes | - | - | - |
| Emek Hebrew Academy Teichman Family Torah Center | Sherman Oaks | K - 8 | 674 | Yes | Yes | Yes | Yes | - |
| Fusion Academy - Los Angeles | Los Angeles | 6 - 12 | 135 | Yes | Yes | Yes | Yes | Yes |
| Geffen Academy at UCLA | Los Angeles | 6 - 12 | 775 | Yes | Yes | Yes | Yes | Yes |
| John Thomas Dye School | Los Angeles | Elementary | 383 | - | Yes | - | - | - |
| Marymount High School Los Angeles | Los Angeles | High | 446 | Yes | Yes | Yes | Yes | Yes |
| Milken Community Schools | Los Angeles | 6 - 12 | 633 | Yes | Yes | - | - | - |
| New Horizon School Westside | Los Angeles | Elementary | 69 | Yes | Yes | Yes | Yes | - |
| North Hills Prep | Van Nuys | K - 12 | 78 | Yes | Yes | Yes | Yes | - |
| St Cyril of Jerusalem School | Encino | Elementary | 271 | Yes | Yes | Yes | Yes | - |
| St Sebastian School | Los Angeles | Elementary | 144 | - | - | - | - | Yes |
| St Elisabeth School | Van Nuys | K - 8 | 240 | - | - | - | - | Yes |
| UCLA Lab School | Los Angeles | PreK - 6 | 500 | Yes | Yes | Yes | Yes | Yes |
| Valley School | Van Nuys | Elementary | 256 | Yes | Yes | - | - | - |
| Wildwood School | Los Angeles | K - 12 | 800 | - | - | - | - | Yes |
| Wise School | Los Angeles | Elementary | 373 | Yes | Yes | Yes | Yes | - |
| *Universities* | | | | | | | | |
| American Jewish University | Los Angeles | Private Religious University | 267 | Yes | Yes | Yes | Yes | - |
| Marian Health Careers Center - Van Nuys Campus | Van Nuys | Professional/ Vocational School | 100 | Yes | Yes | Yes | Yes | - |
| Mount Saint Mary's University | Los Angeles | Private University | 3,458 | Yes | - | - | - | - |
| University of California, Los Angeles | Los Angeles | Public University | 69,845 | Yes | Yes | Yes | Yes | Yes |
| *Early Education/Preschools* | | | | | | | | |
| Barefoot Preschool | Los Angeles | Preschool | 20 | - | - | - | - | Yes |
| Beginnings Learning Center Van Nuys, Inc | Van Nuys | Preschool | 90 | - | - | - | - | Yes |
| Beverly Glen Playgroup, Inc. | Los Angeles | Preschool | 24 | - | - | - | - | Yes |
| CCRC Head Start - Cohasset Elementary School | Van Nuys | Preschool | 20 | Yes | Yes | - | - | - |

| Name | Community Served | School Level | Population (Students + Faculty) | Inside Alt 1 RSA? | Inside Alt 3 RSA? | Inside Alt 4 RSA? | Inside Alt 5 RSA? | Inside Alt 6 RSA? |
|---|---|---|---|---|---|---|---|---|
| Church of The Valley Developmental Preschool | Van Nuys | Preschool | 49 | - | - | - | - | Yes |
| Circle Dk at Village Church | Los Angeles | Preschool | 20 | Yes | - | - | - | - |
| Clover STAR | Los Angeles | Preschool | 120 | - | - | Yes | Yes | - |
| Fernald Child Care Center | Los Angeles | Preschool | 36 | Yes | Yes | Yes | Yes | Yes |
| Happy Preschool Land | Van Nuys | Preschool | 10 | Yes | Yes | - | - | - |
| Hrashq Preschool | Van Nuys | Preschool | 53 | - | - | - | - | Yes |
| Leo Baeck Temple Early Childhood Center | Los Angeles | Preschool | 45 | Yes | Yes | - | - | - |
| Little Village Nursery School, Inc | Los Angeles | Preschool | 40 | - | - | - | - | Yes |
| Magical Years Children's Academy | Van Nuys | Preschool | 50 | Yes | Yes | - | - | - |
| Maple Tree Academy West Los Angeles Preschool | Los Angeles | Preschool | 80 | - | - | Yes | Yes | - |
| Nurtury | Sherman Oaks | Preschool | 38 | - | - | - | - | Yes |
| Roscomare - STAR | Los Angeles | Preschool | 60 | - | - | Yes | Yes | - |
| Salvation Army Bessie Pregerson Childcare | Los Angeles | Preschool | 60 | Yes | Yes | Yes | Yes | Yes |
| Samuel Goldwyn Foundation Children's Center | Los Angeles | Preschool | 90 | Yes | Yes | Yes | Yes | - |
| Saticoy Village CCC / LA CCC | Van Nuys | Preschool | 26 | Yes | Yes | Yes | Yes | Yes |
| Sherman Oaks Lutheran Children's Center | Sherman Oaks | Preschool | 78 | - | - | - | - | Yes |
| Sherman Oaks Nursery School | Sherman Oaks | Preschool | 72 | - | - | - | - | Yes |
| Sherman Oaks Presbyterian Nursery School | Sherman Oaks | Preschool | 83 | Yes | Yes | Yes | Yes | - |
| Sopa - Kids Center | Sherman Oaks | Preschool | 150 | - | - | - | - | Yes |
| St. Cyril of Jerusalem School Early Childhood Center | Encino | Preschool | 42 | Yes | Yes | Yes | Yes | - |
| St. Sebastian Pre - K | Los Angeles | Preschool | 60 | - | - | - | - | Yes |
| Stephen S. Wise Temple Pre - School | Los Angeles | Preschool | 298 | - | - | Yes | Yes | - |
| Stratford Schools - West LA | Los Angeles | Preschool | 120 | - | - | - | - | Yes |
| Sunflower Montessori School | Van Nuys | Preschool | 57 | Yes | Yes | Yes | Yes | - |
| Sylvan Park Early Education Center | Van Nuys | Preschool | 166 | - | - | Yes | Yes | - |
| Temple B'Nai Hayim Nursery School | Sherman Oaks | Preschool | 42 | - | - | - | - | Yes |
| UCLA Early Care and Education | Los Angeles | Preschool | 122 | - | Yes | - | - | - |
| UCLA Intervention, Progress, Development, Handicapped Infant and Child | Los Angeles | Preschool | 26 | Yes | Yes | Yes | Yes | Yes |
| UCLA Westwood Child Care Center | Los Angeles | Preschool | 158 | Yes | Yes | Yes | Yes | Yes |
| Valerio Elementary CSPP | Van Nuys | Preschool | 23 | - | - | Yes | Yes | - |
| Valley School of Individual Training | Van Nuys | Preschool | 101 | Yes | Yes | - | - | - |

| Name | Community Served | School Level | Population (Students + Faculty) | Inside Alt 1 RSA? | Inside Alt 3 RSA? | Inside Alt 4 RSA? | Inside Alt 5 RSA? | Inside Alt 6 RSA? |
|---|---|---|---|---|---|---|---|---|
| Van Nuys Christian Preschool | Van Nuys | Preschool | 60 | - | - | - | - | Yes |
| Van Nuys Early Education Center (Infant) | Van Nuys | Preschool | 12 | - | - | - | - | Yes |
| West Los Angeles Methodist Pre - School | Los Angeles | Preschool | 30 | Yes | Yes | - | - | Yes |
| Westwood Hills Preschool | Los Angeles | Preschool | 77 | - | - | Yes | Yes | - |
| Westwood Presbyterian Church | Los Angeles | Preschool | 80 | Yes | Yes | Yes | Yes | Yes |
| Wilshire Boulevard Temple | Los Angeles | Preschool | 205 | - | - | - | - | Yes |
| Wonder Years Pre - School | Los Angeles | Preschool | 57 | Yes | Yes | Yes | Yes | - |
| World Speak Language Center | Los Angeles | Preschool | 22 | - | - | Yes | Yes | - |
| YMCA of Metro LA / Mid Valley Preschool | Van Nuys | Preschool | 45 | - | - | | | Yes |

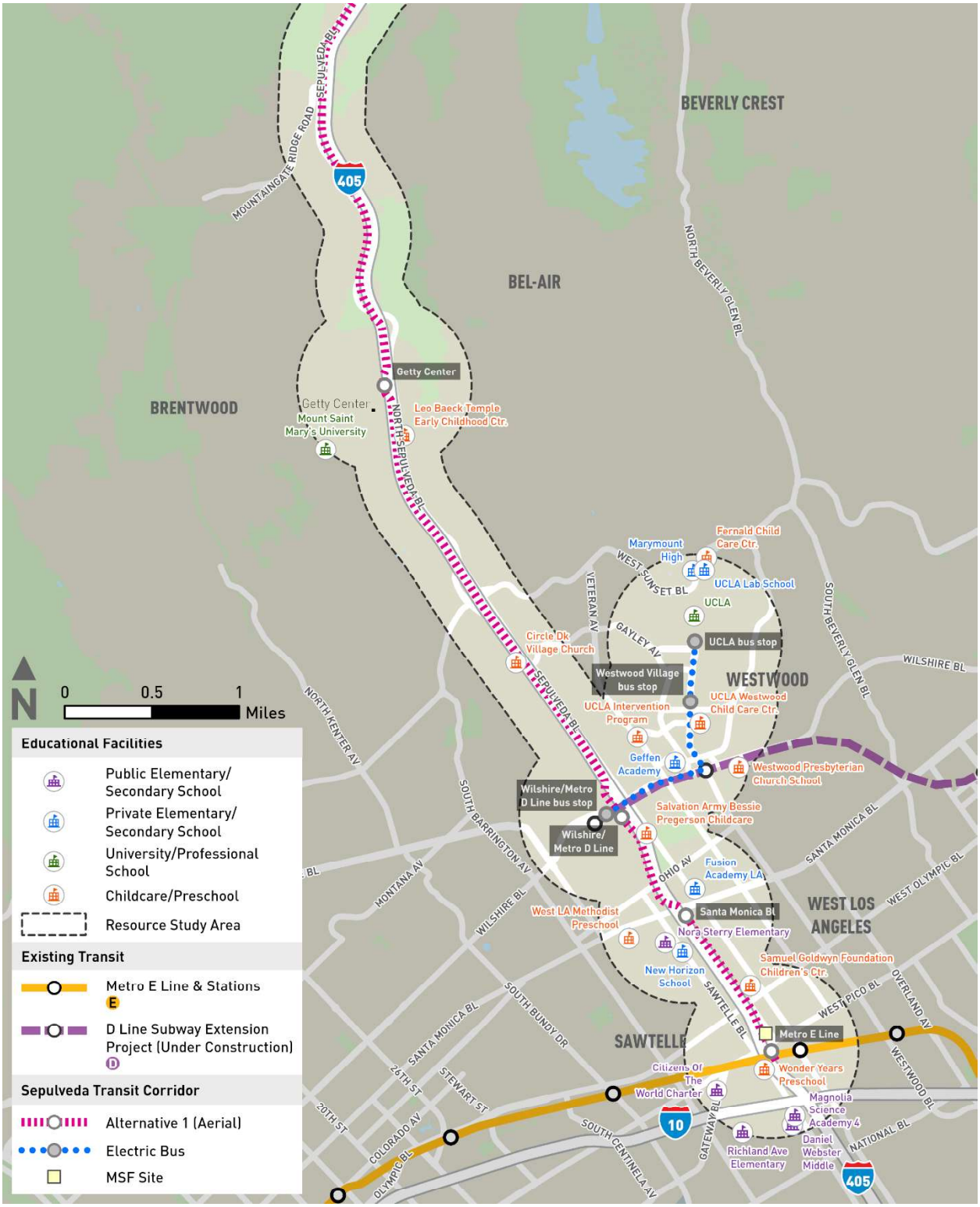
Source: HTA, 2024

CCC = California Children's Academy
CCRC = Child Care Resource Center
CSPP = California State Preschool Program
Inc = Incorporated
K = Kindergarten
LA = Los Angeles
RSA = Resource Study Area
St = Saint
YMCA = Young Men's Christian Association

