

## 3.13 Public Services and Recreation

### 3.13.1 Introduction

This section discusses the Project setting in relation to public services and recreation. It describes existing conditions, the current regulatory setting, and potential impacts from operation and construction of the Build Alternatives, including design options and MSF site options.

The public services and recreation study area encompasses the GSA and DSA. Information in this section is based on the Eastside Transit Corridor Phase 2 Community and Neighborhoods Impacts Report (Appendix M).

### 3.13.2 Regulatory Framework

#### 3.13.2.1 Federal

##### 3.13.2.1.1 National Fire Protection Code

The National Fire Protection Association (NFPA) has set forth a range of safety codes for a variety of environments and applications. The National Fire Protection Code —NFPA 130, Standard for Fixed Guideway Transit and Passenger Rail Systems —provides fire protection and life-safety requirements for underground, surface and elevated fixed guideway transit and passenger rail systems. This also includes storage facilities, train ways, stations, emergency ventilation systems, and communications and control systems. The purpose of NFPA 130 is 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 regulates the type of materials, material fire safety properties (e.g., flammability, combustibility, and smoke production), and potential fire hazards.

#### 3.13.2.2 State

##### 3.13.2.2.1 California Fire Code

Title 24, Part 9 of the California Code of Regulations, also referred to as the California Fire Code, is part of the California Building Code and provides building standard regulations regarding fire protection and notification systems for residential and commercial buildings. It delineates fire safety requirements and regulations, including the implementation of fire protection devices such as fire extinguishers and smoke alarms; establishment of fire resistance standards for fire doors, building materials, and types of construction; fire apparatus access to buildings; and fire suppression training. The California Fire Code is applicable to all occupancies in California except if adopted local regulations are more stringent.

### 3.13.2.2.2 California Penal Code

All law enforcement agencies within the State of 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.

### 3.13.2.2.3 California Public Park Preservation Act

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

### 3.13.2.2.4 Quimby Act

The Quimby Act was established by the California State Legislature in 1965 and codified as California Government Code Section 66477. The Quimby Act allows the legislative body of a city or county to require, by ordinance, the dedication of land, payment of fees in lieu thereof, or a combination of both for park or recreational purposes as a condition to the approval of a tentative tract map or parcel map.

## 3.13.2.3 Regional and Local

### 3.13.2.3.1 Metro

Metro's *Grade Crossing Safety Policy for Light Rail Transit* (2010) provides a structured process for evaluating potential grade separations versus at-grade operation along light rail lines. The policy is a three-step process that is described in Appendix M.

Metro's *Rail System Emergency Response Plan* (1999) establishes guidelines for standard operating policy and procedures for the mobilization of Metro employees and resources during an emergency. The plan is shared with other public safety organizations and agencies to provide a fast, controlled, and coordinated response to the various emergencies that may occur on the Metro rail system. The goal of the plan is to establish guidelines that would impact the fewest number of responders, allowing the emergency to be mitigated with as little impact to the system as practicable and service to be restored as quickly as possible.

Metro's *Rail Design Criteria* (MRDC) (2013) identifies the methods to construct, maintain, and monitor the relative safety of LRT facilities. It was most recently updated with the 2018 adoption of the *Metro Systemwide Station Design Standards Policy*. The MRDC provides specific direction regarding the categorization of potential hazards and the actions, including suspension of LRT operations, should a potential safety and security risk arise. The MRDC also requires the preparation of a Functional Hazard Analysis that analyzes the potential for a loss or malfunction of each and every LRT operational function and categorizes its effect on the equipment, personnel, patrons and general public to determine the associated hazard level. The MRDC also outlines the following basic methods of resolving or addressing any potential safety and security concerns:

- Elimination through design/redesign
- Minimization through the provision of additional safety features

- Installation of warning devices to 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

### 3.13.2.3.2 Los Angeles County and Municipalities

The general plans of Los Angeles County and the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier include policies relevant to public services and recreation. In general, they all aim to maintain an adequate emergency response system, ensure that law enforcement services meet the public safety needs of the community, encourage the expansion of school facilities, and enhance the existing park and recreational facilities to the extent that they can continue to provide residents with the best possible recreational opportunities. More information about these general plan policies is available in Appendix M.

## 3.13.3 Methodology

Fire and police stations are identified within the DSA to address whether the Build Alternatives would affect emergency response times and capabilities resulting in the need for new or expanded facilities to maintain adequate levels of service, as well as the potential for any fire and police stations within the DSA to be directly impacted as a result of new construction or operations. In addition, the assessment also considers the potential for change in population characteristics and criminal activity that may result in increased demand or other needs for new or physically altered public safety facilities to maintain adequate levels of service. Schools and other public facilities (i.e., libraries and governmental centers) are identified within 0.25 miles of the Build Alternatives to address the potential for any direct impacts to facilities or access to such facilities, and to assess the potential for indirect impacts on levels of service if the Build Alternatives were to induce new population growth to the region. Each public facility and service is qualitatively assessed to determine the potential for the Build Alternatives to result in the need for such facilities to make physical alterations to maintain levels of service that could result in environmental impacts.

Parks and recreational facilities are identified within 0.25 miles of the Build Alternatives. A qualitative assessment of impacts on parks and recreational facilities evaluates the potential for the Build Alternatives to generate new growth that would burden existing parks and recreation facilities, resulting in deterioration of those facilities and/or generating the need for new facilities.

General population growth trends are addressed on a regional scale with the GSA, while emergency services and other local services are best analyzed on a more local scale – for example, emergency vehicles and personnel operate out of stations at specific sites and typically serve a defined service area – making the DSA the appropriate geography for analysis.

## 3.13.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, an alternative would have a significant impact related to public services and recreation if it would:

**Impact PSR-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities (the construction of which could cause significant environmental impacts), in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- Fire protection
- Police protection
- Schools
- Parks
- Other public facilities

**Impact PSR-2: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.**

**Impact PSR-3: Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.**

## 3.13.5 Existing Setting

### 3.13.5.1 Fire and Police Protection

#### 3.13.5.1.1 Metro

Policing of Metro facilities is shared between the Los Angeles County Sheriff's Department (LASD), Los Angeles Police Department (LAPD), and Long Beach Police Department (LBPD). The LAPD and LBPD handle much of the policing in the cities of Los Angeles and Long Beach, respectively, with the LASD handling areas outside those cities, including within the DSA.

On the Metro system, quality of life enforcement, such as responding to serious crimes, is the primary duty of these law enforcement agencies. In addition, under the direction of these agencies, Metro's in-house transit security officers and contracted private security personnel primarily focus on fare evasion and passenger complaints and generally do not respond to more serious crime events.

