

3.13 LAND USE AND PLANNING

3.13.1 INTRODUCTION

This discussion provides an evaluation of K Line Northern Extension (KNE) as it relates to land use and planning. It includes descriptions of the federal, state, and local regulatory setting, existing conditions, and the impacts from construction and operation of the proposed alignments and stations, design option, and the maintenance and storage facility (MSF), as well as mitigation measures where applicable. For more detailed information, refer to the KNE Land Use and Planning Technical Report (Appendix 3.13-A).

3.13.2 REGULATORY FRAMEWORK

3.13.2.1 FEDERAL

There are no federal regulations applicable to the project regarding land use and planning.

3.13.2.2 STATE

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

- Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375, Chapter 728)
- Authority for and Scope of General Plans (California Government Code Sections 65300 - 65303.4)
- California Environmental Quality Act (CEQA) (Sections 21000 et seq. and Sections 15000 et seq.)

3.13.2.3 REGIONAL

- Southern California Association of Governments (SCAG)'s Connect SoCal - The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2020)

3.13.2.4 LOCAL

The following Metro plans and policies are applicable to land use and planning and to project design:

- Vision 2028 Plan
- Long Range Transportation Plan
- Countywide Sustainability Planning Policy and Implementation Plan
- Active Transportation Strategic Plan
- Complete Streets Policy
- First/Last Mile Strategic Plan
- Transit Oriented Communities Policy

Los Angeles County and the Cities of Los Angeles and West Hollywood have codes, ordinances, general plans, and community plans that regulate zoning and land use and resource allocation. These policies generally guide development by providing standards, compliances, exemptions, and limitations for development in their respective jurisdictions. Other considerations include multimodal prioritization, pedestrian safety, economic revitalization, and parking requirements.

3.13.3 METHODOLOGY

3.13.3.1 CEQA METHODOLOGY

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

3.13.3.2 SIGNIFICANCE THRESHOLDS

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

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

3.13.4 RESOURCE STUDY AREA

The resource study area (RSA) for the land use and planning analysis is defined as the existing and planned land uses within 100 feet of the alignments and a 0.5-mile radius from the proposed stations, design option, and MSF.

3.13.5 EXISTING SETTING

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

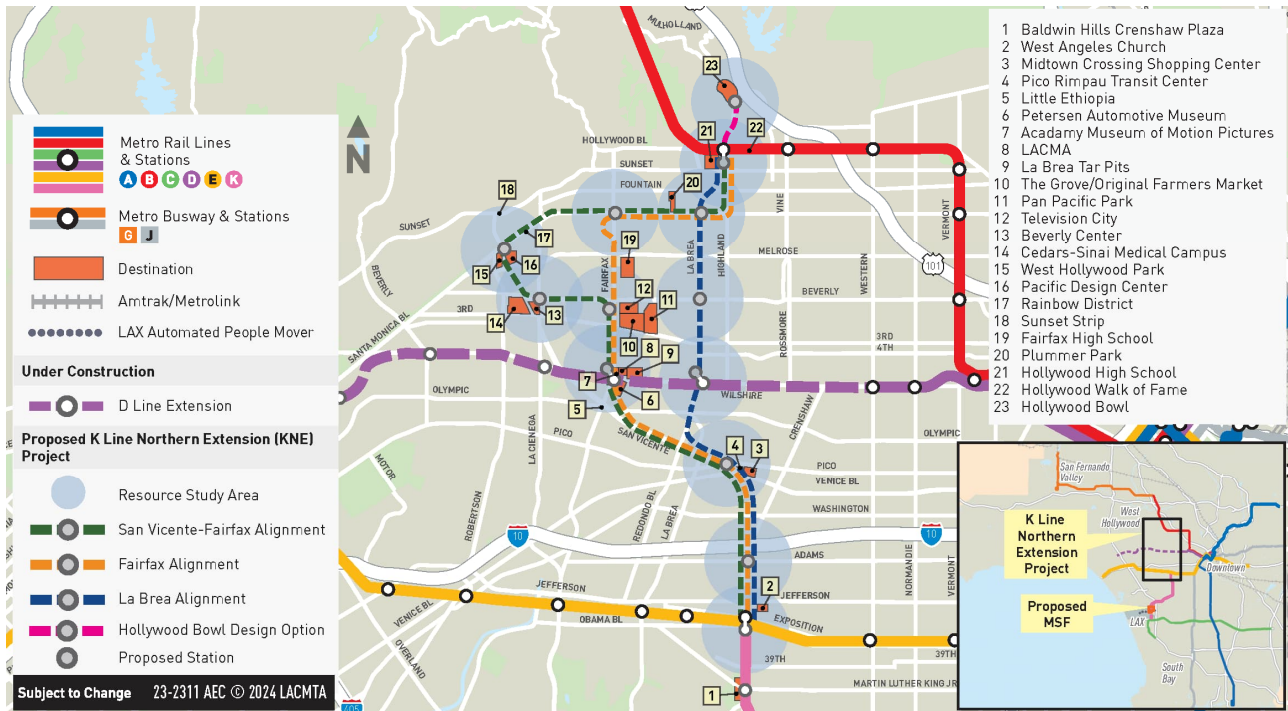
3.13.5.1 REGIONAL SETTING

The project would provide a transit connection between Metro's B, D, E, and K Lines in the central and western parts of Los Angeles County linking to the regional transit network. Land uses within the RSA include single-family and multifamily residential neighborhoods, dense commercial and retail corridors, open space, education and hospital facilities, and industrial areas. Land uses adjacent to the alignments encompass a range of land use types typically found in mature urban and suburban communities.