**Figure 3.13-7. Education Facilities in the Project Study Area**


Source: HTA, 2024

**Figure 3.13-8. Alternative 1: Education Facilities Located in the Resource Study Area, Map 1 of 2**

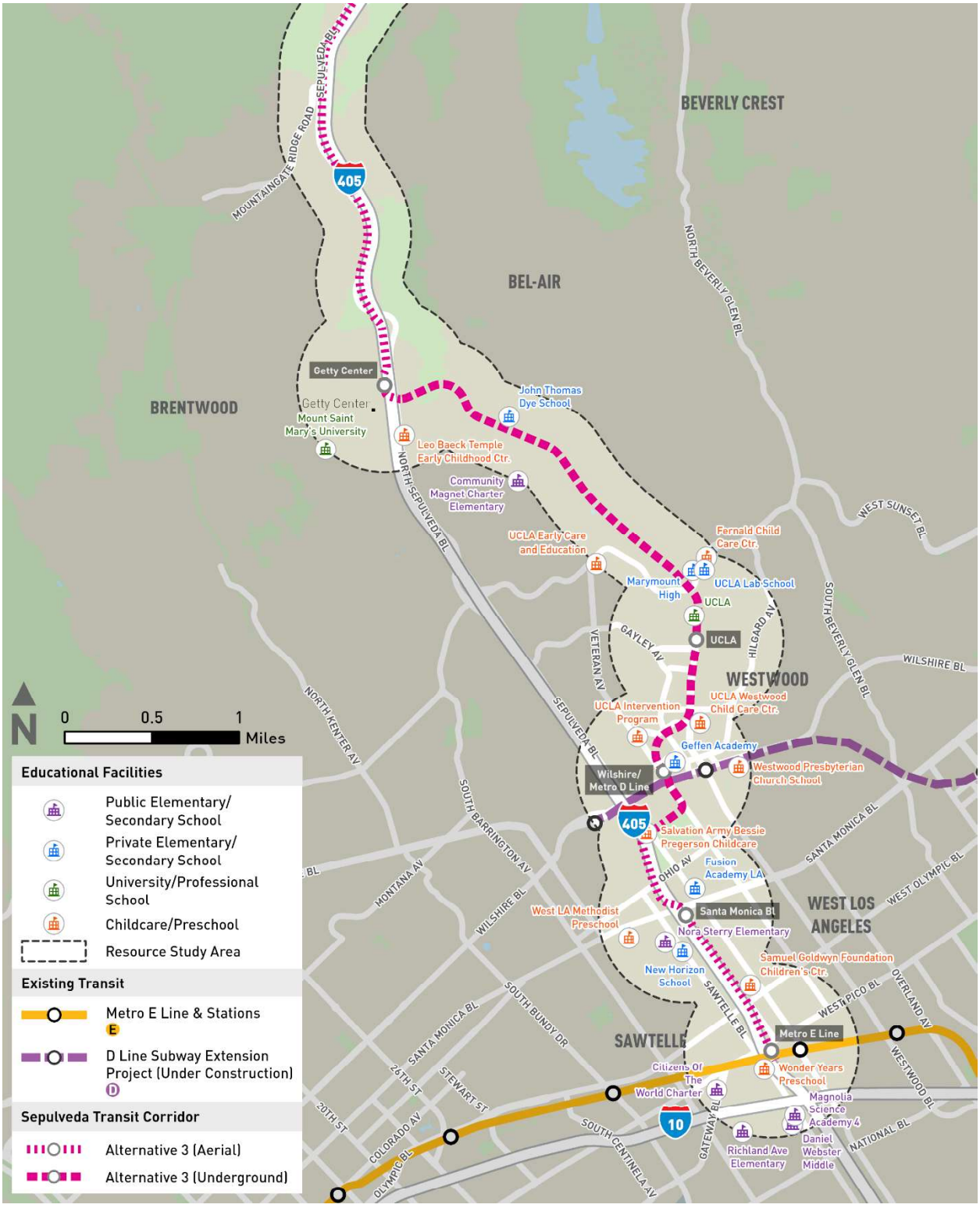



Source: HTA, 2024

**Figure 3.13-9. Alternative 1: Education Facilities Located in the Resource Study Area, Map 2 of 2**


Source: HTA, 2024

**Figure 3.13-10. Alternative 3: Education Facilities Located in the Resource Study Area, Map 1 of 2**




Source: HTA, 2024

**Figure 3.13-11. Alternative 3: Education Facilities Located in the Resource Study Area, Map 2 of 2**


Source: HTA, 2024

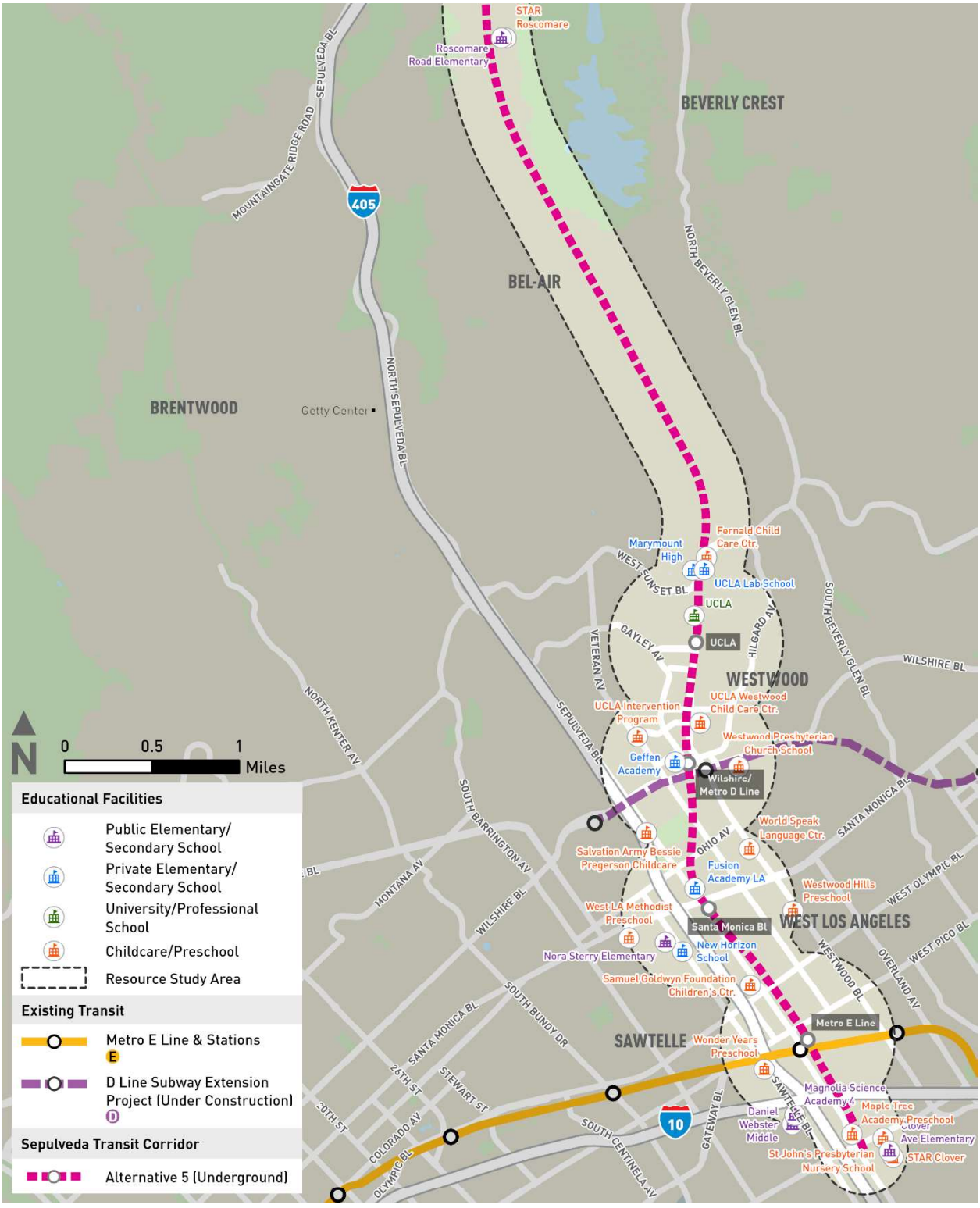
**Figure 3.13-12. Alternative 4: Education Facilities Located in the Resource Study Area, Map 1 of 2**


Source: HTA, 2024

**Figure 3.13-13. Alternative 4: Education Facilities Located in the Resource Study Area, Map 2 of 2**


Source: HTA, 2024

**Figure 3.13-14. Alternative 5: Education Facilities Located in the Resource Study Area, Map 1 of 2**

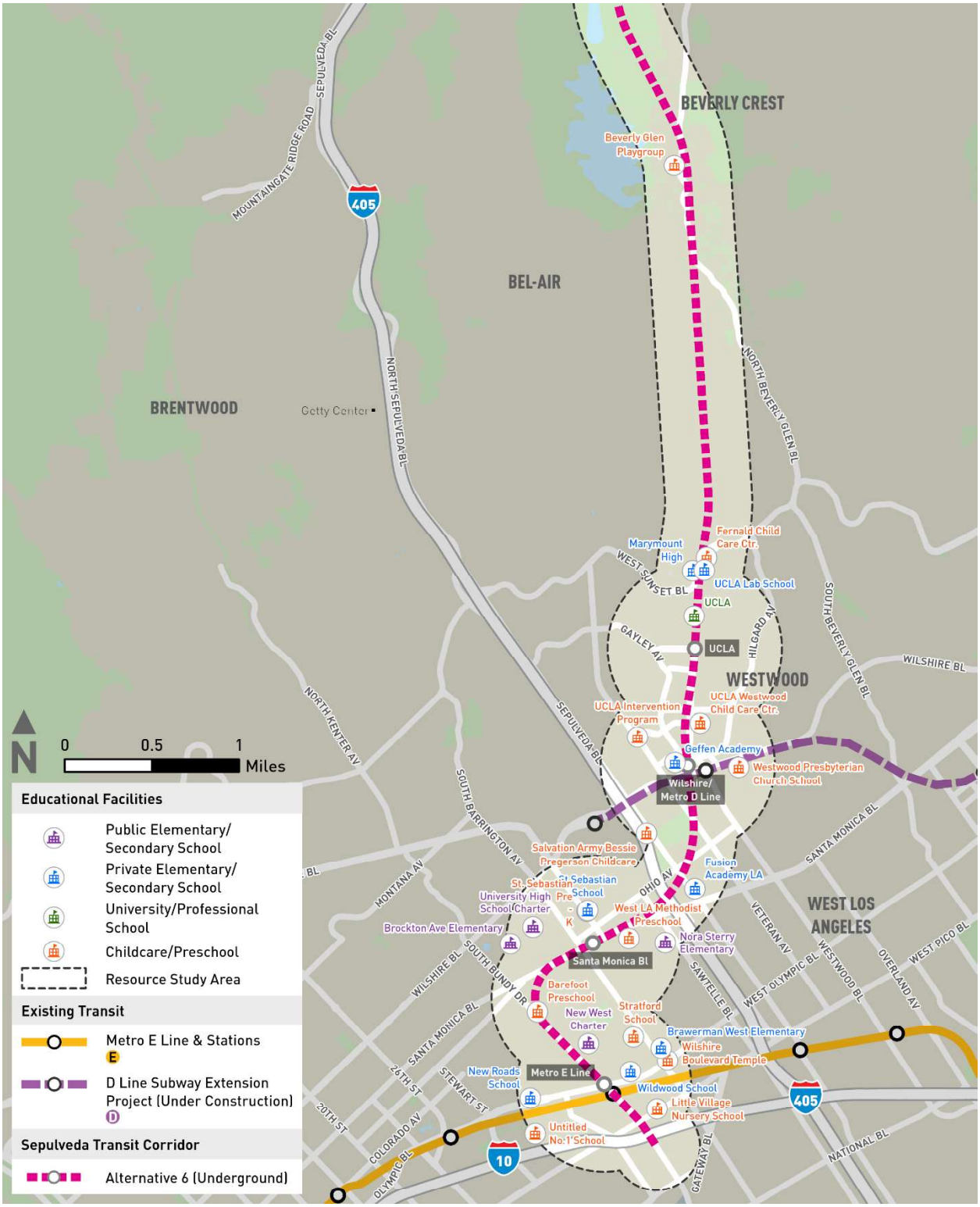



Source: HTA, 2024

**Figure 3.13-15. Alternative 5: Education Facilities Located in the Resource Study Area, Map 2 of 2**


Source: HTA, 2024

**Figure 3.13-16. Alternative 6: Education Facilities Located in the Resource Study Area, Map 1 of 2**




Source: HTA, 2024

**Figure 3.13-17. Alternative 6: Education Facilities Located in the Resource Study Area, Map 2 of 2**


Source: HTA, 2024

### City of Santa Monica

SMMUSD operates 16 school sites and provides services to more than 10,000 students. Four SMMUSD-operated educational facilities are located within the Project Study Area, all of which are middle schools. In addition to SMMUSD facilities, there is one preschool facility located within the Study Area. Table 3.13-8 lists the SMMUSD educational facilities that service the Study Area. The locations of these educational facilities are shown on Figure 3.13-7.

**Table 3.13-8. City of Santa Monica Educational Facilities Serving the Study Area**

| School | Study Area Communities Served |
|---|---|
| *Preschool* | |
| Connections for Children, 2701 Ocean Park Boulevard | Santa Monica |
| *Elementary* | |
| Edison Elementary, 2402 Virginia Avenue | Santa Monica |
| Franklin Elementary, 2400 Montana Avenue | Santa Monica |
| Grant Elementary, 2368 Pearl Street | Santa Monica |
| McKinley Elementary, 2401 Santa Monica Boulevard | Santa Monica |

Source: City of Santa Monica, 2020

### 3.13.4.4 Other Public Facilities

The LAPL provides library services to residents living in the City of Los Angeles, eight of which are located in the Study Area. The Santa Monica Public Library provides library services to the City of Santa Monica, two of which are located in the Project Study Area. Library services for the Project Study Area are provided by the library locations noted in Table 3.13-9. Figure 3.13-18 presents the locations of these other public facilities in the Project Study Area, and Figure 3.13-19 presents the locations of these public facilities relative to each project alternative.

**Table 3.13-9. Other Public Facilities Serving the Study Area**

| Public Facility | Communities Served | Within Alt 1 RSA | Within Alt 3 RSA | Within Alt 4 RSA | Within Alt 5 RSA | Within Alt 6 RSA |
|---|---|---|---|---|---|---|
| *Los Angeles Libraries* | | | | | | |
| Donald Bruce Kaufman Branch<br>11820 San Vicente Boulevard | Brentwood | - | - | - | - | - |
| Mid-Valley Regional Branch<br>16244 Nordhoff Street | North Hills, Panorama City | - | - | - | - | - |
| Palms-Rancho Park Branch<br>2920 Overland Avenue | Palms | - | - | - | - | - |
| Panorama City Branch<br>14345 Roscoe Boulevard | Panorama City | - | - | - | - | - |
| Sherman Oaks Martin Pollard Branch<br>14245 Moorpark Street | Sherman Oaks | - | - | - | - | Yes |
| Van Nuys Branch<br>6250 Sylmar Avenue | Van Nuys | - | - | - | - | Yes |
| West Los Angeles Regional Branch<br>11360 Santa Monica Boulevard | West Los Angeles | Yes | Yes | Yes | Yes | Yes |
| Westwood Branch<br>1246 Glendon Avenue | Westwood | Yes | Yes | Yes | Yes | Yes |

| Public Facility | Communities Served | Within Alt 1 RSA | Within Alt 3 RSA | Within Alt 4 RSA | Within Alt 5 RSA | Within Alt 6 RSA |
|---|---|---|---|---|---|---|
| *City of Santa Monica Libraries* | | | | | | |
| Fairview Branch<br>2101 Ocean Park Boulevard | Santa Monica | - | - | - | - | - |
| Pico Branch<br>2201 Pico Boulevard | Santa Monica | - | - | - | - | - |
| *Post Offices* | | | | | | |
| Barrington Post Office | Los Angeles | Yes | - | - | - | - |
| Rancho Park Station Post Office | West Los Angeles | Yes | Yes | Yes | Yes | - |
| Van Nuys Post Office | Van Nuys | Yes | Yes | - | - | - |
| Village Station Post Office | Los Angeles | Yes | Yes | Yes | Yes | Yes |
| West Los Angeles Finance Station | West Los Angeles | Yes | Yes | - | - | - |
| Westside Pavilion Post Store | Los Angeles | - | - | - | - | - |
| University of California, Los Angeles Post Office | UCLA | Yes | Yes | Yes | Yes | Yes |
| Panorama City Post Office | Panorama City | - | - | - | - | - |
| Sherman Oaks Post Office | Sherman Oaks | - | - | - | - | - |
| Civic Center Station Van Nuys Post Office | Los Angeles | - | - | - | - | Yes |

Source: City of Santa Monica, 2020; County of Los Angeles; City of LA Geohub, 2022 https://geohub.lacity.org/datasets/lacounty:post-offices/explore.

RSA = Resource Study Area

**Figure 3.13-18. Other Public Facilities in the Project Study Area**


Source: HTA, 2024

**Figure 3.13-19. Other Public Facilities in the Project Study Area and Alternative Resource Study Areas**

## Project Study Area


## Alternative 1


## Alternative 3


## Alternative 4


## Alternative 5


## Alternative 6

## 3.13.5 Environmental Impacts

### 3.13.5.1 Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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?

**Project Alternatives**

***No Project Alternative***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational Impacts*

Under the No Project Alterative, the only transit improvement in the Project Study Area that is reasonably foreseeable is the rerouting of the existing Metro Line 761. Metro Line 761 is an existing Metro bus line that already operates along Sepulveda Boulevard. Rerouting the bus route would have no potential to result in a need for new or physically altered fire protection and emergency response facilities as no fire protection facilities would be potentially affected and the bus line would have little or no influence on growth within the Project Study Area. Any new or relocated bus stops would be assessed by local fire personnel during plan check review to ensure that no conflicts with fire and emergency service providers would occur. Therefore, the development associated with the No Project Alternative would have less than significant operational impacts related to new demands on fire services compared to impacts to service ratios, response times, or other performance objectives.