#### 3.13.5.1.2 Local

Fire prevention, protection, and emergency medical services in the DSA are provided by the Los Angeles County Fire Department (LACFD) in unincorporated Los Angeles County (East Los Angeles and West Whittier-Los Nietos) and the cities of Commerce, Pico Rivera, and Whittier. These services are provided by the Montebello Fire Department and Santa Fe Springs Department of Fire-Rescue in Montebello and Santa Fe Springs, respectively. Law enforcement, police services, and civil processes in the DSA are provided by the LASD in unincorporated Los Angeles County (East Los Angeles and West Whittier-Los Nietos) and the cities of Commerce and Pico Rivera. These services are provided by the Montebello Police Department in Montebello and the Whittier Police Department in Whittier and Santa Fe Springs. **Table 3.13-1** and **Table 3.13-2** identify the fire stations and police and sheriff

departments, respectively, within the Alternative 1 DSA and **Figure 3.13.1** shows their locations. The LACFD Fire Station 50 located at Saybrook Avenue in Commerce and Los Angeles County Sheriff's Department - East Los Angeles located on East 3<sup>rd</sup> Street in East Los Angeles are the closest facilities to the Project.

**Table 3.13-1. Alternative 1 DSA Fire Stations**

Map ID	Jurisdiction	Address	City
1	Los Angeles County Fire Department - Station 103	7300 S. Paramount Blvd.	Pico Rivera
2	Los Angeles County Fire Department - Station 17	12006 Hadley St.	Whittier
3	Los Angeles County Fire Department - Station 22	928 S. Gerhart Ave.	Commerce
4	Los Angeles County Fire Department - Station 28	7733 Greenleaf Ave.	Whittier
5	Los Angeles County Fire Department - Station 3	930 S. Eastern Ave.	Los Angeles
6	Los Angeles County Fire Department - Station 40	4864 S. Durfee Ave.	Pico Rivera
7	Los Angeles County Fire Department - Station 50	2327 S. Saybrook Ave.	Commerce
8	Montebello Fire Department - Station No. 2	1166 S. Greenwood Ave.	Montebello
9	Montebello Fire Department - Station No. 3	2950 Via Acosta	Montebello
10	Santa Fe Springs Department of Fire and Rescue - Station 2	8634 Dice Rd.	Santa Fe Springs

Source: Los Angeles County GIS Program, 2020.

**Table 3.13-2. Alternative 1 DSA Police Stations**

Map ID	Jurisdiction	Address	City
11	Commerce Public Safety Division	2535 Commerce Way	Commerce
12	Montebello Police Department	600 West Beverly Blvd.	Montebello
13	Whittier Police Department	7315 South Painter Ave.	Whittier
14	Los Angeles County Sheriff's Department - East Los Angeles	5019 E. 3rd St.	East Los Angeles
15	Los Angeles County Sheriff's Department - Pico Rivera	6631 S. Passons Blvd.	Pico Rivera

Source: Los Angeles County GIS Program, 2019.



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 3.13.1. Public Services Locations

### 3.13.5.2 Schools

Table 3.13-3 identifies public and private schools within one quarter mile of the Build Alternatives and Figure 3.13.1 shows their locations. As shown on Figure 3.13.1, several of the school are located near or adjacent to the alignment, including Garfield High School, Fourth Street Elementary School, Greenwood Elementary School, Ada S. Nelson Elementary School, and Washington Elementary School.

**Table 3.13-3. Schools within 0.25 Miles of Build Alternatives**

Map ID	School Type	Name	Address	City
16	Public Elementary	Fourth Street	420 South Amalia Ave	Los Angeles
17	Public Elementary	Ada S. Nelson	8140 South Vicki Dr	Whittier
18	Public Elementary	Greenwood	900 South Greenwood Ave	Montebello
19	Public Elementary	George Washington	7804 S. Thornlake Ave	Whittier
20	Public Middle	David Wark Griffith	4765 East Fourth St	Los Angeles
21	Public High	Monterey Continuation	466 South Fraser St	Los Angeles
22	Public High	James A. Garfield Senior	5101 East Sixth St	Los Angeles
23	Public High	Pioneer	10800 Benavon St	Whittier
24	Public Charter	KIPP Raices Academy	668 Atlantic Blvd	Los Angeles
25	Public Charter	KIPP Promesa Prep	5156 Whittier Blvd	Los Angeles
26	Public Charter	Arts in Action Elementary	5115 Via Corona St	Los Angeles
27	Private	Calvary Chapel Christian Academy	931 South Maple Ave	Montebello
28	Private	St. Alphonsus School	552 South Amalia Ave	Los Angeles

### 3.13.5.3 Other Public Facilities

Table 3.13-4 identifies the other public facilities within one quarter mile of the Build Alternatives and Figure 3.13.1 shows their locations.

**Table 3.13-4. Other Public Facilities within 0.25 Miles of Build Alternatives**

Map ID	Service Type	Jurisdiction	Address	City
29	Library	Chet Holifield Library	1060 Greenwood Ave	Montebello
30	Library	East Los Angeles Library	4837 E 3rd St	Los Angeles
31	Governmental	Los Angeles County East Los Angeles Civic Center	4848 Civic Center Way	Los Angeles

Source: Los Angeles County GIS Program, 2020

## 3.13.5.4 Parks and Recreational Facilities

Table 3.13-5 identifies the parks and recreational facilities within one quarter mile of the Build Alternatives and Figure 3.13.1 shows their locations. Parks and recreational facilities in closest proximity to the Project are Atlantic Avenue Park on Atlantic Boulevard, Chet Holifield Park on Greenwood Avenue, and the Rio Hondo and San Gabriel River Spreading Grounds and bike trails.

**Table 3.13-5. Parks and Recreational Facilities within 0.25 Miles of Build Alternatives**

Map ID	Name	Address	City
32	Chet Holifield Park and Community Center	1060 S. Greenwood Ave	Montebello
33	Woods Avenue Park	Verona St. and Woods Ave	Los Angeles
34	Atlantic Avenue Park	570 South Atlantic Blvd	Los Angeles
35	Belvedere Park Lake	3rd St and La Verne Ave	Los Angeles
36	Rio Hondo Spreading Grounds and Bike Trail	Not available	Pico Rivera
37	San Gabriel River Spreading Grounds and Bike Trail	Not available	Pico Rivera
38	Whittier Greenway Trail	Not available	Whittier

Source: Los Angeles County, Department of Parks and Recreation, 2021.

Note:

Whittier Greenway Trail is not within 0.25 miles of the Build Alternatives but is included due to its regional network influence.