The provision of adequate fire protection services is important to Metro and the City of Los Angeles, and funds are allocated to these services during the annual monitoring and budgeting process to ensure that fire protection services respond to changes in development. Similarly, staffing levels are evaluated by the LAFD during the annual budgetary process, and personnel are hired, as needed, to ensure that adequate fire protection and emergency response services are maintained.

The No Project Alternative would also be subject to evaluation by the LAFD to ensure that adequate fire protection could be accommodated throughout the City of Los Angeles. The No Project Alternative would comply with existing regulations set forth by the LAFD Health and Safety Plans. Therefore, the development associated with the No Project Alternative would have less than significant impacts related to new demands on fire services compared to impacts to service ratios, response times, or other performance objectives during operations.

*Construction Impacts*

The provision of adequate fire protection services is important to the City of Los Angeles, and funds are allocated to these services during the annual monitoring and budgeting process to ensure that fire protection services are responsive to changes in development. Similarly, staffing levels are evaluated by the LAFD during the annual budgetary process, and personnel are hired, as needed, to ensure that adequate fire protection and emergency response services are maintained. This includes the LAFD

evaluation of required Health and Safety Plans for workers and visitors to active construction sites to ensure inclusion of fire-safety measures. This evaluation may include assessing fees to support fire protection services.

Because construction activities would be limited to individual bus stops (i.e., discrete locations with small footprints), the No Project Alternative does not include housing components that would increase the population compared to the existing conditions during operations. However, it is anticipated that the No Project Alternative would require a small influx of construction workers. However, these workers would likely be sourced from the local labor pool. Thus, construction associated with the No Project Alternative is unlikely to directly foster the need for new or physically altered fire protection and emergency response facilities. Construction of the No Project Alternative would result in an increase in temporary employment opportunities and is unlikely to result in a permanent increase in employment.

Construction associated with rerouting of Metro Line 761 would be minimal and take place entirely within existing street ROW. It is not anticipated that construction activities would have any potential to affect emergency response times as construction can be accomplished without the need to affect street circulation. Under the compliance set forth by existing regulations by the LAFD Health and Safety Plans, construction associated with the No Project Alternative would have less than significant impacts related to new demands on fire services with impacts to service ratios, response times, or other performance objectives. Therefore, impacts related to the need for new or physically altered fire protection and emergency response facilities associated with the No Project Alternative would be less than significant during construction.

***Alternative 1***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational Impacts*

The LAFD would be the primary provider of fire and emergency services within the RSA. While the LACFD is the AHJ for the VA, which is in an unincorporated area of Los Angeles County, LAFD would service the VA under mutual aid. Table 3.13-3 identifies the fire stations as potential first responders to Alternative 1. Alternative 1 does not include any housing component that would directly increase population compared to the existing conditions, although some indirect concentration of growth may occur around some of the station areas due to the new transit access. The population growth is accommodated through the SCAG regional growth projections (refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* [Metro, 2025a]).

Potential impacts would occur if Alternative 1 were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. Alternative 1 would introduce Project elements to the existing setting (i.e., aerial guideway and stations, supporting columns, retaining walls, and I-405 on- and off-ramps improvements). The height of the proposed aerial guideway and clearance between supporting columns would be sufficient to maintain access for fire and emergency vehicle crossings. At signalized intersections, left-turning traffic would be maintained. Operation of the Alternative 1 aerial alignment and stations would not materially impact to fire protection response times because those segments include elevated heights that would not affect emergency vehicles traveling on surface streets and within the I-405 ROW. Therefore, fire protection response times are anticipated to remain at acceptable

levels, and no new or physically altered fire protection facilities would not be required for the operation of Alternative 1.

During operation of Alternative 1, there would be a low potential for increased demand on fire responses services due to incidents or emergencies occurring at the proposed stations or monorail-vehicles, which could result in an increase in overall response calls within the local jurisdictions. The City of Los Angeles has a duty under the California Constitution to provide adequate fire and emergency service (Cal. Const., art. XIII, § 35, subd. (a)(2)). Funds are allocated to these services during the annual monitoring and budgeting process to ensure that fire protection services are responsive to changes in the City of Los Angeles. Similarly, the LAFD evaluates staffing levels during the annual budgetary process, and personnel are hired, as needed, to ensure that adequate fire protection and emergency response services are maintained. Consequently, fire protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities for the operation of Alternative 1.

Adequate fire flows would be required by the fire code prior to construction. Sufficient water supply and hose systems would be provided protection to suppress fire hazards for all project elements. Stations would be equipped with a fire alarm control system in each station facility, conforming to NFPA 72 (NFPA, 2022) and CCR Title 24 (International Code Council Incorporated, 2023b), and meeting Americans with Disabilities Act (ADA) requirements, as well as signaling and fire detection systems, fire alarm panels, and sprinkler systems in accordance with NFPA 130.

While fires are not anticipated, there is the potential that a fire could occur at a station, along the aerial alignment, or at a TPSS location. In the event of an emergency situation, LAFD personnel would respond, and the fire station to respond would be dependent on the location of the emergency along the alignment. Under NFPA 130 Section 9.1 (NFPA, 2023b), the authority responsible for the safe and efficient operation of a fixed guideway transit or passenger rail system would anticipate and plan for emergencies that could involve the system. Under the provisions of NFPA 130, the *Emergency Procedure Plan* would be followed in the event of a fire. The risk of fire would be minimized within the station locations and along the alignment by adhering to the requirements of NFPA 130 and the Los Angeles City Fire Code or design equivalent.

Although Alternative 1 could lead to a slight increase in the need for fire protection services (e.g., due to emergencies at stations or monorail vehicles), Alternative 1 would adhere to relevant building, safety, and fire codes during its design and construction. Compliance with these codes would ensure that the layout, infrastructure, and operational elements of Alternative 1 do not create unacceptable fire risks and do not impede fire service emergency response efforts. Fire protection response times would remain within acceptable levels. As a result, operation of Alternative 1 would have a less than significant impact with respect to fire protection services.

*Construction Impacts*

Construction of Alternative 1 would potentially temporarily increase demands on fire protection as a result of new workers, construction equipment, and construction materials in the RSA as well as periodic construction-related street closures or detours. Specifically, temporary lane closures on adjacent streets and within the I-405 ROW would occur for construction of the proposed aerial alignment, stations, TPSS sites, and construction staging areas. Although temporary lane closures could interfere with fire service response times, this temporary condition would not necessitate the construction of new or physically altered governmental facilities. Furthermore, as discussed in Section 3.15.6 Transportation, under Mitigation Measure (MM) TRA-4, a Transportation Management Plan (TMP) would be prepared and

approved in coordination with local fire and police departments prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing.

As outlined in the regulatory framework described in Section 3.13.1, Alternative 1 would comply with the provisions set forth under CCR Title 8 (California Department of Industrial Relations, 2024) and the California Occupational Safety and Health Administration (Cal/OSHA) (California Department of Industrial Relations, 2023) regulations. Under the Cal/OSHA regulations, the contractor would be required to create a Fire Prevention Plan that identifies potential fire hazards and their proper handling and storage procedures, potential ignition sources (such as welding, smoking and others) and their control procedures, and the type of fire protection equipment or systems that can control a fire involving them. A training program would inform employees of the fire hazards of the materials and processes to which they are exposed. The contractor would review with each worker upon initial assignment those parts of the Fire Prevention Plan that the employee must know to protect the worker in the event of an emergency. The written plan would be kept in the workplace and made available for employee review.

For these reasons, the demand for fire protection during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities. Therefore, impacts associated with fire protection and emergency response services would be less than significant during construction activities.

***Alternative 3***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational Impacts*

The LAFD would be the primary provider of fire and emergency services for Alternative 3 and the potential first responders to Alternative 3 would be the same as Alternative 1. Additionally, Alternative 3 would have the same population increase potential as Alternative 1 and would be subject to the same review and approval process by the LAFD and LACFD. Similarly, Alternative 3 would be subject to the NFPA 130, NFPA 72, and CCR Title 24 requirements. Accordingly, impacts to fire emergency service posed by Alternative 3 would be the similar as those posed by Alternative 1 except for the underground configuration between UCLA and the San Fernando Valley. Operation of the proposed underground alignment and stations would not impact fire protection response times because those segments would not affect emergency vehicles traveling on surface streets. Consequently, fire protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities for the operation of Alternative 3. (Refer to the Operational Impacts section in Alternative 1 for details regarding the provision of fire protection services, compliance with NFPA 130, and safety measures during operation.) The risk of fire-related injury would be minimized within the station locations and along the alignment by adhering to the requirements of NFPA 130 and Los Angeles County Fire Code. As such for Alternative 3, the existing fire protection facilities would accommodate calls for emergency services, and impacts associated with fire protection services would be less than significant during operational activities.

*Construction Impacts*

Construction of Alternative 3 would have the same impacts on fire protection and emergency services responses as Alternative 1. As with Alternative 1, Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions. Under MM TRA-4, a TMP would be prepared and approved in coordination with the LAFD prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. (Refer to the Construction Impacts section in Alternative 1 for details regarding the provision of fire protection services, compliance with Cal/OSHA, compliance with California regulations, and safety measures during construction. As with Alternative 1, impacts of Alternative 3 associated with fire protection services would be less than significant during construction activities.

***Alternative 4***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational Impacts*

In the Alternative 4 RSA, the LAFD would be the primary provider of fire and emergency services. While the LACFD is the AHJ for the VA, which is in an unincorporated area of Los Angeles County, the LAFD would service the VA under mutual aid. Table 3.13-3 identifies the fire stations as potential first responders to Alternative 4. Operation of Alternative 4 would include an underground heavy rail traversing the Santa Monica Mountains from its southern terminus to an aerial heavy rail along Sepulveda Boulevard in the San Fernando Valley. Alternative 4 would not include any housing component that would directly increase population compared to the existing conditions, although some indirect concentration of growth may occur around some station areas due to the new transit access. The population growth is accommodated through the SCAG regional growth projections (refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* [Metro, 2025a]).

During operation of Alternative 4, there would be a low potential for increased demand on fire services due to incidents or emergencies occurring at the proposed stations or train vehicles, which could result in an increase in overall response calls within the local jurisdictions. The City of Los Angeles has a duty under the California Constitution to provide adequate fire and emergency service (Cal. Const., art. XIII, § 35, subd. (a)(2)). Funds are allocated to these services during the annual monitoring and budgeting process to ensure that fire protection services are responsive to changes in the City of Los Angeles. Similarly, the LAFD would evaluate staffing levels during the annual budgetary process, and personnel are hired, as needed, to ensure that adequate fire protection and emergency response services are maintained.

Alternative 4 would require a partial take of an existing fire protection response facility at LAFD Fire Station Number 88 at 5101 Sepulveda Boulevard, Sherman Oaks, CA 91403. Roadway improvements would widen the back of sidewalk by 4 feet, and the aerial guideway would place three straddle-bent columns within the existing station's property. While Alternative 4 would necessitate physical alterations of the outer limits of the LAFD's property where landscaping exists, the LAFD Fire Station Number 88 building itself would not require physical alteration and would not affect the access or egress for LAFD vehicles during operations.

Potential impacts would occur if Alternative 4 were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. Alternative 4 would install aerial guideway columns and protective raised medians on Sepulveda Boulevard in the San Fernando Valley, between Ventura Boulevard and Raymer Street. The existing center lane along Sepulveda Boulevard is primarily striped as a two-way left-turn lane. The installation of the viaduct's supporting columns and raised medians would affect the sight distance for emergency vehicles when making left turns on or onto Sepulveda Boulevard and potentially increase response times. However, design standards set forth by state and local agencies establish roadway engineering criteria to ensure that minimum sight distances are maintained for motorists (including emergency response vehicles) to pass other vehicles safely and comfortably. Alternative 4 roadway design would conform to geometric design standards set forth by the Caltrans Highway Design Manual (Caltrans, 2020) and the City of Los Angeles Department of Transportation (LADOT) (LADOT, 2010) so that the line of sight would not be impaired for emergency vehicles making turn movements on Sepulveda Boulevard.

The raised medians would also prohibit left turns on or onto Sepulveda Boulevard from Hartsook Street, Hesby Street, Archwood Street, Hart Street, Leadwell Street, La Maida Street, South Valleyheart Drive, and Covello Street. The removal of left turns would have the potential to increase response times for fire protection. Pursuant to Project Measure (PM) SAF-2, LAFD would evaluate the design of Alternative 4 to ensure that emergency access and fire protection response times remain at acceptable levels.

The proposed alignment and stations would comply with NFPA 130 standards to ensure life safety and meet fire protection requirements at all locations along the guideway and stations. The provisions under these fire protection requirements ensure that stations, trainways, emergency ventilation systems, vehicles, emergency procedures, communications, and control systems are designed and constructed to ensure life safety from fire. Train vehicles would be built using vehicle specifications to minimize fire hazards, which include use of materials with minimum burning rates, smoke generation, and toxicity characteristics. Further, compliance with code requirements pertaining to emergency vehicle access and building standards also ensures that response times are maintained at acceptable levels. Operation of the proposed underground alignment and stations would not impact fire protection response times because those segments would not affect emergency vehicles traveling on surface streets, and the proposed aerial alignment and stations would not impact fire protection response times because those segments would include elevated heights that would not affect emergency vehicles traveling on surface streets. Consequently, fire protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities for the operation of Alternative 4.

The LAFD reviews all station and facility plans prior to construction to ensure that adequate fire flows would be maintained within their respective jurisdiction. The California Fire Code requires adequate fire flows prior to construction. Sufficient water supply and hose systems would be provided protection to suppress fire hazards for all project elements. Stations would be equipped with a fire alarm control system in each station facility, conforming to NFPA 72 (NFPA, 2022) and CCR Title 24 (International Code Council Incorporated, 2023b), and meeting ADA requirements, as well as signaling and fire detection systems, fire alarm panels, and sprinkler systems in accordance with NFPA 130.

While fires are not anticipated, there is the potential that a fire could occur at a station, along the tunnel and aerial alignments, or TPSS locations. In the event of an emergency situation, LAFD personnel would respond, and the fire station to respond would depend on the location of the emergency along the alignment. Under NFPA 130 Section 9.1 (NFPA, 2023b), the authority responsible for the safe and efficient operation of a fixed guideway transit or passenger rail system would anticipate and plan for

emergencies that could involve the system. Under the provisions of NFPA 130, the *Emergency Procedure Plan* would be followed in the event of a fire. The risk of fire-related injury would be minimized within the station locations, along the alignment, through adherence to the requirements of NFPA 130 and the Los Angeles City Fire Code.

Although operation of Alternative 4 would potentially result in an increase in demand for fire protection services (e.g., due to emergencies at stations or HRT vehicles), Alternative 4 would conform with applicable codes and implement standard coordination under PM SAF-2. Compliance with these codes would ensure that the layout, infrastructure, and operational elements of Alternative 4 do not create unacceptable fire risks and do not impede fire service emergency response efforts. Fire protection response times would remain within acceptable levels and would not necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. Therefore, operation of Alternative 4 would have a less than significant impact with respect to fire protection and emergency response services.

*Construction Impacts*

Construction of Alternative 4 would potentially temporarily increase demands on fire protection response times as a result of new workers, construction equipment, and construction materials in the RSA as well as periodic construction-related street closures or detours. Temporary lane closures on adjacent streets would occur for construction of the proposed alignment, stations, TPSS sites, and construction staging areas.

Alternative 4 would require partial property acquisition at LAFD Fire Station Number 88 to widen the back of the sidewalk by 4 feet to accommodate the aerial guideway's columns and foundations. Construction of the aerial guideway would require roadway detours on Sepulveda Boulevard to support drilling of the cast-in-drilled-hole foundations, forming and pouring bent columns and bent caps, and placing the precast guideway elements. Additionally, Alternative 4 would install three columns within the existing LAFD Fire Station Number 88 property currently dedicated for landscaping. While the station building would not be physically altered, the sidewalk would be widened and require improvements of two existing driveways serving LAFD Fire Station Number 88. Such construction work has the potential to be disruptive to the operations of LAFD Fire Station Number 88 and can result in an increase in response times. However, construction work would be temporary and intermittent and would not necessitate the construction of new or physically altered governmental facilities. As discussed in Section 3.15.6, Transportation, under MM TRA-4, a TMP would be prepared and approved in coordination with local fire departments prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control measures in the TMP during construction to coordinate emergency response routing. Therefore, Metro and the contractor would coordinate with LAFD Fire Station Number 88 when working in proximity.

As outlined in the regulatory framework described in Section 3.13.1, Alternative 4 would comply with the provisions set forth under the CCR Title 8 (California Department of Industrial Relations, 2024) and Cal/OSHA (California Department of Industrial Relations, 2023) regulations. Under the Cal/OSHA regulations, the contractor would be required to create a fire prevention plan that identifies potential fire hazards and their proper handling and storage procedures, potential ignition sources (such as welding, smoking and others) and their control procedures, and the type of fire protection equipment or systems that can control a fire involving them. A training program would inform employees of the fire hazards of the materials and processes to which they are exposed. The contractor would review with

each worker upon initial assignment those parts of the fire prevention plan that the employee must know to protect the worker in the event of an emergency. The written plan would be kept in the workplace and made available for employee review.

For these reasons, the demand for fire protection during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities. Therefore, impacts associated with fire protection services would be less than significant during construction activities.

***Alternative 5***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational Impacts*

The LAFD would be the primary provider of fire and emergency services for Alternative 5, and the potential first responders to Alternative 5 would be the same as Alternative 4. Additionally, Alternative 5 would have the same population increase potential as Alternative 4 and would be subject to the same review and approval process by the LAFD and LACFD. Similarly, Alternative 5 would be subject to the NFPA 130 and CBC requirements.

Accordingly, impacts to fire emergency service posed by Alternative 5 would be the same as those posed by Alternative 4. Regarding LAFD Fire Station Number 88, unlike Alternative 4, Alternative 5 would not require any permanent property acquisition from the fire station property because the Alternative 5 alignment would be underground in this location. Unlike Alternative 4, Alternative 5 would not include a raised median along Sepulveda Boulevard and thus would not affect emergency response times along Sepulveda Boulevard. (Refer to the Operational Impacts section in Alternative 4 for details regarding the provision of fire protection services, compliance with NFPA 130, and safety measures during operation.) The risk of fire-related injury would be minimized within the station locations and along the alignment by adhering to the requirements of NFPA 130 and Los Angeles County Fire Code. As such for Alternative 5, the existing fire protection facilities would accommodate calls for emergency services, and impacts associated with fire protection services would be less than significant during operational activities.

*Construction Impacts*

Construction of Alternative 5 would have similar impacts on fire protection and emergency services responses as Alternative 4. The Alternative 5 alignment would be underground or within the existing LOSSAN rail corridor. Temporary lane closures would occur for construction of proposed stations and construction staging areas. As with Alternative 4, Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a TMP is prepared and approved in coordination with local fire departments prior to construction. Unlike Alternative 4, the LAFD Fire Station Number 88 property would not require temporary construction easements because the alignment would be underground and constructed by the tunnel boring machine (TBM) at the location. As with Alternative 4, MM TRA-4 states that a TMP would be prepared and approved in coordination with the LAFD prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. (Refer to the Construction Impacts section in Alternative 4 for details regarding the provision of fire protection services, compliance with California regulations, and safety measures during operation.) As with Alternative 4,

impacts of Alternative 5 associated with fire protection services would be less than significant during construction activities.

***Alternative 6***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational Impacts*

The LAFD is the primary provider of fire and emergency services, while the LACFD serves unincorporated areas. While the LACFD is the AHJ for the VA, which is in an unincorporated area of Los Angeles County, LAFD would service the VA under mutual aid. Table 3.13-3 identifies the fire stations as potential first responders to Alternative 6.

The implementation of Alternative 6 is not anticipated to generate or directly increase population growth that would generate new demands on fire services, although some indirect concentration of growth may occur around some station areas due to the new transit access. The population growth would be accommodated through the SCAG regional growth projections. (Refer to the *Sepulveda Transit Corridor Project Growth-Inducing Impacts Technical Report* [Metro, 2025a]). During operation of Alternative 6, there would be a low potential for increased demand on fire services due to incidents or emergencies occurring at the proposed stations, which could result in an increase in overall response calls within the local jurisdictions.

Potential impacts would occur if Alternative 6 were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. The Alternative 6 alignment would be underground. Alternative 6 would include some changes to existing roadway facilities surrounding proposed station areas, but none that would inhibit the flow of vehicular traffic and impart delays upon fire and emergency vehicles. Alternative 6 would therefore not result in adverse physical impacts that would impart delays to fire and emergency services. Therefore, fire protection response times are anticipated to remain at acceptable levels, and no new or physically altered fire protection facilities would not be required for the operation of Alternative 6.

During operation of Alternative 6 there would be a low potential for increased demand on fire services due to incidents or emergencies occurring at the proposed stations, which could result in an increase in overall response calls within the local jurisdictions. The City of Los Angeles has a duty under the California Constitution to provide adequate fire and emergency service (Cal. Const., art. XIII, § 35, subd. (a)(2)). Funds are allocated to these services during the annual monitoring and budgeting process to ensure that fire protection services are responsive to changes in the City of Los Angeles. Similarly, the LAFD evaluates staffing levels during the annual budgetary process, and personnel are hired, as needed, to ensure that adequate fire protection and emergency response services are maintained. The LAFD would also evaluate Alternative 6 to ensure that adequate fire protection could be accommodated with project implementation. Continued coordination with Metro's FLSC would facilitate the interchange of information, make evaluations and recommendations, and promulgate Fire/Life Safety Criteria to ensure that acceptable service ratios, response times, or other performance objectives for any of the fire protection are maintained during operations. Permanent members include a representative(s) of the LAFD and CPUC, and representatives from other local jurisdictions affected by Alternative 6.

In addition, the proposed alignment and stations would be designed in accordance with the MRDC, including the Fire/Life Safety Criteria to ensure safety and minimize potential hazards at all locations. Metro's Fire/Life Safety Criteria outlines specific requirements for fire protection at stations, along the alignment, and within rail vehicles. Metro's standard fire/life safety certification process would be followed during station design to ensure compliance with NFPA 130 and Metro's Fire/Life Safety Criteria. This process ensures that stations are designed and constructed to ensure safe and secure operation, including use of non-combustible construction materials, adequate emergency ventilation in below-grade portions, emergency lighting, emergency egress, emergency access, emergency backup power, fire detection and suppression, and communications. Train vehicles would be built using vehicle specifications to minimize fire hazards that include use of materials with minimum burning rates, smoke generation, and toxicity characteristics. Further, compliance with code requirements pertaining to emergency vehicle access and building standards also ensures that response times are maintained at acceptable levels. Operation of the proposed underground alignment and stations would not impact fire protection response times because those segments would not affect emergency vehicles traveling on surface streets. Consequently, fire protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities for the operation of Alternative 6.

The California Fire Code requires adequate fire flows prior to construction. Sufficient water supply and hose systems would be provided protection to suppress fire hazards for all project elements. Stations would be equipped with a fire alarm control system in each station facility, conforming to NFPA 72 and CCR Title 24 and meeting ADA requirements, as well as signaling and fire detection systems, fire alarm panels, and sprinkler systems in accordance with Metro's Fire/Life Safety Criteria.

While fires are not anticipated, there is the potential that a fire could occur at a station, along the tunnel alignment, or at the vent shaft and TPSS in the Stone Canyon Reservoir. In the event of an emergency situation, fire department personnel from LAFD would respond, and the fire station to respond would be dependent on the location of the emergency along the alignment. The Metro *Emergency Response Plan* (Metro, 2022) would be followed in the event of a fire. The risk of fire would be minimized within the station locations along the alignment through adherence to the requirements of the Fire/Life Safety Criteria and the Los Angeles City Fire Code.

Although Alternative 6 could lead to a slight increase in the need for fire protection services (e.g., due to emergencies at stations or HRT vehicles), Alternative 6 would adhere to relevant building, safety, and fire codes during its design and construction. Compliance with these codes would ensure that the layout, infrastructure, and operational elements of Alternative 6 do not create unacceptable fire risks and do not impede fire service emergency response efforts. Fire protection response times would remain within acceptable levels. As a result, operation of Alternative 6 would have a less than significant impact with respect to fire protection services.

*Construction Impacts*

Construction of Alternative 6 would potentially temporarily increase demands on fire protection response times as a result of new workers, construction equipment, and construction materials in the RSA as well as periodic construction-related street closures or detours. Specifically, temporary lane closures on adjacent streets would occur for construction of the proposed alignment, stations, TPSS sites, and construction staging areas. Although temporary lane closures could interfere with fire service response times, this temporary condition would not necessitate the construction of new or physically altered governmental facilities. As discussed in Section 3.15.6, Transportation, under MM TRA-4, a TMP

would be prepared and approved in coordination with the LAFD prior to construction, including the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control measures in the TMP during construction to coordinate emergency response routing.

As outlined in the regulatory framework described in Section 3.13.1, Alternative 6 would comply with the provisions set forth under the CCR Title 8 (California Department of Industrial Relations, 2024) and Cal/OSHA (California Department of Industrial Relations, 2023) regulations. Under Cal/OSHA, the contractor would create a Fire Prevention Plan that identifies potential fire hazards and their proper handling and storage procedures, potential ignition sources (such as welding, smoking and others) and their control procedures, and the type of fire protection equipment or systems that can control a fire involving them. A training program would inform employees of the fire hazards of the materials and processes to which they are exposed. The contractor would review with each worker upon initial assignment those parts of the Fire Prevention Plan that the employee must know to protect the worker in the event of an emergency. The written plan would be kept in the workplace and made available for employee review. The demand for fire protection during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire protection facilities. Therefore, impacts associated with fire protection services would be less than significant during construction activities.

## Maintenance and Storage Facilities

### *Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)*

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational and Construction Impacts*

Operation of the MSF Base Design would not affect any buildings that provide public services or emergency vehicles traveling on surface streets and, therefore, would not interfere with fire protection response times. The construction and operation of the MSF Base Design would increase the exposure of occupational hazards to the contractor and MSF employees and therefore increase demand for fire and life safety services when and if emergency circumstances would occur. As outlined in the regulatory framework described in Section 3.13.1, Alternative 1 would comply with the provisions set forth under the CCR Title 8 (California Department of Industrial Relations, 2024) and Cal/OSHA (California Department of Industrial Relations, 2023) regulations. However, in any emergency situation, fire department personnel from LAFD Station 90 and Metro Transit Service Bureau officers would provide emergency response services to the MSF Base Design. The Metro Emergency Response Plan would be followed in the event of a fire, and Metro would coordinate with local fire protection service providers in advance of any construction activities to preserve emergency access. This includes compliance with the California Fire Code that specifies minimum access requirements for fire apparatus. The risk of fire-related injury would be minimized within the MSF locations by adhering to the requirements of the NFPA 101, the CBC, and the Los Angeles City Fire Code. Therefore, impacts associated with fire protection and emergency response services would be less than significant during operation and construction activities.

***Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational and Construction Impacts*

Operation of the MSF Design Option 1 would include the maintenance, cleaning, and storage of monorail vehicles. Operation of the MSF Design Option 1 would not affect any buildings that provide public services or emergency vehicles traveling on surface streets and, therefore, would not interfere with fire protection response times. The construction and operation of the MSF Design Option 1 and would increase the exposure of occupational hazards to the contractor and MSF employees and therefore increase demand for fire and life safety services when and if emergency circumstances would occur. As outlined in the regulatory framework described in Section 3.13.1, Alternative 1 would comply with the provisions set forth under the CCR Title 8 (California Department of Industrial Relations, 2024) and Cal/OSHA (California Department of Industrial Relations, 2023) regulations. However, in any emergency situation, fire department personnel from LAFD Station 81 and Metro Transit Service Bureau officers would respond. The Metro Emergency Response Plan would be followed in the event of a fire, and Metro would coordinate with local fire protection service providers in advance of any construction activities to preserve emergency access. MSF Design Option 1 would comply with the California Fire Code that specifies minimum access requirements for fire apparatus. The risk of fire-related injury would be minimized within the MSF Design Option 1 location by adhering to the requirements of NFPA 101, CBC, and the Los Angeles City Fire Code. Therefore, impacts associated with fire protection services would be less than significant during operation and construction activities.

***Electric Bus Maintenance and Storage Facility (Alternative 1)***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational and Construction Impacts*

Operation of the proposed Electric Bus MSF would include the maintenance, cleaning, and storage of electric bus vehicles. In accordance with NFPA 855 Standard for the Installation of Stationary Energy Storage Systems (NFPA, 2023d), areas where batteries are charged would be well ventilated to the outside to ensure that the maximum hydrogen/air mixture that may be generated during charging is held below the lower explosive limits. Operation of the proposed Electric Bus MSF would not affect any buildings that provide public services or emergency vehicles traveling on surface streets and, therefore, would not interfere with fire protection response times. The construction staging areas would be located within a commercial area and would result in temporary lane and/or roadway closures along Cotner Avenue and Pico Boulevard, which may affect fire service response times.