## 3.13.6 Impact Evaluation

### 3.13.6.1 Impact PSR-1: Public Services

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

#### 3.13.6.1.1 Alternative 1 Washington

##### Operational Impacts

##### *Fire and Police Protection*

Operation of Alternative 1 would potentially increase fire and police protection response times as a result of delays at new grade crossings. Grade crossings, particularly those along Washington Boulevard between Greenwood Boulevard and Lambert Road, could potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. This segment of Washington Boulevard experiences higher traffic volumes and land uses with higher rates of trip generation, which increases the likelihood of delay. In comparison, delays resulting from LRT operation would be brief due to the short length of the LRT trainsets and the short time required for

LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running right-of-way (ROW) at these locations, it would be possible for trains to clear signaled and unsignalized intersections quickly to allow emergency vehicles to pass. Although the transition from at-grade to underground along 3rd Street between South La Verne Avenue and Woods Avenue is located directly in front of the East Los Angeles Sheriff Station, the Metro L (Gold) Line already operates at-grade along this segment of 3rd Street and operation of Alternative 1 is unlikely to impact existing response times to or from the station. The Presbyterian Intercommunity Hospital (PIH), which includes emergency care services, is located on Washington Boulevard near Lambert Road. The intersection of Washington Boulevard and Lambert Road would be preserved because the alignment curves southward approximately one block west of the intersection and does not impact the intersection. Therefore, the intersection would continue to facilitate the ingress and egress of emergency vehicles to and from the PIH. As standard practice and as set forth in PM PSR-1, Metro shall coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services is maintained under Alternative 1.

In addition, all new LRT facilities and crossings would be designed in accordance with the *Metro Rail Design Criteria*, including the Fire/Life Safety Criteria described in greater detail below, to ensure safety and minimize potential hazards at all locations. Further, compliance with code requirements pertaining to emergency vehicle access and building standards also ensure that response times are maintained at acceptable levels. Operation of the underground and aerial configuration portions of Alternative 1 would not have any material impact to fire and police protection response times since those segments would not affect emergency vehicles travelling on surface streets. Consequently, fire and police protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities under the operation of Alternative 1.

Operation of Alternative 1 would potentially increase the demand for fire and police protection services from incidents or emergencies at the new LRT stations, facilities, and grade crossings. Incidents or emergencies occurring at LRT stations or grade crossings could result in an increase in overall response calls within the local jurisdictions. Fire safety is primarily addressed through design. Metro's Fire/Life Safety Criteria outline specific requirements for fire protection at stations, along the alignment, and within LRVs. Metro's standard fire life safety certification process would be followed during station design to ensure compliance with National Fire Protection Association (NFPA) 130 Standard for Fixed Guideway Transit and Passenger Rail Systems 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 back-up power, fire detection and suppression and communications. All Metro L (Gold) Line LRVs currently in service are equipped with fire extinguishers in case of fire. The LRVs have been built using vehicle specifications to minimize fire hazards that include use of materials with minimum burning rates, smoke generation, and toxicity characteristics. Any new LRVs purchased would have similar specifications and equipment.

Security issues, such as fare evasion, assault or robbery, could potentially occur at stations. As standard operating practice and as set forth in PM PSR-1, Metro shall supplement existing police protection services by providing Transit Services Bureau officers and contracted police services at all new LRT facilities, as needed to ensure that adequate police protection services are provided. In the fall of 2022, Metro would launch a three-year pilot transit ambassador program which would deploy trained contract personnel on Metro's buses, bus stops, trains, and stations. Ambassadors would be unarmed and travel the system or be at fixed stations to promote safety for riders and operators. The primary role of the transit ambassador program is to be a visible presence (Metro, 2022).

Consequently, the demand for fire and police protection is anticipated to remain at acceptable levels and would not require new fire or police protection facilities or physical alterations to existing fire or police protection facilities.

As discussed above, although operation of Alternative 1 would potentially result in an increase to fire and police protection response times, with implementation of the standard coordination and design practices identified above, it is anticipated that emergency response times would remain at acceptable levels and new or physically altered fire or police protection facilities to maintain adequate service would not be required. Likewise, although operation of Alternative 1 would potentially result in an increase in demand for fire and police protection services, implementation of the standard coordination and design practices identified above is anticipated to maintain response times at acceptable levels and would not require new or physically altered fire or police protection facilities. As a result, operation of Alternative 1 would have a less than significant impact with respect to fire and police protection services.

### **Schools**

As discussed in Section 3.12, Population and Housing, operation of Alternative 1 would not result in substantial changes to the existing population in the GSA or DSA. While it may encourage growth in surrounding areas, that growth would be contingent upon local city zoning regulations and approvals, which would consider a development's consistency with local general plans and transit oriented development policies; therefore, any growth is anticipated to be consistent with local polices and requirements, and local growth projections. Any growth not currently planned would not occur without modification of local zoning ordinances and/or general plans. Therefore, Alternative 1 would not induce any population changes that could alter the number of students at public schools or require physical alterations to schools to accommodate an increased student population.

As identified in **Section 3.13.5.2**, there are several schools located adjacent to Alternative 1. Alternative 1 would not result in the need for new or physically altered schools. No physical alterations to Garfield High School or Fourth Street Elementary School would be required for the schools to continue operating or to maintain school access because the LRT guideway would operate below the ROW of Atlantic Boulevard, and the schools would not be impacted.

The proposed surface parking facility associated with the aerial Greenwood station would be immediately adjacent to Greenwood Elementary School. However, no physical alterations to the school would be required and school facilities, school access, and operations would not be affected. The physical barrier (fence) that currently divides the school and existing parcel where the parking facility is proposed would remain. Furthermore, the school drive and parking would separate the parking facility from the school building. Thus, the operation of Alternative 1 would not affect the school such that any new school construction or physical alterations would be required.

Alternative 1 would run at-grade in the vicinity of Ada S. Nelson Elementary School and Washington Elementary School, and both schools are separated from the at-grade LRT guideway by single- and multi-story buildings and school facilities. School operations and access would not be affected. Operation of Alternative 1 would not affect the school such that any new school construction or physical alterations would be required.

Operation of Alternative 1 would not result in the need for new construction or physical alterations to schools that could cause significant environmental impacts to maintain acceptable service; therefore, operation of Alternative 1 would have a less than significant impact on schools.

### ***Parks and Recreational Facilities***

Alternative 1 does not include construction of any new housing and, therefore, would not directly increase the demand for parks and recreational facilities associated with new residents moving into the area. As discussed in Section 3.12, Population and Housing, operation of Alternative 1 would not result in substantial changes to the existing population in the GSA or DSA. While it may encourage growth in surrounding areas, that growth would be contingent upon local city zoning regulations and approvals, which would consider a development's consistency with local general plans and transit oriented development policies; therefore, any growth is anticipated to be consistent with local polices and requirements, and local growth projections. Any growth not currently planned would not occur without modification of local zoning ordinances and/or general plans. Therefore, Alternative 1 would not induce any population changes that could alter the demand for parks and recreational facilities or require physical alterations to parks and recreation facilities to accommodate an increased population.

However, Alternative 1 would construct new transit stations in areas near parks and recreational facilities which would provide transit to these facilities and enable transit riders to visit them. The introduction of the stations and improved access opportunities, could result in a small increase in visitors to parks and recreational facilities in the DSA, however, it is unlikely that the user demand for parks and recreational facilities would increase so greatly as to require significant construction or alterations to maintain or expand the facilities. Transit ridership is driven primarily by weekday commuting and, although a minor share of transit riders may visit surrounding parks and recreational facilities, the demand for nearby parks and recreational facilities is not anticipated to significantly change nor require significant alterations or construction.