The construction and operation of the Electric Bus MSF Design would increase the exposure of occupational hazards to the contractor and MSF employees and therefore increase demand for fire and life safety services when and if emergency circumstances would occur. As outlined in the regulatory framework described in Section 3.13.1, Alternative 1 would comply with the provisions set forth under the CCR Title 8 (California Department of Industrial Relations, 2024) and Cal/OSHA (California Department of Industrial Relations, 2023) regulations. However, in any emergency situation, fire

department personnel from LAFD Station 37 and Metro Transit Service Bureau officers would respond. The Metro Emergency Response Plan would be followed in the event of a fire, and Metro would coordinate with local fire protection service providers in advance of any construction activities to preserve emergency access. The Electric Bus MSF would comply with the California Fire Code that specifies minimum access requirements for fire apparatus. The risk of fire-related injury would be minimized within the Electric Bus MSF by adhering to the requirements of NFPA 101, NFPA 855, the CBC, and the Los Angeles City Fire Code. Therefore, impacts associated with fire protection services would be less than significant during operation and construction activities.

***Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational and Construction Impacts*

Operation of the proposed MSF would not affect any buildings that provide public services or emergency vehicles traveling on surface streets and, therefore, would not interfere with fire protection response times. The construction and operation of the MSF would increase the exposure of occupational hazards to the contractor and MSF employees and therefore increase demand for fire and life safety services when and if emergency circumstances would occur. As outlined in the regulatory framework described in Section 3.13.1, Alternative 4 would comply with the provisions set forth under the CCR Title 8 (California Department of Industrial Relations, 2024) and Cal/OSHA (California Department of Industrial Relations, 2023) regulations. However, in any emergency situation, fire department personnel from LAFD Station 81 and Metro Transit Service Bureau officers would respond. Under the provisions of the NFPA 130, the *Emergency Procedure Plan* would be followed in the event of a fire, and Metro would coordinate with local fire protection service providers in advance of any construction activities to preserve emergency access. This includes compliance with the California Fire Code that specifies minimum access requirements for fire apparatus. The risk of fire-related injury would be minimized within the MSF locations through adherence to the requirements of NFPA 101, the CBC, and the Los Angeles City Fire Code. Therefore, impacts associated with fire protection services would be less than significant during operation and construction activities.

***Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational and Construction Impacts*

Operation of the proposed MSF would not affect any buildings that provide public services or emergency vehicles traveling on surface streets and, therefore, would not interfere with fire protection response times. The construction and operation of the MSF would increase the exposure of occupational hazards to the contractor and MSF employees and therefore increase demand for fire and life safety services when and if emergency circumstances would occur. As outlined in the regulatory framework described in Section 3.13.1, Alternative 6 would comply with the provisions set forth under the CCR Title 8 (California Department of Industrial Relations, 2024) and Cal/OSHA (California Department of Industrial Relations, 2023) regulations. However, in any emergency situation, fire

department personnel from LAFD Station 81 and Metro Transit Service Bureau officers would respond. The *Metro Emergency Response Plan* would be followed in the event of a fire, and Metro shall coordinate with local fire protection service providers in advance of any construction activities to preserve emergency access. This includes compliance with the California Fire Code that specifies minimum access requirements for fire apparatus. The risk of fire-related injury would be minimized within the MSF locations through adherence to the requirements of the Fire/Life Safety Criteria, the CBC, and the Los Angeles City Fire Code. Therefore, impacts associated with fire protection services would be less than significant during operation and construction activities.

### 3.13.5.2 Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government 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: Police protection?

**Project Alternatives**

***No Project Alternative***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational Impacts*

Under the No Build Alternative, no new rail transit infrastructure would be implemented and the only transit improvement in the Project Study Area that is reasonably foreseeable is the rerouting of the existing Metro Line 761. Metro Line 761 is an existing Metro bus line that already operates along Sepulveda Boulevard. Rerouting the bus route would have no potential to result in a need for new or physically altered police protection and emergency response facilities as no police facilities would be potentially affected and the bus line would have little or no influence on growth within the Project Study Area. Any new or relocated bus stops may result in additional crime incidents but would be consistent with current public safety conditions such that police response times and service ratios would remain unaffected. With the police service provider's evaluation protocol, the development associated with the No Project Alternative would have less than significant operational impacts related to new demands on police services regarding impacts to service ratios, response times, or other performance objectives. The No Project operations consist of operating buses. Therefore, the No Project Alternative does not include housing components that would increase the population. Thus, operations associated with the No Project Alternative are unlikely to directly foster the need for new or physically altered police protection facilities. With the police service provider's evaluation protocol, the development associated with the No Project Alternative would have less than significant operational impacts related to new demands on fire services with impacts to service ratios, response times, or other performance objectives.

*Construction Impacts*

Construction associated with revisions to Metro Line 761 would be minimal and would take place entirely within the existing street ROW. It is not anticipated that construction activities would have any potential to affect emergency response times as construction can be accomplished without the need to

affect street circulation. Because construction activities would be limited to individual bus stops (i.e., discrete locations with small footprints), the No Project Alternative does not include housing components that would increase the population. It is anticipated that the No Project Alternative would require a small influx of construction workers. However, these workers would likely be sourced from the local labor pool. Thus, construction associated with the No Project Alternative is unlikely to directly foster the need for new or physically altered police protection facilities. Construction of the No Project Alternative would result in an increase in temporary employment opportunities and is unlikely to result in a permanent increase in employment.

With police protection services' evaluation protocol, the development associated with the No Project Alternative would not place substantial new demands on police services including service ratios, response times, or other performance objectives. Therefore, impacts related to the need for new or physically altered police protection facilities associated with the No Project Alternative would be less than significant during construction.

***Alternative 1***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational Impacts*

Potential impacts would occur if Alternative 1 were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. Alternative 1 would introduce Project elements to the existing setting (i.e., aerial guideway and stations, supporting columns, retaining walls, and I-405 on- and off-ramps improvements). The height of the proposed aerial guideway and clearance between supporting columns would be sufficient to maintain access for police vehicle crossings. At signalized intersections, left-turning traffic would be maintained. Alternative 1 would therefore not result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. Therefore, police protection response times are anticipated to remain at acceptable levels, and no new or physically altered police protection would not be required for the operation of Alternative 1.

During operations, police services would be provided by the LAPD and LASD under Metro's existing contract service agreements with the agencies. Metro has contracted the LASD and LAPD Transit Services Division to provide policing services on the Metro within the City of Los Angeles. Because Alternative 1 is within the jurisdiction of the City of Los Angeles, the LAPD would be the first responders for Alternative 1 in the event of an emergency requiring police protection. The first-response facilities for Alternative 1 would include the Van Nuys Community Station (located approximately 1.30 miles east of the northern segment of Alternative 1 at 6240 Sylmar Avenue, Van Nuys, CA 91401) and the West Los Angeles Community Station (located 0.31 mile southwest of the southern portion of Alternative 1 at 1663 Butler Avenue, Los Angeles, CA 90025).

During operation of Alternative 1, there would be low potential increase in the demand for police protection services from incidents or emergencies occurring at the proposed stations or monorail-vehicles, which could result in an increase in overall response calls within the local jurisdictions. Alternative 1 would be monitored by Metro, which has implemented a multi-policing model inclusive of Metro's TSOs and contract security personnel. Metro TSOs are Metro's own security team and are

deployed to specific locations with high frequencies of public-safety issues. TSOs enforce the Metro Code of Conduct, ensuring riders follow the rules and norms of the system. Additionally, Metro deploys trained contract personnel on Metro's buses, bus stops, trains, and stations to provide customer support. Metro ambassadors are unarmed and travel the system or are present at stations to promote safety for riders and operators. While not acting as security officers or replacing security officers, they provide a visible presence and support riders by connecting them with resources they may need such as providing directions or connecting them to other agencies and services as appropriate or warranted. They also help Metro to respond to issues more quickly by reporting maintenance, cleanliness, or safety concerns directly to the appropriate Metro department. The purpose of this multi-agency approach is to achieve higher visibility, enhanced response time, improved customer experience, and deployment of specifically trained officers to engage patrons with special needs. In addition, the UCLA PD would provide support police services at the UCLA bus station. Therefore, Alternative 1 would have less than significant operational impacts related to unacceptable emergency response times that necessitate the construction or expansion of police facilities, where such construction could cause significant environmental impacts.

*Construction Impacts*

Alternative 1 does not include any housing component that would increase population compared to the existing conditions as well as adopted regional planned forecasts (refer to the *Sepulveda Transit Corridor Project Growth Inducing Impacts Technical Report* [Metro, 2025a]). However, construction of Alternative 1 would increase daytime and nighttime worker populations, which has the potential to increase the need for police services.

Police service agencies in the area — including the LAPD, LASD, UCLA PD, and CHP — allocate funding from tax revenues to maintain adequate staffing levels and response times. The operation of Alternative 1 would not require the construction of new or expanded police facilities, as existing service capacity is anticipated to accommodate any potential changes in demand.

During construction, relevant police service agencies would review Health and Safety Plans for Alternative 1, which include safety measures such as nighttime lighting, clear signage, and pedestrian detour routes. Agencies may also assess fees to support police protection services as needed. Additionally, as discussed in Section 3.15.6, Transportation, Metro standard practices require that lane and roadway closures be scheduled to minimize disruptions, with a Transportation Management Plan (TMP) prepared and approved in coordination with local police departments prior to construction. The contractor would coordinate with first responders and emergency service providers to minimize any impacts on emergency response. For these reasons, construction of Alternative 1 would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

***Alternative 3***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational Impacts*

Alternative 3 would have the same first-response facilities as Alternative 1 and would similarly be policed by Metro, which has implemented a multi-policing model inclusive of Metro ambassadors,

Metro TSOs, and contract security personnel. In addition, the UCLA PD would provide policing services at the UCLA Gateway Plaza Station. Therefore, Alternative 3 would have less than significant operational impacts related to unacceptable emergency response times that necessitate the construction or expansion of police facilities, where such construction could cause significant environmental impacts.

*Construction Impacts*

Alternative 3 would have the same potential to increase the need for police services during construction as Alternative 1. Similar to Alternative 1, it is anticipated that all construction Health and Safety plans for Alternative 3 for workers and visitors to active construction sites would also be subject to evaluation by the relevant police service agency to ensure inclusion of safety measures, including nighttime lighting, clear signage, and pedestrian detour routes. As discussed in Alternative 1, Metro standard practices require that lane and/or roadway closures are scheduled to minimize disruptions and that a TMP would be prepared and approved in coordination with local police departments prior to construction. For these reasons, construction of Alternative 3 would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

***Alternative 4***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational Impacts*

Alternative 4 would install aerial guideway columns and protective raised medians on Sepulveda Boulevard in the San Fernando Valley between Ventura Boulevard and Raymer Street. The existing center lane along Sepulveda Boulevard is primarily striped as a two-way left-turn lane. The installation of the aerial viaduct's supporting columns and raised medians would affect the sight distance for police vehicles when making left turns on or onto Sepulveda Boulevard and would potentially increase response times. However, design standards set forth by state and local agencies establish roadway engineering criteria to ensure that minimum sight distances are maintained for motorists to pass other vehicles safely and comfortably. Alternative 4 roadway design would comply with geometric design standards set forth by *Caltrans Highway Design Manual* (Caltrans, 2020) and LADOT (LADOT, 2010) so that the line of sight would not be impaired for police vehicles making turn movements on Sepulveda Boulevard.

The raised medians that would protect the columns for the aerial guideway would also prohibit left turns on or onto Sepulveda Boulevard at Hartsook Street, Hesby Street, Archwood Street, Hart Street, Leadwell Street, La Maida Street, South Valleyheart Drive, and Covello Street. The removal of left turns would have the potential to increase response times for police protection. As typically done by Metro, PM SAF-2 shall ensure that LAPD would evaluate the design of Alternative 4 to ensure that emergency access for police protection services is maintained at acceptable levels.

During the operation of Alternative 4, the LASD and LAPD would provide police services under Metro's existing service agreements with the agencies. Metro has contracted the LASD and LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. Since the Project would be within the jurisdiction of the City of Los Angeles, the LAPD would be the first responders for the Project in the event of an emergency requiring police protection. The first-response

facilities that would provide police protection services for the Alternative 4 RSA include the Van Nuys Community Station (located approximately 1.20 miles east of the northern segment of Alternative 4 at 6240 Sylmar Avenue, Van Nuys, CA 91401) and the West Los Angeles Community Station (located 0.50 mile southwest of the southern portion of Alternative 4 at 1663 Butler Avenue, Los Angeles, CA 90025).

During operation of Alternative 4, there would be potential increases in the demand for police protection services from incidents or emergencies occurring at the proposed stations or rail-vehicles, which could result in an increase in overall response calls within the local jurisdictions. Alternative 4 would be monitored by Metro, which has implemented a multi-policing model inclusive of Metro's TSO and contract security personnel. Metro TSOs are Metro's own security team and are deployed to specific locations with high frequencies of public-safety issues. TSOs enforce the Metro Code of Conduct, ensuring riders follow the rules and norms of the system. Additionally, Metro deploys trained contract personnel on Metro's buses, bus stops, trains, and stations to provide customer support. Metro ambassadors are unarmed and travel the system or are present at stations to promote safety for riders and operators. While not acting as security officers or replacing security officers, they provide a visible presence and support riders by connecting them with resources they may need such as providing directions or connecting them to other agencies and services as appropriate or warranted. They also help Metro to respond to issues more quickly by reporting maintenance, cleanliness, or safety concerns directly to the appropriate Metro department. The purpose of this multi-agency approach is to achieve higher visibility, enhanced response time, and improved customer experience, and to deploy specifically trained officers who engage patrons with special needs at stations and within train vehicles. In addition, the UCLA PD would provide supportive police services at the UCLA Gateway Plaza Station. For the reasons previously mentioned, Alternative 4 would have less than significant operational impacts related to unacceptable emergency response times that necessitate the construction or expansion of police facilities, where such construction could cause significant environmental impacts.

*Construction Impacts*

Alternative 4 would not include any housing component that would increase population compared to adopted regional planned forecasts. (Refer to the *Sepulveda Transit Corridor Project Growth-Inducing Impacts Technical Report* [Metro, 2025a].) However, construction of Alternative 4 would increase daytime and nighttime worker populations, which has the potential to increase the need for police services.

Police service agencies in the area — including the LAPD, LASD, UCLA PD, and CHP — allocate funding from tax revenues to maintain adequate staffing levels and response times. The operation of Alternative 4 would not require the construction of new or expanded police facilities, as existing service capacity is anticipated to accommodate any potential changes in demand.

During construction, relevant police service agencies would review Health and Safety Plans for Alternative 4, which include safety measures such as nighttime lighting, clear signage, and pedestrian detour routes. Agencies may also assess fees to support police protection services as needed. Additionally, as discussed in Section 3.15.6, Transportation, Metro standard practices require that lane and roadway closures be scheduled to minimize disruptions, with a Transportation Management Plan (TMP) prepared and approved in coordination with local police departments prior to construction. The contractor would coordinate with first responders and emergency service providers to minimize any impacts on emergency response. For these reasons, construction of Alternative 4 would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

***Alternative 5***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational Impacts*

Alternative 5 would have the same first-response facilities as Alternative 4 and would similarly be policed by Metro, which has implemented a multi-policing model inclusive of Metro ambassadors, Metro TSOs, and contract security personnel. In addition, the UCLA PD would provide policing services at the UCLA Gateway Plaza Station. Unlike Alternative 4, Alternative 5 would not include a raised median along Sepulveda Boulevard and thus would not affect emergency response times along Sepulveda Boulevard. For these reasons, operations of Alternative 5 would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant

*Construction Impacts*

Alternative 5 would have the same potential as Alternative 4 to increase the need for police services during construction. Such needs would be focused primarily in and around proposed station construction sites as a majority of the above-ground construction work, including access to the Alternative 5 tunnel, would take place within the station boxes. Similar to Alternative 4, it is anticipated that all construction health and safety plans for Alternative 5 for workers and visitors to active construction sites would also be subject to evaluation by the relevant police service agency to ensure inclusion of safety measures. As discussed for Alternative 4, Metro standard practices require that lane and/or roadway closures are scheduled to minimize disruptions and that a TMP would be prepared and approved in coordination with local police departments prior to construction. For these reasons, construction of Alternative 5 would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

***Alternative 6***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational Impacts*

Potential impacts would occur if Alternative 6 were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impact. The Alternative 6 alignment would be underground. Alternative 6 would include some changes to existing roadway facilities surrounding proposed station areas, but none that would inhibit the flow of vehicular traffic and impart delays upon police patrol vehicles. Alternative 6 would therefore not result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impacts. Therefore, police protection response times are anticipated to remain at acceptable levels, and no new or physically altered police protection facilities would not be required for the operation of Alternative 6.

During operations, the LASD and LAPD would provide police services under Metro's existing service agreements with the agencies. Metro has contracted the LASD and LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. Since Alternative 6 would be within the jurisdiction of the City of Los Angeles, the LAPD would be the first responders in the event of an emergency requiring police protection. The following first-response facilities would provide police protection services for the Alternative 6 RSA:

- Van Nuys Community Station, located approximately 0.20 mile east of the northern segment of Alternative 6 at 6240 Sylmar Avenue, Van Nuys, CA 91401
- West Los Angeles Community Station, located 0.13 mile southwest of the southern portion of Alternative 6 at 1663 Butler Avenue, Los Angeles, CA 90025

During operation of Alternative 6, there would be low potential increase in the demand for police protection services from incidents or emergencies occurring at the proposed stations or monorail-vehicles, which could result in an increase in overall response calls within the local jurisdictions. Alternative 6 would be policed by Metro, which has implemented a multi-policing model inclusive of Metro's TSO and contract security personnel. Metro TSOs are Metro's own security team and are deployed to specific locations with high frequencies of public-safety issues. TSOs enforce the Metro Code of Conduct, ensuring riders follow the rules and norms of the system. Additionally, Metro deploys trained contract personnel on Metro's buses, bus stops, trains, and stations to provide customer support. Metro ambassadors are unarmed and travel the system or are present at stations to promote safety for riders and operators. While not acting as security officers or replacing security officers, they provide a visible presence and support riders by connecting them with resources they may need such as providing directions or connecting them to other agencies and services as appropriate or warranted. They also help Metro to respond to issues more quickly by reporting maintenance, cleanliness, or safety concerns directly to the appropriate Metro department. The purpose of this multi-agency approach is to achieve higher visibility, enhanced response time, improved customer experience, and to deploy specifically trained officers who engage patrons with special needs at stations and within train vehicles. In addition, the UCLA PD would provide supportive police services at the UCLA Gateway Plaza Station. Therefore, Alternative 6 would have less than significant operational impacts related to unacceptable emergency response times that necessitate the construction or expansion of police facilities, where such construction could cause significant environmental impacts.

*Construction Impacts*

Alternative 6 would not include any housing component that would increase population compared to adopted regional planned forecasts (refer to the *Sepulveda Transit Corridor Project Growth-Inducing Impacts Technical Report* [Metro, 2025a]). However, construction of Alternative 6 would increase daytime and nighttime worker population, which has the potential to increase the need for police services.

Police service agencies in the area — including the LAPD, LASD, UCLA PD, and CHP — allocate funding from tax revenues to maintain adequate staffing levels and response times. The operation of Alternative 6 would not require the construction of new or expanded police facilities, as existing service capacity is anticipated to accommodate any potential changes in demand.

During construction, relevant police service agencies would review Health and Safety Plans for Alternative 6, which include safety measures such as nighttime lighting, clear signage, and pedestrian detour routes. Agencies may also assess fees to support police protection services as needed.

Additionally, as discussed in Section 3.15.6, Transportation, Metro standard practices require that lane and roadway closures be scheduled to minimize disruptions, with a Transportation Management Plan (TMP) prepared and approved in coordination with local police departments prior to construction. The contractor would coordinate with first responders and emergency service providers to minimize any impacts on emergency response. For these reasons, construction of Alternative 6 would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant

## Maintenance and Storage Facilities

***Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational and Construction Impacts*

During operation and construction, police services would be provided by LAPD under Metro's existing service agreements with the agency. Metro has contracted the LASD and LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. Potential impacts would occur if the MSF were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impact. The MSF Base Design would not require modifications to the adjacent roadways during construction or operations to the degree that would impart delays or affect police protection standards. Therefore, the MSF Base Design would not require the need for new or physically altered police protection services.

During construction and operation of the MSF Base Design, there would be low potential increase in the demand for police protection services from incidents or emergencies, which could result in an increase in overall response calls within the local jurisdictions. Metro MSFs are typically fenced off and access is restricted. In addition, security cameras and nighttime lighting would be provided. For Alternatives 1 and 3, the MSF Base Design would be aerial, so this would add to the security of the site. Metro has an established service agreement with the LAPD. Additionally, during construction, relevant police service agencies would review Health and Safety Plans for the MSF., For these reasons, construction and operation of the MSF would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

***Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational and Construction Impacts*

During operation and construction, police services would be provided by LAPD under Metro's existing service agreements with the agency. Metro has contracted the LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. Potential impacts would occur if the MSF Design Option 1 were to result in unacceptable emergency response times that necessitate the

construction or expansion of facilities, where such construction could cause significant environmental impact. The MSF Design Option 1 would not require modifications to the adjacent roadways during construction or operations to the degree that would impart delays or affect police protection standards. Therefore, the MSF Design Option 1 would not require the need for new or physically altered police protection services.

During construction and operation of the MSF Design Option 1, there would be low potential increase in the demand for police protection services from incidents or emergencies, which could result in an increase in overall response calls within the local jurisdictions. Metro MSFs are typically fenced off and access is restricted. In addition, security cameras and nighttime lighting would be provided. For Alternatives 1 and 3, MSF Design Option 1 would be aerial, so this would add to the security of the site. Metro has an established service agreement with the LAPD. Additionally, during construction, relevant police service agencies would review Health and Safety Plans for the MSF Design Option 1. For these reasons, construction and operation of the MSF Design Option 1 would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

***Electric Bus Maintenance and Storage Facility (Alternative 1)***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational and Construction Impacts*

During operation and construction, police services would be provided by LAPD under Metro's existing service agreements with the agency. Metro has contracted the LASD and LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. Potential impacts would occur if the Electric Bus MSF were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impact. The Electric Bus MSF would not require modifications to the adjacent roadways during construction or operations to the degree that would impart delays or affect police protection standards. Therefore, the Electric Bus MSF would not require the need for new or physically altered police protection services.

During construction and operation of the Electric Bus MSF, there would be low potential increase in the demand for police protection services from incidents or emergencies, which could result in an increase in overall response calls within the local jurisdictions. Metro MSFs are typically fenced off and access is restricted. In addition, security cameras and nighttime lighting would be provided. Metro has an established service agreement with the LAPD. Additionally, during construction, relevant police service agencies would review Health and Safety Plans for the Electric Bus MSF. For these reasons, construction and operation of the Electric Bus MSF would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

***Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational and Construction Impacts*

During operation and construction, police services would be provided by LAPD under Metro's existing service agreements with the agency. Metro has contracted the LASD and LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. Potential impacts would occur if the MSF were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impact. The MSF would not require modifications to the adjacent roadways during construction or operations to the degree that would impart delays or affect police protection standards. Therefore, the MSF would not require the need for new or physically altered police protection services.

During construction and operation of the MSF, there would be low potential increase in the demand for police protection services from incidents or emergencies, which could result in an increase in overall response calls within the local jurisdictions. Metro MSFs are typically fenced off and access is restricted. In addition, security cameras and nighttime lighting would be provided. Metro has an established service agreement with the LAPD. Additionally, during construction, relevant police service agencies would review Health and Safety Plans for the MSF. For these reasons, construction and operation of the MSF would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

***Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational and Construction Impacts*

During operation and construction, police services would be provided by LAPD under Metro's existing service agreements with the agency. Metro has contracted the LASD and LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. Potential impacts would occur if the MSF were to result in unacceptable emergency response times that necessitate the construction or expansion of facilities, where such construction could cause significant environmental impact. The MSF would not require modifications to the adjacent roadways during construction or operations to the degree that would impart delays or affect police protection standards. Therefore, the MSF would not require the need for new or physically altered police protection services.

During construction and operation of the MSF, there would be low potential increase in the demand for police protection services from incidents or emergencies, which could result in an increase in overall response calls within the local jurisdictions. Metro MSFs are typically fenced off and access is restricted. In addition, security cameras and nighttime lighting would be provided. Metro has an established service agreement with the LAPD. Additionally, during construction, relevant police service agencies would review Health and Safety Plans for the MSF. For these reasons, construction and operation of the MSF would not require the construction or expansion of police facilities to maintain service ratios, response times, or other performance objectives. Therefore, the impact would be less than significant.

### 3.13.5.3 Impact PUB-3: Would the project result substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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: Schools?

## Project Alternatives

***No Project Alternative***

**Impact Statement**

**Operational Impact: No Impact**

**Construction Impact: Less than Significant**

*Operational Impacts*

Under the No Project Alternative, the project would not be constructed and therefore would have no potential to cause any new physical impacts associated with public facilities because no new construction or major modification of existing transit service would occur within the Project Study Area. The only transit improvement in the Project Study Area that is reasonably foreseeable is the rerouting of the existing Metro Line 761. Revisions to Metro Line 761 would have no potential to influence school enrollment because no housing would be built, and all schools along the existing Metro Line 761 are already well served by existing transit lines and streets. The No Project Alternative would maintain existing transit service within the Project Study Area. Aside from highway and transit projects identified for funding in Metro's 2020 *Long-Range Transportation Plan* (Metro, 2020) and SCAG's 2024-2050 RTP/SCS (SCAG, 2024), currently under construction, or funded via the 2008 Measure R (Metro, 2008) or 2016 Measure M sales taxes (Metro, 2016), no new transportation infrastructure would be built or operated within the Project Study Area. The Cities of Los Angeles and Santa Monica would continue to approve new development projects according to existing land use plans and programs; however, Metro's 2020 *Long-Range Transportation Plan* predicts that traffic could worsen in the absence of additional capacity and could result in a reduction in access to existing schools and other public facilities. Nonetheless, the No Project Alternative would not increase the use of existing schools and other public facilities or result in physical impacts associated with the need for new or physically altered schools and other public facilities in order to maintain acceptable service ratios, response times, or other performance objectives for public facilities. Therefore, no impact would occur.

*Construction Impacts*

Construction associated with revisions to Metro Line 761 would be minimal and would take place entirely within the existing street ROW. No existing schools or other public facilities would be affected by construction associated with rerouting Metro Line 761. Construction activities would not result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered schools or other public facilities. The No Project Alternative would not result in project-related construction impacts; however, new transportation infrastructure currently under construction or funded for construction via the 2008 Measure R (Metro, 2008) or 2016 Measure M sales taxes (Metro, 2016) could be constructed within the Project Study Area. Local jurisdictions would also continue to approve new development projects according to existing land use plans and programs. Future construction activities would include, but would not be limited to, construction staging, materials

stockpiling, hauling of dirt and materials, temporary street and lane closures, and use of temporary easements. Construction activities would be temporary and would not result in permanent impacts to surrounding schools. Future projects would also be required to implement project-specific construction-related measures to reduce and minimize potential impacts to school facilities. Therefore, impacts would be less than significant.

***Alternative 1***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational Impacts*

Alternative 1 would be an infrastructure improvement project in an urban setting that would provide a mode of transportation, accessibility, and connectivity in the surrounding communities. Alternative 1 would not directly generate permanent residences that would increase the use of existing schools or other public facilities. Instead, accessibility to school facilities, particularly for elementary through high school and UCLA students, would be improved by having nearby transit stations. Alternative 1 would help achieve Metro's First/Last Mile (Metro, 2021b) objectives to facilitate bicyclists' accessibility, provide connectivity to the station areas and surrounding communities, and enhance the existing active transportation corridors for the cities. Additionally, the Project is included in the 2024-2050 RTP/SCS (SCAG, 2024) as a planned transit project and is thus factored into demographic forecasts for future population, household, and employment growth for the City of Los Angeles and the greater SCAG region. Accordingly, Alternative 1 would not induce unplanned population growth that would impact the demand for schools or other public facilities.

Other than UCLA, there are no school facilities adjacent to the Alternative 1 monorail transit (MRT) alignment (within 50 feet), and no school property would be permanently affected such that new or physically altered facilities would be required. The nearest public school to the Alternative 1 MRT alignment would be Ivy Bound Academy, which is located approximately 185 feet east of the proposed Alternative 1 MRT alignment. Improvements associated with the proposed electric bus connection to UCLA would be provided on the UCLA campus along Westwood Plaza. These improvements would be consistent with typical Metro bus stops and would be minor in scope, potentially consisting of street furniture and signage. Therefore, improvements associated with the electric bus connection to UCLA infrastructure would have no potential to require new or physically altered facilities within the UCLA campus. Impacts would be less than significant.

The only other public facility located adjacent to Alternative 1 would be the U.S. Postal Service (USPS) Rancho Park Station, which is located at 11270 Exposition Boulevard. The southern terminus station would be located approximately 200 feet north of the USPS property, and the aerial MRT tail tracks would extend south of the terminus station adjacent to eastbound I-10 to the northbound I-405 connector over Exposition Boulevard. Additionally, a TPSS facility would be located on Caltrans right-of-way just west of and adjacent to the USPS property. While a small portion of the proposed tail tracks would be situated above the northwest corner of the USPS property, necessitating an aerial easement for the facility, no physical changes to the USPS property would occur, and the USPS driveway and parking lot would remain accessible from Exposition Boulevard. As such, the presence of the Alternative 1 alignment near and above a portion of the USPS Rancho Park Station would not result in a need for new or physically altered public facilities. Impacts would be less than significant.