Operation of Alternative 1 would not result in impacts to parks. There would be no acquisitions or reduction of access to parks that could require alteration or new construction of parks and recreational facilities in order to maintain park and recreation services. No physical alterations or impacts to Atlantic Avenue Park would occur because the LRT guideway would be underground. Chet Holifield Park is proximate to the aerial Greenwood station. Although the proposed station would provide additional access to the park, attendance is not likely to increase since this is a neighborhood-scale park that is unlikely to attract visitors from beyond the immediate vicinity. Similarly, the use of both the Rio Hondo and San Gabriel River Spreading Ground and associated bike trails would not be affected, and trail use is not anticipated to notably increase.

Operation of Alternative 1 would not result in the need for new construction or physical alterations to parks and recreation facilities which could cause significant environmental impacts to maintain acceptable services; therefore, operation of Alternative 1 would have a less than significant impact on parks and recreational facilities.

### ***Other Public Facilities***

Alternative 1 does not include construction of any new housing and, therefore, would not result in direct population growth that could increase demand for libraries or other public facilities. As discussed in Section 3.12, Population and Housing, operation of Alternative 1 would not result in substantial changes to the existing population in the GSA or DSA. While it may encourage growth in surrounding areas, that growth would be contingent upon local city zoning regulations and approvals, which would consider a development's consistency with local general plans and transit oriented development policies; therefore, any growth is anticipated to be consistent with local polices and requirements, and local growth projections. Any growth not currently planned would not occur without

modification of local zoning ordinances and/or general plans. Therefore, Alternative 1 would not induce any population changes that could alter the demand libraries and other facilities or require physical alterations to public facilities to accommodate an increased population.

However, Alternative 1 would construct new transit stations in areas near libraries and other public facilities which would enable transit riders to visit these facilities. Despite the introduction of the stations and possible increase in visitors to libraries and other public facilities in the DSA, it is unlikely that the user demand for libraries and recreational facilities would increase so greatly as to require significant construction or alterations to maintain acceptable services to the public. Transit ridership is driven primarily by weekday commuting and, although a minor share of transit riders may visit surrounding libraries and other public facilities, the demand for nearby libraries and other public facilities is not anticipated to significantly change nor require the need for new or expanded facilities.

Operation of Alternative 1 would not directly impact facilities or operations at the East Los Angeles Civic Center, the East Los Angeles Library, or the Chet Holifield Library. Additionally, access to both library and civic center facilities would be maintained.

Operation of Alternative 1 would not result in the need for new construction or physical alterations to libraries or other public facilities which could cause significant environmental impacts to maintain acceptable levels of service; therefore, operation of Alternative 1 would have a less than significant impact on other public facilities.

### ***Design Options***

#### **Atlantic/Pomona Station Option**

Operation of Alternative 1 with the Atlantic/Pomona Station Option would not affect public services differently than the base Alternative 1. The Atlantic/Pomona Station Option would operate under the existing transportation ROW of Atlantic Boulevard and/or acquired commercial and industrial properties and would not result in the need for new construction or physical alterations to public facilities which could cause significant environmental impacts to maintain acceptable services. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would have a less than significant impact on public services.

#### **Montebello At-Grade Option**

Operation of Alternative 1 with the Montebello At-Grade Option would not affect public services differently than the base Alternative 1. Operation of the Montebello At-Grade Option would not disrupt facilities or services provided at Chet Holifield Park and Greenwood Elementary School, which are located in the vicinity of the at-grade Greenwood station that would be implemented under the Montebello At-Grade Option. No physical alterations to the park or school would be required and the facilities and access to the facilities would be maintained, and operations would not be affected.

The Montebello At-Grade Option would include more at-grade crossings compared to the aerial guideway and station configuration of the base Alternative 1, primarily between Yates Avenue and the Greenwood station along Washington Boulevard. As discussed under **Section 3.13.6.1.1**, Fire and Police Protection, at-grade crossings are not anticipated to cause a significant delay to fire and police protection vehicles. Any delay would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running ROW at these locations, it would be possible for trains to clear signaled and

unsignalized intersections quickly to allow emergency vehicles to pass. As standard practice and as set forth in PM PSR-1, Metro shall coordinate with fire and police officials when designing grade crossings to ensure that access for police and fire protection services is maintained. In addition, the LRT station and crossings would be designed in accordance with *Metro Rail Design Criteria*, including Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Consequently, fire and police protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities under the operation of the Montebello At-Grade Option.

The Montebello At-Grade Option would operate within the existing transportation ROW of Washington Boulevard and would not result in the need for new construction or physical alterations to public facilities which could cause significant environmental impacts to maintain acceptable services. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would have a less than significant impact on public services.

## Construction Impacts

### *Fire and Police Protection*

Construction of Alternative 1 would not result in substantial changes to the existing population as construction jobs are temporary and there is a substantial employment base and residential population in the region to fill any construction-related jobs resulting from Alternative 1. Therefore, construction would not result in an increase in demand for fire and police services due to an increase in population. Construction of Alternative 1 would potentially temporarily increase fire and police protection response times as a result of periodic construction-related street closures or detours. Specifically, access to the East Los Angeles Sheriff Station on 3rd Street would be temporarily obstructed by construction activities, although the other access points to the station via South Mednik Avenue and South Gleason Street would remain open and accessible. In addition, temporary closure of the entire bridge over the Rio Hondo and San Gabriel River would be required to demolish one side of the bridge; this would be a short-term full closure to minimize impacts to traffic circulation. As set forth in PM TRA-2, identified in Section 3.14, Transportation and Traffic, Metro shall coordinate with staff of the East Los Angeles Sheriff Station in advance of any construction activities to preserve station access. Metro standard practices, as set forth in PM TRA-2, shall require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing. Section 3.14, Transportation and Traffic, and Appendix N include an analysis of the potential effect on emergency access during construction and proposes a transportation management plan to help reduce the impacts on traffic movement in the construction work zones. The plan would include provisions to ensure safe access of police, fire, and other emergency vehicles would be maintained. With implementation of a construction Traffic Management Plan, fire and police protection response times during the construction period would be maintained at acceptable levels and would not require new or physically altered fire or police protection facilities.

Construction activities for Alternative 1 would potentially temporarily increase the demand for fire and police protection services from incidents or emergencies at construction sites. The construction sites are in areas currently served by the fire departments and law enforcement departments listed in **Section 3.13.5.1.2**. Because construction sites can sometimes experience loitering and illegal activity, to

supplement local law enforcement services, Metro or its construction contractors would secure all construction sites, including fencing and security patrols as needed, to prevent intrusion and illegal activities during construction. Consequently, the demand for fire and police protection demand during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities. Construction of Alternative 1 would have a less than significant impact with respect to fire and police protection services.