*Construction Impacts*

Construction of Alternative 1 would be temporary and would not require the expansion of existing school facilities or other public facilities. Construction of the aerial viaduct, retaining walls, and I-405 on- and off-ramps would require street detours that would temporarily affect access to school facilities. Other than UCLA, no educational facilities are located immediately adjacent to the proposed alignment or transit stations, although multiple educational facilities are located within 500 feet of I-405 and the associated affected roadways. Table 3.13-7 lists the school facilities located within the Alternative 1 RSA, most of which would be subject to construction-related disruptions. Construction of the UCLA electric bus station would result in some disruptions to vehicle and pedestrian circulation; however, such disruptions would be temporary and would not affect regular educational operations on the UCLA campus. Roadways that intersect I-405 would require temporary closure or lane reductions to accommodate construction activities associated with constructing the proposed aerial guideway and associated I-405 improvements. Closures and lane reductions along local roadways could impede the vehicle circulation network in the Alternative 1 RSA. Despite these temporary disruptions, it is anticipated that access to all schools in the Alternative 1 RSA would be maintained throughout construction.

The Alternative 1 aerial alignment tail tracks and TPSS facility would be constructed adjacent to the Rancho Park Station post office and would include acquisition of a temporary construction easement along the northwest corner of the post office property. Construction activities would result in temporary access disruptions to the Rancho Park Station, including potential short-term closure of the commercial driveway to the post office parking lot. No disruption to regular post office operations is anticipated as there is a separate driveway for postal vehicles and deliveries along the east side of the property. Other than USPS Rancho Park Station, no other community facilities are located immediately adjacent to the proposed alignment or transit stations. Table 3.13-9 lists the libraries and post office facilities located within the Alternative 1 RSA, most of which would be subject to construction-related disruptions. Despite these temporary disruptions, it is anticipated that access to all public facilities in the Alternative 1 RSA would be maintained throughout construction.

Since construction-related disruptions to the roadway network would be temporary and access to all schools and other public facilities would be maintained throughout construction, no new or temporary schools or other public facilities would be needed. Impacts to schools and other public facilities would be less than significant.

***Alternative 3***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational Impacts*

Similar to Alternative 1, Alternative 3 would be an infrastructure improvement project that is included in the 2024-2050 RTP/SCS (SCAG, 2024) as a planned transit project and is thus factored into demographic forecasts. Accordingly, Alternative 3 would not induce unplanned population growth that would impact the demand for schools or other public facilities.

Other than UCLA, there would be no school facilities adjacent to the Alternative 3 MRT alignment (within 50 feet), and no school property would be permanently affected such that new or physically

altered facilities would be required. The nearest public school to the aboveground portion of the Alternative 3 MRT alignment would be Ivy Bound Academy, which is located approximately 185 feet east of the proposed Alternative 3 MRT alignment. The proposed UCLA Gateway Plaza Station (underground) would be constructed on the UCLA campus at UCLA Gateway Plaza. The UCLA Gateway Plaza Station would consist of a street-level plaza and intermediate concourse level that would lead to an underground station. No educational facilities would be displaced by the proposed MRT station, and accessibility to UCLA would be permanently improved. Upon completion of construction, UCLA Gateway Plaza would continue to serve as a vehicular access point with surrounding pedestrian areas connecting to the greater UCLA campus, and no new or expanded facilities would be required. Therefore, improvements associated with the UCLA Gateway Plaza Station infrastructure would have no potential to require new or physically altered facilities within the UCLA campus. Impacts would be less than significant.

Similar to Alternative 1, the Alternative 3 southern terminus station would be located approximately 200 feet north of the USPS Rancho Park Station property and would have the same potential impacts as those described for Alternative 1. Impacts on schools and other public facilities would be less than significant.

*Construction Impacts*

Construction of Alternative 3 would be temporary and would not require the expansion of existing school facilities. Construction of the aerial viaduct, retaining walls, and I-405 on- and off-ramps would require street detours that would temporarily affect access to school facilities. Other than UCLA, no educational facilities are located immediately adjacent to the proposed alignment or transit stations although multiple educational facilities are located within 500 feet of the I-405 and associated affected roadways. Table 3.13-7 lists the school facilities located within the Alternative 3 RSA, most of which would be subject to construction-related disruptions. Construction of the UCLA Gateway Plaza Station would result in construction-period disruptions to access and circulation, particularly in the area surrounding UCLA Gateway Plaza. No educational facilities or buildings on the UCLA campus would be affected by construction activities, and all buildings on the UCLA campus would remain open and accessible throughout the construction period. Roadways that intersect I-405 would require temporary closure or lane reductions to accommodate construction activities associated with constructing the proposed aerial guideway and associated I-405 improvements. Closures and lane reductions along local roadways could impede the vehicle circulation network in the Alternative 3 RSA.

During construction of the UCLA Gateway Plaza Station, pedestrian movements and access through UCLA Gateway Plaza would be inhibited by the presence of construction equipment and activities affecting Westwood Plaza and adjacent pedestrian areas. All educational facilities on the UCLA campus would remain accessible and functional throughout construction, and no new or physically altered education facilities would be required on the UCLA campus. Despite these temporary disruptions, it is anticipated that access to all schools in the Alternative 3 RSA would be maintained throughout construction.

Similar to Alternative 1, the Alternative 3 aerial alignment tail tracks and TPSS facility would be constructed adjacent to the USPS Rancho Park Station post office including acquisition of a temporary construction easement along the northwest corner of the post office property. Potential temporary changes to access to the facility would be the same as those described for Alternative 1. Despite these temporary disruptions, it is anticipated that access to all public facilities in the Alternative 3 RSA would be maintained throughout construction. Since construction-related disruptions to the roadway network

would be temporary and access to all schools and other public facilities would be maintained throughout construction, no new or temporary schools or other public facilities would be needed. Impacts to schools and other public facilities would be less than significant.

***Alternative 4***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant with Mitigation**

*Operational Impacts*

Alternative 4 would be an infrastructure improvement project in an urban setting that would provide a mode of transportation, accessibility, and connectivity in the surrounding communities. Alternative 4 would not directly generate permanent residences that would increase the use of existing schools or other public facilities. Instead, accessibility to school facilities, particularly for elementary through high school and UCLA students, would be improved by having nearby transit stations. Alternative 4 would help achieve Metro's First/Last Mile (Metro, 2021b) objectives to facilitate bicyclists' accessibility, provide connectivity to the station areas and surrounding communities, and enhance the existing active transportation corridors for the cities. Additionally, the Project is included in the 2024-2050 RTP/SCS (SCAG, 2024) as a planned transit project and is thus factored into demographic forecasts for future population, household, and employment growth for the City of Los Angeles and the greater SCAG region. Accordingly, Alternative 4 would not induce unplanned population growth that would impact the demand for schools or other public facilities.

There are no school facilities adjacent to the aboveground portions of the Alternative 4 heavy rail transit (HRT) alignment (within 50 feet) and no school property would be permanently affected such that new or physically altered facilities would be required. In the West Los Angeles portion of the Alternative 4 RSA, the Alternative 4 HRT alignment would be situated in an underground bored tunnel. The proposed tunnel would be bored below Maple Tree Academy Preschool and Stephen S. Wise Temple Pre-School; however, no surface effects to land uses, including school facilities, are anticipated such that physically altered or new facilities would be required. Similarly, within the UCLA campus, the underground bored tunnel would be within approximately 150 feet of the Fernald Child Care Center; however, no surface effects to the school are anticipated such that physically altered or new facilities would be required. The proposed UCLA Gateway Plaza Station would be constructed on the UCLA campus at UCLA Gateway Plaza. The UCLA Gateway Plaza Station would consist of a street-level plaza and intermediate concourse level that would lead to an underground station. No educational facilities would be displaced by the proposed HRT station and accessibility to UCLA would be permanently improved. Upon completion of construction, UCLA Gateway Plaza would continue to serve as a vehicular access with surrounding pedestrian areas connecting to the greater UCLA campus and no new or expanded facilities would be required. Therefore, improvements associated with the UCLA Gateway Plaza Station infrastructure would have no potential to require new or physically altered facilities within the UCLA campus. Impacts would be less than significant.

Alternative 4 would have no potential to displace or otherwise affect operation of existing libraries or post offices as there are no such public facilities adjacent to the Alternative 4 HRT alignment (within 50 feet), and no other public facilities property would be permanently affected such that new or physically altered facilities would be required. Impacts to other public facilities as a result of Alternative 4 would be less than significant.

*Construction Impacts*

Construction of Alternative 4 would be temporary and would not require the expansion of existing school facilities. With exception to UCLA, no educational facilities are located immediately adjacent to the proposed alignment or transit stations. Table 3.13-7 lists the school facilities located within the Alternative 4 RSA, most of which would be subject to construction-related disruptions. In particular, multiple educational facilities are located within 500 feet of the proposed tunnel boring machine (TBM) launch site at National Boulevard and Sepulveda Boulevard. Specifically, Clover Avenue Elementary, St. John's Presbyterian Nursery School, and Maple Tree Academy Preschool are all located within 500 feet of the proposed TBM launch site and have either Sepulveda Boulevard or National Boulevard as major means of vehicular access. During construction, substantial truck traffic would be experienced along Sepulveda Boulevard and National Boulevard as well as various construction-related traffic disruptions associated with equipment movement and construction personnel accessing the TBM launch site. During certain periods of construction, activities at the TBM launch site would require temporary closure or lane reductions to accommodate tunnel boring operations. In addition, a proposed construction staging area would be located at the intersection of Sepulveda Boulevard and Morrison Street that would support tunnelling activities at the north portal along Del Gado Drive. Ivy Bound Academy would be located adjacent to the proposed construction staging area and Morrison Street is the only means of vehicle access to the school. Similar to the TBM launch site, traffic disruptions including truck traffic, street closures and lane reductions would be required to support construction activities. Closures and lane reductions along local roadways could impede the vehicle circulation network in the Alternative 4 RSA as well as access to nearby schools. Implementation of MM TRA-4 (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025b]) would address access disruptions near the TBM launch site and other construction activities by requiring development of a TMP. The TMP would include various measures to minimize disruptions to local circulation and access to public facilities including scheduling construction-related travel and roadway closures during off-peak hours including school pickup and drop-off periods, coordination of haul routes with the City of Los Angeles and public service providers, various pedestrian safety and wayfinding measures, and an outreach program to provide public awareness of potential construction disruptions throughout the construction period. The TMP would ensure that access to all public facilities would be maintained.

Similarly, during construction of the UCLA Gateway Plaza Station, pedestrian movements and access through UCLA Gateway Plaza would be inhibited by the presence of construction equipment and activities affecting Westwood Plaza and adjacent pedestrian areas. All educational facilities on the UCLA campus would remain accessible and functional throughout construction, and no new or physically altered education facilities would be required on the UCLA campus.

Alternative 4 would have no potential to displace or otherwise affect operation of existing libraries or post offices as there are no public facilities adjacent to the aboveground portions of the Alternative 4 HRT alignment (within 50 feet), and no other public facilities property would be temporarily affected such that new or physically altered facilities would be required. Impacts to other public facilities as a result of Alternative 4 would be less than significant.

Implementation of MM TRA-4 would ensure access to education facilities on UCLA campus, and access to other educational facilities would be maintained throughout construction through the development of a TMP. Therefore, no new or temporary schools or other public facilities would be needed, as the TMP would ensure that access to these facilities and adequate circulation are provided, preventing any disruption that would necessitate new or expanded facilities. With mitigation, construction impacts to school facilities associated with Alternative 4 would be less than significant.

***Alternative 5***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant with Mitigation**

*Operational Impacts*

Similar to Alternative 4, Alternative 5 would be an infrastructure improvement project that is included in the 2024-2050 RTP/SCS (SCAG, 2024) as a planned transit project and is thus factored into demographic forecasts. Accordingly, Alternative 5 would not induce unplanned population growth that would impact the demand for schools or other public facilities.

There are no school facilities adjacent to the aboveground portions of the Alternative 5 HRT alignment (within 50 feet), and no school property would be permanently affected such that new or physically altered facilities would be required. In the West Los Angeles portion of the Alternative 5 RSA, the Alternative 5 HRT alignment would be situated in an underground bored tunnel. The proposed tunnel would be bored below Maple Tree Academy Preschool and Stephen S. Wise Temple Pre-School; however, no surface effects to land uses, including school facilities, are anticipated such that physically altered or new facilities would be required. Similarly, within the UCLA campus, the underground bored tunnel would be within approximately 150 feet of the Fernald Child Care Center; however, no surface effects to the school are anticipated such that physically altered or new facilities would be required. The proposed UCLA Gateway Plaza Station would be constructed on the UCLA campus at UCLA Gateway Plaza. The UCLA Gateway Plaza Station would consist of a street-level plaza and intermediate concourse level that lead to an underground station. No educational facilities would be displaced by the proposed HRT station, and accessibility to UCLA would be permanently improved. Upon completion of construction, UCLA Gateway Plaza would continue to serve as a vehicular access with surrounding pedestrian areas connecting to the greater UCLA campus, and no new or expanded facilities would be required. Therefore, improvements associated with the UCLA Gateway Plaza Station infrastructure would have no potential to require new or physically altered facilities within the UCLA campus. Impacts would be less than significant.

*Construction Impacts*

Construction of Alternative 5 would be temporary and would not require the expansion of existing school facilities. With exception to UCLA, no educational facilities are located immediately adjacent to the proposed alignment or transit stations. Table 3.13-7 lists the school facilities located within the Alternative 5 RSA, most of which would be subject to construction-related disruptions. In particular, multiple educational facilities are located within 500 feet of the proposed TBM launch site at National Boulevard and Sepulveda Boulevard. Specifically, Clover Avenue Elementary, St. John's Presbyterian Nursery School, and Maple Tree Academy Preschool are all located within 500 feet of the proposed TBM launch site and have either Sepulveda Boulevard or National Boulevard as major means of vehicular access. During construction, substantial truck traffic would be experienced along Sepulveda Boulevard and National Boulevard as well as various construction-related traffic disruptions associated with equipment movement and construction personnel accessing the TBM launch site. During certain periods of construction, activities at the TBM launch site would require temporary closure or lane reductions to accommodate tunnel boring operations. In addition, a proposed construction staging area would be located at the intersection of Sepulveda Boulevard and Morrison Street that would support tunnelling activities and construction of the Ventura Boulevard/Sepulveda Boulevard Station. Ivy Bound Academy

would be located adjacent to the proposed construction staging area and Morrison Street is the only means of vehicle access to the school. Similar to the TBM launch site, traffic disruptions including truck traffic, street closures and lane reductions would be required to support construction activities. Closures and lane reductions along local roadways could impede the vehicle circulation network in the RSA as well as access to nearby schools. As described for Alternative 4, implementation of MM TRA-4 (refer to the *Sepulveda Transit Corridor Project Transportation Technical Report* [Metro, 2025b]) would address access disruptions near the TBM launch site and other construction activities by requiring development of a TMP. The TMP would include various measures to minimize disruptions to local circulation and access to public facilities including scheduling construction-related travel and roadway closures during off-peak hours including school pickup and drop-off periods, coordination of haul routes with the City of Los Angeles and public service providers, various pedestrian safety and wayfinding measures, and an outreach program to provide public awareness of potential construction disruptions throughout the construction period. The TMP would ensure that access to all public facilities would be maintained.