### ***Schools***

Construction of Alternative 1 would not result in substantial changes to the existing population as construction jobs are temporary and there is a substantial employment base and residential population in the region to fill any construction-related jobs resulting from Alternative 1. Therefore, construction would not affect student population.

Alternative 1 would not require any physical alterations at nearby schools including: Griffith Middle School, Garfield High School, Fourth Street Elementary School, Greenwood Elementary School, Ada S. Nelson Elementary School, and Washington Elementary School to accommodate an increased population or construction activities. Further, as described in Section 3.14, Transportation and Traffic, and Appendix N, a transportation management plan would be implemented to help reduce the impacts on traffic movement in the construction work zones and would ensure that adequate and safe access would remain available to schools and other facilities within and near the Project construction zone. Construction of Alternative 1 would not result in the need for new construction or physical alterations to schools which could cause significant environmental impacts to maintain acceptable service; therefore, construction of Alternative 1 would result in a less than significant impact on schools.

### ***Parks and Recreational Facilities***

Construction would not increase the use of parks and recreational facilities or otherwise generate increased demand for such facilities through population growth as a result of construction job opportunities. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth that would increase existing demand for park facilities. Further, construction of Alternative 1 would not require physical alterations to any parks or recreational facilities.

Bridge replacement at the Rio Hondo and the San Gabriel River may inhibit access or require temporary closure of their respective bike trails. A short, temporary re-routing of the bike trail around the construction area would allow it to remain open continuously. The re-routing would not require substantial physical alterations or construction and would be accomplished with signage and ground markings. While access to the bike trails would be limited in the vicinity of the bridges while construction is occurring, access to other portions of the trail would be maintained uninterrupted during construction. As set forth in PM TRA-2, identified in Section 3.14, Transportation and Traffic, Metro standard practices shall include timing closures to minimize disruptions and developing a Traffic Management Plan for construction activities for parks and recreational facilities. Detours would be provided to provide safe access around the construction areas and access to the bike trails and other parks and recreational facilities would remain available; there would be no need for new or physically altered parks and recreation, the construction of which could cause significant environmental impacts, in order to maintain acceptable service levels. Therefore, construction of Alternative 1 would have less than significant impacts on parks and recreational facilities.

### ***Other Public Facilities***

Construction of Alternative 1 would not result in substantial changes to the existing population in the region as construction jobs are temporary and there is a substantial employment base and residential population in the region to fill any construction-related jobs resulting from Alternative 1. No physical alterations to public libraries would occur during construction and services would be open and accessible. The East Los Angeles Civic Center and East Los Angeles Library are located immediately adjacent to 3<sup>rd</sup> Street where Alternative 1 would tie into the existing at-grade guideway at the east end of the East Los Angeles Civic Center Station. The Chet Holifield Library is located at Greenwood Avenue and Frankel Avenue, south of the proposed aerial Greenwood station. Construction activities would not result in any loss of access to the parking lots and/or building entrance of these facilities. Despite some potential construction-related lane and sidewalk closures during business hours, access to the libraries would be maintained and the libraries would be able to maintain services throughout the construction phase of the project, and there would be no need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service levels. Therefore, construction of Alternative 1 would have less than significant impacts on other public facilities.

### ***Design Options***

#### **Atlantic/Pomona Station Option**

Construction of Alternative 1 with the Atlantic/Pomona Station Option would not affect public services differently than the base Alternative 1. Construction of the Atlantic/Pomona Station Option would potentially temporarily increase the demand for fire and police protection services from incidents or emergencies at construction sites. Because construction sites can sometimes experience loitering and illegal activity, to supplement local law enforcement services, Metro or its construction contractors would secure all construction sites, including fencing and security patrols as needed, to prevent intrusion and illegal activities during construction. Consequently, the demand for fire and police protection demand during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities. In addition, construction of the Atlantic/Pomona Station Option would not require any physical alterations at nearby schools or parks and recreational facilities. Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option would have less than significant impacts on public services.

#### **Montebello At-Grade Option**

Construction of Alternative 1 with the Montebello At-Grade Option would not affect public services differently than the base Alternative 1. Construction of the Montebello At-Grade Option would generally have similar impacts to public services as the aerial crossing at this location, including no impacts to Chet Holifield Park and Greenwood School, which are located in the vicinity of the at-grade Greenwood station that would be implemented under the Montebello At-Grade Option. Construction would not require physical alterations to the park or school; further, construction would not increase the use of the park or otherwise generate increased demand through population growth as a result of construction job opportunities. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would have less than significant impacts on public services.

### 3.13.6.1.2 Alternative 2 Atlantic to Citadel IOS

#### Operational Impacts

##### *Base Alternative and Design Option*

The base Alternative 2 and Alternative 2 with the Atlantic/Pomona Station Option would operate primarily below the transportation ROW and acquired commercial and industrial property and, as a result, would not interfere with fire and police protection response times or require new or physically altered fire or police protection facilities. No physical alterations or disruptive impacts to the schools located in the vicinity of the base Alternative 2 and Alternative 2 with the Atlantic/Pomona Station Option because the LRT guideway would operate primarily below the ROW of Atlantic Boulevard.

No physical alterations to Garfield High School or Fourth Street Elementary School would be required to continue operating or maintain school access. Operation of the base Alternative 2 and Alternative 2 with the Atlantic/Pomona Station Option would not result in direct or indirect impacts to parks. There would be no acquisitions or reduction of access to parks that could require alteration or new construction of parks and recreational facilities in order to maintain park and recreation services. Although the transition from at-grade to underground along 3rd Street between South La Verne Avenue and Woods Avenue is located directly in front of the East Los Angeles Sheriff Station, the Metro L (Gold) Line already operates at-grade along this segment of 3rd Street and operation of Alternative 1 is unlikely to impact existing response times to or from the station. No physical alterations or disruptive impacts to Atlantic Avenue Park or East Los Angeles Civic Center and East Los Angeles Library would occur because the LRT guideway would operate in the median and then transition to underground. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact on public services.

#### Construction Impacts

##### *Base Alternative and Design Option*

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would potentially temporarily increase fire and police protection response times as a result of periodic construction-related street closures or detours. As set forth in PM TRA-2, identified in Section 3.14, Transportation and Traffic, Metro shall coordinate with staff of the East Los Angeles Sheriff Station in advance of any construction activities to preserve station access. Metro standard practices, as set forth in PM TRA-2, shall require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing. With implementation of a construction Traffic Management Plan, fire and police protection response times during the construction period would be maintained at acceptable levels and would not require new or physically altered fire or police protection facilities.

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not result in substantial changes to the existing population as construction jobs are temporary. Therefore, construction would not affect student population in the GSA or DSA. Since the construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would primarily take place underground, no physical alterations would occur at nearby schools and parks and recreational

facilities, including Griffith Middle School, Garfield High School, Fourth Street Elementary School, Atlantic Avenue Park, or Belvedere Park Lake. Construction activities would not result in any loss of access to the parking lots and/or building entrance of these facilities. There would be no need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service levels. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in less than significant impacts on public services.

### 3.13.6.1.3 Alternative 3 Atlantic to Greenwood IOS

#### Operational Impacts

##### *Base Alternative and Design Options*

The base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option design options would primarily operate within or below the transportation ROW and acquired commercial and industrial property and would not interfere with fire and police protection response times or require new or physically altered fire or police protection facilities. From Saybrook Avenue to the terminus at Greenwood station, the base Alternative 3 would operate aboveground in an aerial configuration with no at-grade crossings. Although the transition from at-grade to underground along 3rd Street between South La Verne Avenue and Woods Avenue is located directly in front of the East Los Angeles Sheriff Station, the Metro L (Gold) Line already operates at-grade along this segment of 3rd Street and operation of Alternative 3 is unlikely to impact existing response times to or from the station. The Montebello At-Grade Option would have an approximately 0.5 mile aerial configuration and 1.1 mile at-grade configuration with four at-grade crossings. Grade crossings could potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. However, such delays would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. As standard practice and as set forth in PM PSR-1, Metro shall coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services is maintained.

No physical alterations or disruptive impacts to the schools on Atlantic Boulevard would occur under the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option because the LRT guideway would operate underground. The proposed surface parking facility associated with the aerial (base Alternative 3) or at-grade (Montebello At-Grade Option) Greenwood station would be immediately adjacent to Greenwood Elementary School. However, no physical alterations to the school would occur. The physical barrier (fence) that currently divides the school and existing parcel where the parking facility is proposed would remain.

Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would not result in direct or indirect impacts to parks or public libraries. There would be no acquisitions or reduction of access to such facilities that would require alteration or new construction of parks and recreational facilities in order to maintain access. No physical alterations or impacts to Atlantic Avenue Park, East Los Angeles Civic Center and Library or the Chet Holifield Library would occur because the LRT guideway would operate below the Atlantic Boulevard ROW. Chet Holifield Park is proximate to the aerial Greenwood station. Although the proposed station would provide additional access to the park, attendance is not likely to increase since this is a neighborhood-scale park that is unlikely to attract visitors from beyond the immediate vicinity. In addition, access to these recreational facilities would not be affected.

Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would result in a less than significant impact on public services.

## Construction Impacts

### *Base Alternative and Design Options*

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would potentially temporarily increase fire and police protection response times as a result of periodic construction-related street closures or detours. As set forth in PM TRA-2, identified in Section 3.14, Transportation and Traffic, Metro shall coordinate with staff of the East Los Angeles Sheriff Station in advance of any construction activities to preserve station access. Metro standard practices, as set forth in PM TRA-2, shall require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing. With implementation of a construction Traffic Management Plan, fire and police protection response times during the construction period would be maintained at acceptable levels and would not require new or physically altered fire or police protection facilities.

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would not result in substantial changes to the existing population as construction jobs are temporary. Therefore, construction would not affect student population in the GSA or DSA. Since the construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would primarily take place underground, no physical alterations would occur at nearby schools and parks and recreational facilities, including Griffith Middle School, Garfield High School, Fourth Street Elementary School, Greenwood Elementary School, Atlantic Avenue Park, Belvedere Park Lake, and Chet Holifield Park and Library. Construction activities would not result in any loss of access to the parking lots and/or building entrance of these facilities. There would be no need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service levels. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would result in less than significant impacts on public services.

### 3.13.6.1.4 Maintenance and Storage Facilities

#### Operational Impacts

##### *MSF Site Options and Design Option*

The Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would be located in an industrial area. There are no schools, parks and recreational facilities, or other public facilities located adjacent to these Project components. Operation of the MSF site options would not affect any buildings that provide public services or emergency vehicles traveling on surface streets and, therefore, would not interfere with fire and police protection response times.

Operation of the MSF site options would result in permanent closures of Corvette Street for the Commerce MSF site option or the elimination of through access on Acco Street for the Montebello MSF At-Grade Option. As set forth in PM TRA-3, the access into and around any of the MSF site options, including surrounding streets, shall be required to provide for adequate emergency access to the MSF and surrounding businesses. This includes compliance with the California Fire Code that specifies minimum access requirements for fire apparatus. Therefore, fire and police protection access and response times would be maintained.

Operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would potentially increase the demand for fire and police protection services from incidents or emergencies at the new facilities. Incidents or emergencies occurring at the facility could result in an increase in overall response calls within the local jurisdictions. As standard operating practice and as set forth in PM PSR-1, Metro would supplement existing local fire and police protection services by providing Transit Services Bureau officers and contracted police services at the MSF site options, as needed. In addition, Metro enforces strict access and security protocols at maintenance facilities, further reducing the potential demand on fire and police protection services. With this considered, the frequency of any fire or police response calls occurring at the MSF site options is likely to be negligible and would not cause a noticeable increase in the overall demand for fire and police protection services. Consequently, the demand for fire and police protection is anticipated to remain at acceptable levels and would not require new fire or police protection facilities or physical alterations to existing fire or police protection facilities.

An estimated total of approximately 350 people is expected to staff the MSF. As discussed further in Section 3.12, the workers would likely come from the existing large labor pool within the greater Los Angeles region and would not result in new workers relocating to the area that could result in increased demand for public services. Therefore, operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact on public services.

## Construction Impacts

### *MSF Site Options and Design Option*

The construction staging areas for the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would be located within an industrial area. Construction activities would potentially increase the demand for fire and police protection services from incidents or emergencies at construction sites. While construction sites can sometimes experience loitering and illegal activity, to supplement local law enforcement services Metro or its construction contractors would secure all construction sites, including fencing and security patrols as needed, to prevent intrusion and illegal activities during construction. Consequently, the demand for fire and police protection during the construction period is anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities.

Construction of the lead tracks into the MSF would result in periodic construction-related street closures or detours. As set forth in PM TRA-2, Metro shall coordinate with local fire and police protection service providers in advance of any construction activities to preserve emergency access. Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments prior to construction. With implementation of a construction Traffic

Management Plan, fire and police protection response times during the construction period would be maintained at acceptable levels and would not require new or physically altered fire or police protection facilities.

West of intersection of Gayhart Street and Washington Boulevard, the alignment with the Montebello MSF site option and Montebello MSF At-Grade Option would be located within the median of Washington Boulevard while the alignment with the Commerce MSF site option would be located parallel to Washington Boulevard. As described above, with implementation of a construction Traffic Management Plan, fire and police protection response times during periodic street closures or detours during the construction period associated with construction within Washington Boulevard would be maintained at acceptable levels and would not require new or physically altered fire or police protection facilities.

Therefore, construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact on public services.