Similarly, during construction of the UCLA Gateway Plaza Station, pedestrian movements and access through UCLA Gateway would be inhibited by the presence of construction equipment and activities affecting Westwood Plaza and adjacent pedestrian areas. All educational facilities on the UCLA campus would remain accessible and functional throughout construction and no new or physically altered education facilities would be required on the UCLA campus.

Implementation of MM TRA-4 (refer to Section 3.15.6, Transportation) would ensure access to education facilities on UCLA campus, and other educational facilities would be maintained throughout construction through the development of a TMP. Therefore, no new or temporary schools or other public facilities would be needed, as the TMP would ensure that access to these facilities and adequate circulation are provided, preventing any disruption that would necessitate new or expanded facilities. With mitigation, construction impacts to school facilities associated with Alternative 5 would be less than significant.

***Alternative 6***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational Impacts*

Alternative 6 would be an infrastructure improvement project in an urban setting that would provide a mode of transportation, accessibility, and connectivity in the surrounding communities. Alternative 6 would not directly generate permanent residences that would increase the use of existing school facilities. Instead, accessibility to school facilities, particularly for elementary through high school and UCLA students, would be improved by having nearby transit stations. Alternative 6 would help achieve Metro's First/Last Mile (Metro, 2021b) objectives to facilitate bicyclists' accessibility, provide connectivity to the station areas and surrounding communities, and enhance the existing active transportation corridors for the cities. Additionally, the Project is included in the 2024-2050 RTP/SCS (SCAG, 2024) as a planned transit project and is thus factored into demographic forecasts for future population, household, and employment growth for the City of Los Angeles and the greater SCAG region. Accordingly, Alternative 6 would not induce unplanned population growth that would impact the demand for school facilities or other public facilities.

The Alternative 6 HRT alignment would be situated underground in a dual-bored tunnel with the only surface facilities consisting of proposed station entrances, MSF, and vent shaft structure and associated access road. Other than UCLA, there are no school facilities adjacent to the Alternative 6 HRT alignment or associated aboveground infrastructure (within 50 feet), and no school property would be permanently affected such that new or physically altered facilities would be required. Within the UCLA campus, the underground bored tunnel would be within approximately 150 feet of the Fernald Child Care Center; however, no surface effects to the school are anticipated such that physically altered or new facilities would be required. The proposed UCLA Gateway Plaza Station would be constructed on the UCLA campus at UCLA Gateway Plaza. The UCLA Gateway Plaza Station would consist of a street-level plaza and intermediate concourse level that would lead to an underground station. No educational facilities would be displaced by the proposed HRT station, and accessibility to UCLA would be permanently improved. Upon completion of construction, UCLA Gateway Plaza would continue to serve as a vehicular access point with surrounding pedestrian areas connecting to the greater UCLA campus, and no new or expanded facilities would be required. Therefore, improvements associated with the UCLA Gateway Plaza Station infrastructure would have no potential to require new or physically altered facilities within the UCLA campus. Impacts would be less than significant.

*Construction Impacts*

Construction of Alternative 6 would be temporary and would not require the expansion of existing school facilities. No educational facilities are located immediately adjacent to the proposed alignment or transit stations. Table 3.13-7 lists the school facilities located within the RSA most of which would be subject to construction-related disruptions. In particular, Little Village Nursery School is located within 500 feet of the proposed TBM launch site at Pico Boulevard. During construction, substantial truck traffic would be experienced along Pico Boulevard as well as various construction-related traffic disruptions associated with equipment movement and construction personnel accessing the TBM launch site. During certain periods of construction, activities at the TBM launch site would require temporary closure or lane reductions to accommodate tunnel boring operations. Closures and lane reductions along local roadways could impede the vehicle circulation network in the Alternative 6 RSA as well as access to nearby schools.

Similarly, during construction of the UCLA Gateway Plaza Station, pedestrian movements and access through UCLA Gateway would be inhibited by the presence of construction equipment and activities affecting Westwood Plaza and adjacent pedestrian areas. All educational facilities on the UCLA campus would remain accessible and functional throughout construction, and no new or physically altered education facilities would be required on the UCLA campus. Despite these temporary disruptions, it is anticipated that access to all schools in the Alternative 6 RSA would be maintained throughout construction.

Since construction-related disruptions to the roadway network would be temporary and access to all schools and other public facilities would be maintained throughout construction, no new or temporary schools or other public facilities would be needed. Impacts to schools and other public facilities would be less than significant.

## Maintenance and Storage Facilities

***Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational and Construction Impacts*

The MSF Base Design would not create new residential populations that would directly increase the use or enrollment of existing schools or other public facilities in the surrounding community. The proposed MSF Base Design site is currently developed as a materials storage site supporting Los Angeles Department of Water and Power operations. No public facilities are located on or adjacent to the site. The nearest school is Panorama High School located approximately 0.5-mile northwest of the proposed MSF Base Design site. The nearest community facility is the Panorama City Post Office located approximately 1 mile north of the proposed MSF Base Design site. The MSF Base Design would not affect on-site or street parking or otherwise affect access to Panorama High School or the Panorama City Post Office. Therefore, impacts to schools or other public facilities associated with the MSF Base Design would be less than significant. Implementation of MM TRA-4 would require a TMP (refer to Section 3.15.6, Transportation) that specifies measures to lessen disruption during construction and to maintain access to schools and associated circulation patterns.

***Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational and Construction Impacts*

The proposed MSF Design Option 1 site would not create new residential populations that directly increase the use or enrollment of existing schools or other public facilities in the surrounding community. The proposed MSF Design Option 1 site is currently developed with industrial uses where there are no school facilities located on or adjacent to the site. The nearest school is North Hills Prep located approximately 0.25 mile south of the proposed MSF Design Option 1 site. The nearest community facility is the USPS Post Office located on Sherman Way approximately 0.90 mile southwest of the proposed MSF Design Option 1 site. MSF Design Option 1 would not affect on-site or street parking or otherwise affect access to North Hills Prep or the post office. Therefore, impacts to schools and other public facilities associated with MSF Design Option 1 would be less than significant. Implementation of MM TRA-4 would require a TMP (refer to Section 3.15.6, Transportation) that specifies measures to lessen disruption during construction and to maintain access to schools and associated circulation patterns.

***Electric Bus Maintenance and Storage Facility (Alternative 1)***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational and Construction Impacts*

The proposed Electric Bus MSF site would not create new residential populations that directly increase the use or enrollment of existing school facilities in the surrounding community. The proposed Electric Bus MSF site is currently developed with commercial and light industrial uses adjacent to the I-405 freeway where there are no school facilities located on or adjacent to the site. The nearest school is Samuel Goldwyn Foundation Children's Center located approximately 0.25 mile north of the proposed

Electric Bus MSF site. The nearest community facility is USPS Rancho Park Station located approximately 600 feet south of the proposed Electric Bus MSF site. The Electric Bus MSF would not affect on-site or street parking or otherwise affect access to Samuel Goldwyn Foundation Children's Center or the USPS Rancho Park Station. Therefore, impacts to schools or other public facilities associated with the Electric Bus MSF would be less than significant. As discussed in Section 3.15.6, Transportation, implementation of MM TRA-4 would require a TMP that specifies measures to lessen disruption during construction and to maintain access to schools and associated circulation patterns.

***Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational and Construction Impacts*

The proposed MSF site consists of an auto storage lot and a portion of a materials storage site owned by Los Angeles Department of Water and Power. MSF site construction activities would not include construction of educational facilities or require the expansion of existing educational facilities. No public facilities are located on or adjacent to the proposed MSF site. The nearest school is Panorama High School, which is located approximately 0.5 mile northwest of the proposed MSF site. The nearest community facility is the Panorama City Post Office, which is located approximately 1 mile north of the proposed MSF site. The MSF site would not affect on-site or street parking or otherwise affect access to Panorama High School or the Panorama City Post Office. Therefore, impacts to schools or other public facilities associated with the MSF site would be less than significant. Implementation of MM TRA-4 would require a TMP (refer to Section 3.15.6, Transportation) that specifies measures to lessen disruption during construction and to maintain access to schools and associated circulation patterns.

***Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)***

**Impact Statement**

**Operational Impact: Less than Significant**

**Construction Impact: Less than Significant**

*Operational and Construction Impacts*

The proposed MSF site currently consists of an auto storage lot. MSF site construction activities do not include construction of educational facilities or require the expansion of existing educational facilities. No school facilities are located on or adjacent to the site. The nearest school is Panorama High School located approximately 0.5 mile northwest of the proposed MSF site. The MSF site would not affect on-site or street parking or otherwise affect access to Panorama High School. The nearest other public facility is the Panorama City Post Office located approximately 1 mile north of the proposed MSF site. Given the distance of the post office from the MSF site, there would be no potential to affect access to any community facilities. Therefore, impacts to school facilities associated with the HRT MSF would be less than significant. Implementation of MM TRA-4 would require a TMP (refer to Section 3.15.6, Transportation) that specifies measures to lessen disruption during construction and to maintain access to schools and associated circulation patterns.

## 3.13.6 Mitigation Measures

### 3.13.6.1 Operation

MM TRA-4 would be implemented for Alternatives, 4 and 5to address construction-period impacts to public facility access and to ensure impacts on public facilities would be less than significant. Refer to Section 3.15.6, Transportation, Mitigation Measures for further detail on MM TRA-4.

### Impacts After Mitigation

Adherence to existing regulations and implementation of MM TRA-4 would ensure that Alternative 4 would provide adequate access for emergency vehicles, and the impact would be less than significant during construction activities for Alternative 4. Implementation of MM TRA-4 would also ensure that access to public facilities during construction would be maintained, thus ensuring construction impacts of all project alternatives would be less than significant.

Table 3.13-10 summarizes the mitigation measures applicable to each impact type for each alternative.

**Table 3.13-10. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Project Alternatives**

| CEQA Impact Topic | | No Project | Alt 1 | Alt 3 | Alt 4 | Alt 5 | Alt 6 |
|---|---|---|---|---|---|---|---|
| *Operational* | | | | | | | |
| Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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? | Impacts Before Mitigation | LTS | LTS | LTS | LTS | LTS | LTS |
| | Applicable Mitigation | NA | NA | NA | NA | NA | NA |
| | Impacts After Mitigation | LTS | LTS | LTS | LTS | LTS | LTS |
| Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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: Police protection? | Impacts Before Mitigation | LTS | LTS | LTS | LTS | LTS | LTS |
| | Applicable Mitigation | NA | NA | NA | NA | NA | NA |
| | Impacts After Mitigation | LTS | LTS | LTS | LTS | LTS | LTS |
| Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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: Schools? | Impacts Before Mitigation | LTS | LTS | LTS | LTS | LTS | LTS |
| | Applicable Mitigation | NA | NA | NA | NA | NA | NA |
| | Impacts After Mitigation | LTS | LTS | LTS | LTS | LTS | LTS |
| *Construction* | | | | | | | |
| Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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? | Impacts Before Mitigation | LTS | LTS | LTS | LTS | LTS | LTS |
| | Applicable Mitigation | NA | NA | NA | NA | NA | NA |
| | Impacts After Mitigation | LTS | LTS | LTS | LTS | LTS | LTS |

| CEQA Impact Topic | | No Project | Alt 1 | Alt 3 | Alt 4 | Alt 5 | Alt 6 |
|---|---|---|---|---|---|---|---|
| Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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: Police protection? | Impacts Before Mitigation | LTS | LTS | LTS | LTS | LTS | LTS |
| | Applicable Mitigation | NA | NA | NA | NA | NA | NA |
| | Impacts After Mitigation | LTS | LTS | LTS | LTS | LTS | LTS |
| Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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: Schools? | Impacts Before Mitigation | LTS | LTS | LTS | PS | PS | LTS |
| | Applicable Mitigation | NA | NA | NA | MM TRA-4 | MM TRA-4 | NA |
| | Impacts After Mitigation | LTS | LTS | LTS | LTSM | LTSM | LTS |

Source: HTA, 2024

LTS = less than significant
MM = mitigation measure
NA = not applicable
NI = no impact
PS = potentially significant
PUB = public services
TRA = transportation

**Table 3.13-11. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Maintenance and Storage Facilities**

| CEQA Impact Topic | | MRT MSF Base Design (Alts 1 and 3) | MRT MSF Design Option 1 (Alts 1 and 3) | Electric Bus MSF (Alt 1) | HRT MSF (Alts 4 and 5) | HRT MSF (Alt 6) |
|---|---|---|---|---|---|---|
| *Operational* | | | | | | |
| Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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? | Impacts Before Mitigation | LTS | LTS | LTS | LTS | LTS |
| | Applicable Mitigation | NA | NA | NA | NA | NA |
| | Impacts After Mitigation | LTS | LTS | LTS | LTS | LTS |
| Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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: Police protection? | Impacts Before Mitigation | LTS | LTS | LTS | LTS | LTS |
| | Applicable Mitigation | NA | NA | NA | NA | NA |
| | Impacts After Mitigation | LTS | LTS | LTS | LTS | LTS |
| Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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: Schools? | Impacts Before Mitigation | NI | LTS | LTS | LTS | LTS |
| | Applicable Mitigation | NA | NA | NA | NA | NA |
| | Impacts After Mitigation | NI | LTS | LTS | LTS | LTS |
| *Construction* | | | | | | |
| Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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? | Impacts Before Mitigation | LTS | LTS | LTS | LTS | LTS |
| | Applicable Mitigation | NA | NA | NA | NA | NA |
| | Impacts After Mitigation | LTS | LTS | LTS | LTS | LTS |

| CEQA Impact Topic | | MRT MSF Base Design (Alts 1 and 3) | MRT MSF Design Option 1 (Alts 1 and 3) | Electric Bus MSF (Alt 1) | HRT MSF (Alts 4 and 5) | HRT MSF (Alt 6) |
|---|---|---|---|---|---|---|
| Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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: Police protection? | Impacts Before Mitigation | LTS | LTS | LTS | LTS | LTS |
| | Applicable Mitigation | NA | NA | NA | NA | NA |
| | Impacts After Mitigation | LTS | LTS | LTS | LTS | LTS |
| Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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: Schools? | Impacts Before Mitigation | LTS | LTS | LTS | LTS | LTS |
| | Applicable Mitigation | NA | NA | NA | NA | NA |
| | Impacts After Mitigation | LTS | LTS | LTS | LTS | LTS |

Source: HTA, 2024

LTS = less than significant
NA = not applicable
PUB = public services
TRA = transportation