### 3.13.6.2 Impact PSR-2: Increased Recreation

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

#### 3.13.6.2.1 Alternative 1 Washington

##### Operational Impacts

Alternative 1 does not include rezoning for residential use or increased residential density that would result in population increases and associated increased use of parks and recreational facilities; therefore, operational activities would not directly lead to the substantial physical deterioration of parks and recreational facilities. Further, as discussed in Section 3.12, Population and Housing, operation of Alternative 1 would not result in substantial changes to the existing population in the GSA or DSA. While it may encourage growth in surrounding areas, that growth would be contingent upon local city zoning regulations and approvals, which would consider a development's consistency with local general plans and transit oriented development policies; therefore, any growth is anticipated to be consistent with local polices and requirements, and local growth projections. Any growth not currently planned would not occur without modification of local zoning ordinances and/or general plans. Therefore, operation of Alternative 1 would not induce any population changes that could alter the demand for parks or require physical alterations to parks to accommodate an increased population.

There is the potential for an indirect impact given that new transit stations would be constructed in areas near parks and recreational facilities which would enable transit riders to visit these facilities, such as Chet Holifield Park which is located near the Greenwood station, and the Rio Hondo and San Gabriel River Spreading Grounds and associated bike trails located in the vicinity of Norwalk station. However, as discussed in **Section 3.13.6.1.1**, local residents are the primary users of these parks and recreational facilities, and it is not anticipated that Alternative 1 would induce a substantial number of new visitors to parks and recreational facilities such that substantial deterioration would occur. Therefore, operation of Alternative 1 would have a less than significant impact from increased recreation.

### ***Design Options***

#### **Atlantic/Pomona Station Option**

Operation of the Atlantic/Pomona Station Option would not result in a substantial number of new visitors to nearby parks and recreational facilities in the vicinity of the Project. Therefore, Alternative 1 with the Atlantic/Pomona Station Option would have a less than significant impact from increased recreation.

#### **Montebello At-Grade Option**

Operation of the Montebello At-Grade Option would not result in a substantial number of new visitors to Chet Holifield Park or other parks and recreational facilities in the vicinity of the Project. Therefore, Alternative 1 with the Montebello At-Grade Option would have a less than significant impact from increased recreation.

### **Construction Impacts**

Construction of Alternative 1 would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities. Construction activities associated with Alternative 1 could result in temporary nuisances associated with intermittent increases in noise, dust, odors, and traffic delays, which could affect the use and physical quality of adjacent parks and recreational facilities, including Chet Holifield Park, the Rio Hondo and San Gabriel River Spreading Grounds, and associated bike trails. As discussed in Section 3.2 Air Quality, Section 3.11 Noise and Vibration, and Section 3.14 Transportation, however, these impacts would be less than significant with implementation of standard control measures. Further, these impacts would not lead to increased use of parks or other recreational facilities. Construction activities would likely require intermittent sidewalk and lane closures and detours which could inhibit access to recreational facilities. The reconstruction of the Rio Hondo and San Gabriel River bridges may require temporary closure or re-routing of the bike trails. As set forth in PM TRA-2, Metro standard practices include timing closures to minimize disruptions and developing a Traffic Management Plan for construction activities as discussed in Section 3.14, Transportation and Traffic, and Appendix N. Thus, access to parks and recreational facilities would be maintained during construction. Additionally, construction of Alternative 1 would not increase use of the parks and recreational facilities through population growth as a result of construction job opportunities. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth that would increase the use and physical deterioration of park and recreational facilities. Therefore, construction of Alternative 1 would have a less than significant impact from increased recreation.

### ***Design Options***

#### **Atlantic/Pomona Station Option**

Construction of the Atlantic/Pomona Station Option would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities. Further, construction activities would result in temporary nuisances associated with noise, dust, odors, and traffic delays, but access to facilities would be maintained during construction, and no increased use of facilities is anticipated. Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option would have a less than significant impact from increased recreation.

### Montebello At-Grade Option

Construction of the Montebello At-Grade Option would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities. Further, construction activities would result in temporary nuisances associated with noise, dust, odors, and traffic delays, but access to facilities would be maintained during construction, and no increased use of facilities is anticipated. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would have a less than significant impact from increased recreation.

## **3.13.6.2.2 Alternative 2 Atlantic to Citadel IOS**

### **Operational Impacts**

#### ***Base Alternative and Design Option***

Operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not induce population growth or otherwise result in a substantial number of new visitors to parks and recreational facilities. There is the potential for an indirect impact given that new transit stations would be constructed in areas near parks and recreational facilities, which would enable transit riders to visit these facilities, such as Belvedere Park Lake and Atlantic Avenue Park located near Atlantic station (relocated/reconfigured) and Whittier Boulevard station respectively. Local residents are the primary users of these facilities and it is not anticipated that the Project would induce a substantial number of new visitors to parks and recreational facilities. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not directly lead to the substantial physical deterioration of parks and recreational facilities, and would have a less than significant impact.

### **Construction Impacts**

#### ***Base Alternative and Design Option***

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities. Construction activities would result in temporary nuisances associated with noise, dust, odors, and traffic delays, which could affect the use and physical quality of nearby parks, including Belvedere Park Lake and Atlantic Avenue Park. As discussed in Section 3.2, Air Quality, Section 3.11, Noise and Vibration, and Section 3.14, Transportation and Traffic, however, these impacts would be less than significant with implementation of standard control measures. Further, these impacts would not lead to increased use of parks or other recreational facilities. Construction activities would likely require intermittent sidewalk and lane closures and detours which could inhibit access to this park and associated recreational facilities. Metro standard practices include timing closures to minimize disruptions and developing a Traffic Management Plan for construction activities. It is anticipated that access to Belvedere Park would be maintained during construction. Additionally, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not increase use of the parks and recreational facilities through population growth as a result of construction job opportunities. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth that would increase the use and physical deterioration of park and recreational facilities. Therefore, construction of the base Alternative

2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact from increased recreation.

### 3.13.6.2.3 Alternative 3 Atlantic to Greenwood IOS

#### Operational Impacts

##### *Base Alternative and Design Options*

Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not include residential uses that would result in increased demand for use of parks and recreational facilities, and therefore operational activities would not directly lead to the substantial physical deterioration of parks and recreational facilities. There is the potential for an indirect impact given that new transit stations would be constructed in areas near parks and recreational facilities, including Chet Holifield Park located near Greenwood station, which would enable transit riders to visit these facilities. However, this is not likely given local residents are the primary users of this park and it is not anticipated that the Project would induce a substantial number of new visitors to parks and recreational facilities that could lead to substantial physical deterioration of the parks and recreational facilities. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact from increased recreation.

#### Construction Impacts

##### *Base Alternative and Design Options*

Construction of base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities during construction. Construction activities associated with the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option could result in temporary nuisances associated with intermittent increases in noise, dust, odors, and traffic delays, which could affect the use and physical quality of adjacent parks and recreation facilities such as the Chet Holifield Park. As discussed in Section 3.2, Air Quality, Section 3.11, Noise and Vibration, and Section 3.14, Transportation and Traffic, however, these impacts would be less than significant with implementation of standard control measures. Further, these impacts would not lead to increased use of parks or other recreational facilities. Construction activities would likely require intermittent sidewalk and lane closures and detours which could inhibit access to this park and associated recreational facilities. Metro standard practices include timing closures to minimize disruptions and developing a Traffic Management Plan for construction activities. It is anticipated that access to Chet Holifield Park would be maintained during construction. Additionally, construction would not increase use of the parks and recreational facilities through population growth as a result of construction job opportunities. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth that would increase the use and physical deterioration of park and recreational facilities. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact from increased recreation.

### 3.13.6.2.4 Maintenance and Storage Facilities

#### Operational Impacts

##### *MSF Site Options and Design Option*

Existing and surrounding land uses within and near the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option consist of light and heavy industrial and commercial uses; there are no parks or recreational facilities at or in close proximity to the site.

Operation of one of the MSF site options would result in new employment opportunities, but given the large existing labor pool in Los Angeles, this is unlikely to result in workers relocating to the GSA or DSA. Operation of the MSF site option sites are not expected to induce population growth to the region that could increase use of parks and recreational facilities and lead to the substantial physical deterioration. Operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would not affect the use of park and recreation facilities and no impact would occur.

#### Construction Impacts

##### *MSF Site Options and Design Option*

The Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would be located in an industrial area and there are no parks or recreational facilities at or in close proximity to the site. Construction of the MSF site options would not induce population growth that could result in increased use of the parks and recreational facilities leading to substantial physical deterioration as a result of construction job opportunities. Therefore, construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would not affect the use of park and recreation facilities and no impact would occur.

### 3.13.6.3 Impact PSR-3: New Recreation Facilities

**Impact PSR-3: Would a Build Alternative include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

#### 3.13.6.3.1 Alternative 1 Washington

##### Operational and Construction Impacts

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the operation and construction of Alternative 1. Therefore, there would be no physical effect on the environment from the construction or expansion of recreational facilities and no impact would occur.

### *Design Options*

#### Atlantic/Pomona Station Option

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the operation and construction of Alternative 1 with Atlantic/Pomona Station Option. Therefore, there would be no physical effect on the environment from the construction or expansion of recreational facilities and no impact would occur.

#### Montebello At-Grade Option

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the operation and construction of Alternative 1 with the Montebello At-Grade Option. Therefore, there would be no physical effect on the environment from the construction or expansion of recreational facilities and no impact would occur.

### **3.13.6.3.2 Alternative 2 Atlantic to Citadel IOS**

#### **Operational and Construction Impacts**

##### *Base Alternative and Design Option*

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option. Therefore, there would be no physical effect on the environment from the construction or expansion of recreational facilities and no impact would occur.

### **3.13.6.3.3 Alternative 3 Atlantic to Greenwood IOS**

#### **Operational and Construction Impacts**

##### *Base Alternative and Design Options*

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option. Therefore, there would be no physical effect on the environment from the construction or expansion of recreational facilities and no impact would occur.

### **3.13.6.3.4 Maintenance and Storage Facilities**

#### **Operational and Construction Impacts**

##### *MSF Site Options and Design Option*

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the operation and construction of the Commerce MSF site option, the Montebello MSF site option,

or the Montebello MSF At-Grade Option. Therefore, there would be no physical effect on the environment from the construction or expansion of recreational facilities and no impact would occur.

## 3.13.7 Project Measures and Mitigation Measures

### 3.13.7.1 Project Measures

The following project measures are design features, best management practices, or other measures required by law and/or permit approvals. These measures are components of the Project and are applicable to all Build Alternatives, design options, and MSF site options and MSF design option.

**PM PSR-1:** Operational (post-Project) BMPs for the Build Alternatives may include (but would not be limited to):

- Metro shall coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services is maintained.
- Metro shall supplement existing police protection services by providing Transit Services Bureau officers and contracted police services at all new LRT facilities, as needed to ensure that adequate police protection services are provided.

PM TRA-2 and PM TRA-3 shall be implemented for the construction of the Build Alternatives. For more details on these project measures, see Section 3.14.7.1 in Section 3.14, Transportation and Traffic.

### 3.13.7.2 Mitigation Measures

As identified in **Section 3.13.6**, the Build Alternatives and Build Alternatives with the design option(s) would have less than significant impacts on public services and recreation under Impact PSR-1 (Public Services) and Impact PSR-2 (Increased Recreation) and no impact under Impact PSR-3 (New Recreation Facilities). The MSF site options would have less than significant impacts under Impact PSR-1 (Public Services) and no impact under Impact PSR-2 (Increased Recreation) and Impact PSR-3 (New Recreation Facilities). No mitigation measures would be required for operation or construction. **Table 3.12-3** identifies the combined impact of the base alternatives with the associated MSF site option(s), and the alternatives with one or both design options (as applicable) with the associated MSF site option(s).

For more details on MM TRA-1, which would require the development of a Traffic Management Plan prior to construction, see Section 3.14.7.2. The Traffic Management Plan would include measures to minimize disrupt during construction to reduce impacts on emergency access.

## 3.13.8 Significance After Mitigation

As identified in **Table 3.13-6**, **no mitigation is required** for the Build Alternatives and Build Alternatives with the design option(s). Less than significant impacts would remain under Impact PSR-1 and Impact PSR-2 and no impact would remain under Impact PSR-3.

**Table 3.13-6. Summary of Mitigation Measures and Impacts After Mitigation**

CEQA Impact Topic		Alternative 1: Washington Boulevard								Alternative 2: Commerce/Citadel IOS		Alternative 3: Washington/Greenwood IOS							
		Base Alternative 1 <sup>1</sup>		Alternative 1 + Atlantic/Pomona Station Option		Alternative 1 + Montebello At-Grade Option		Alternative 1 + Atlantic/Pomona Station Option + Montebello At-Grade Option		Base Alternative 2 <sup>2</sup>	Alternative 2 + Atlantic/Pomona Station Option	Base Alternative 3 <sup>3</sup>		Alternative 3 + Atlantic/Pomona Station Option		Alternative 3 + Montebello At-Grade Option		Alternative 3 + Atlantic/Pomona Station Option + Montebello At-Grade Option	
		Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF		Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF	Montebello MSF At-Grade Option
Impact PSR-1: Public Services	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact PSR-2: Increased Recreation	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact PSR-3: New Recreation Facilities	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

Source: CDM Smith/AECOM JV, 2022.

Notes:

The Base Alternatives are shaded in light yellow. Design options are not shaded.

<sup>1</sup> The Base Alternative 1 includes the Atlantic station (reconfigured/relocated) and aerial Greenwood station.

<sup>2</sup> The Base Alternative 2 includes the Atlantic station (reconfigured/relocated).

<sup>3</sup> The Base Alternative 3 includes the Atlantic station (reconfigured/relocated) and aerial Greenwood station.

Key:

NI = No Impact

LTS = Less Than Significant

SU = Significant and Unavoidable

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