The RSA south of Wilshire Boulevard consists of low-rise but fairly dense housing with small-scale commercial uses, while the RSA north of Wilshire Boulevard is characterized by regional activity centers, dense retail development, hotels, and significant employment centers and tourist attractions, as well as high-density, multifamily residential development. Some of the major regional activity centers within the RSA include the Midtown Crossing Shopping Center, Los Angeles County Museum of Art (LACMA), the

Original Farmers Market, the Grove, Cedars-Sinai Medical Center, the Beverly Center, the West Hollywood Rainbow District, the Hollywood Walk of Fame, and the Hollywood Bowl. The RSA for the alignments and stations, the Hollywood Bowl Design Option, and the MSF, as well as major destinations, are shown in Figure 3.13-1.

FIGURE 3.13-1. RESOURCE STUDY AREA AND MAJOR DESTINATIONS



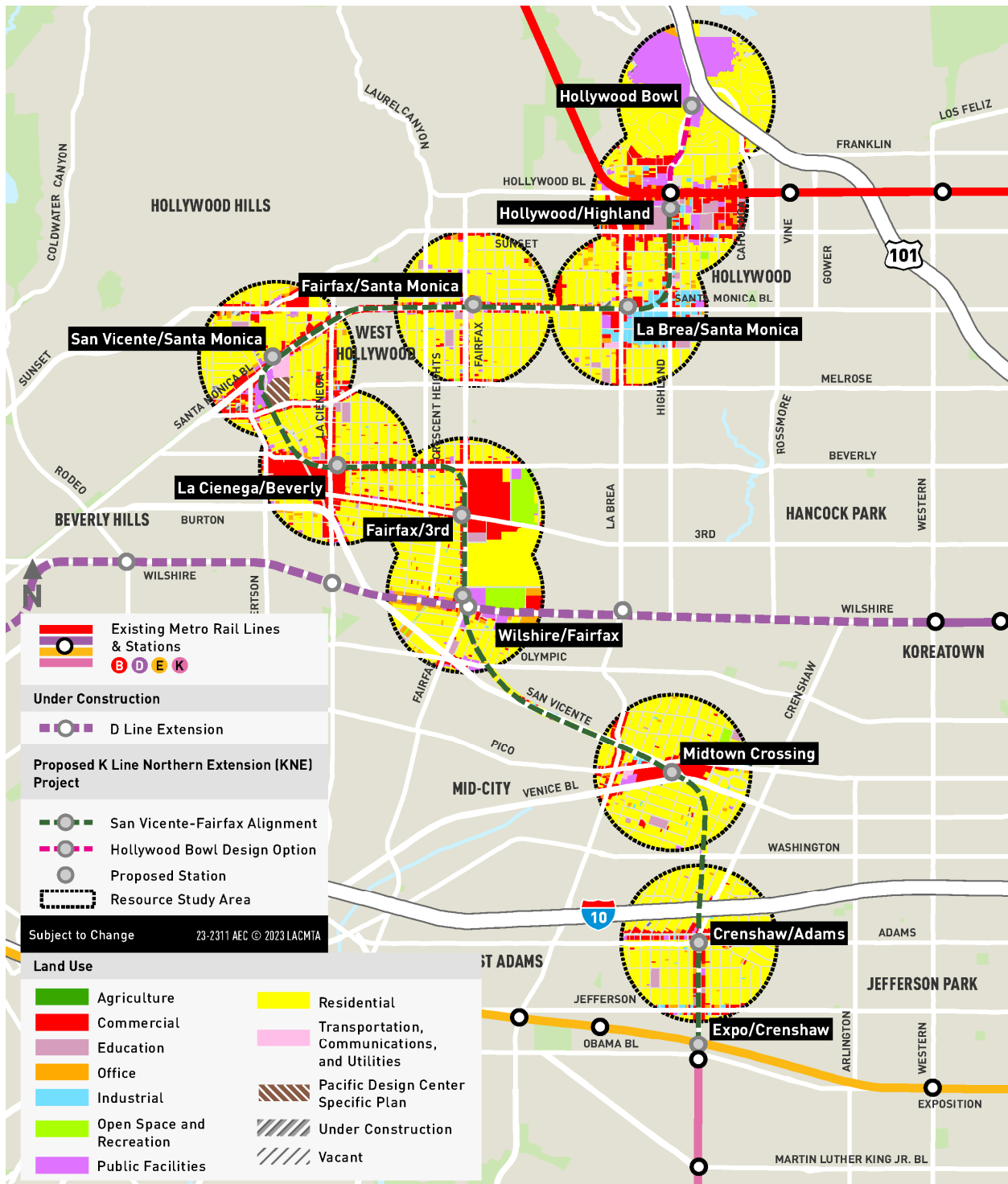
Source: Connect Los Angeles Partners 2024

3.13.5.1.1 ALIGNMENTS AND STATIONS

3.13.5.1.1.1 KNE SAN VICENTE-FAIRFAX ALIGNMENT

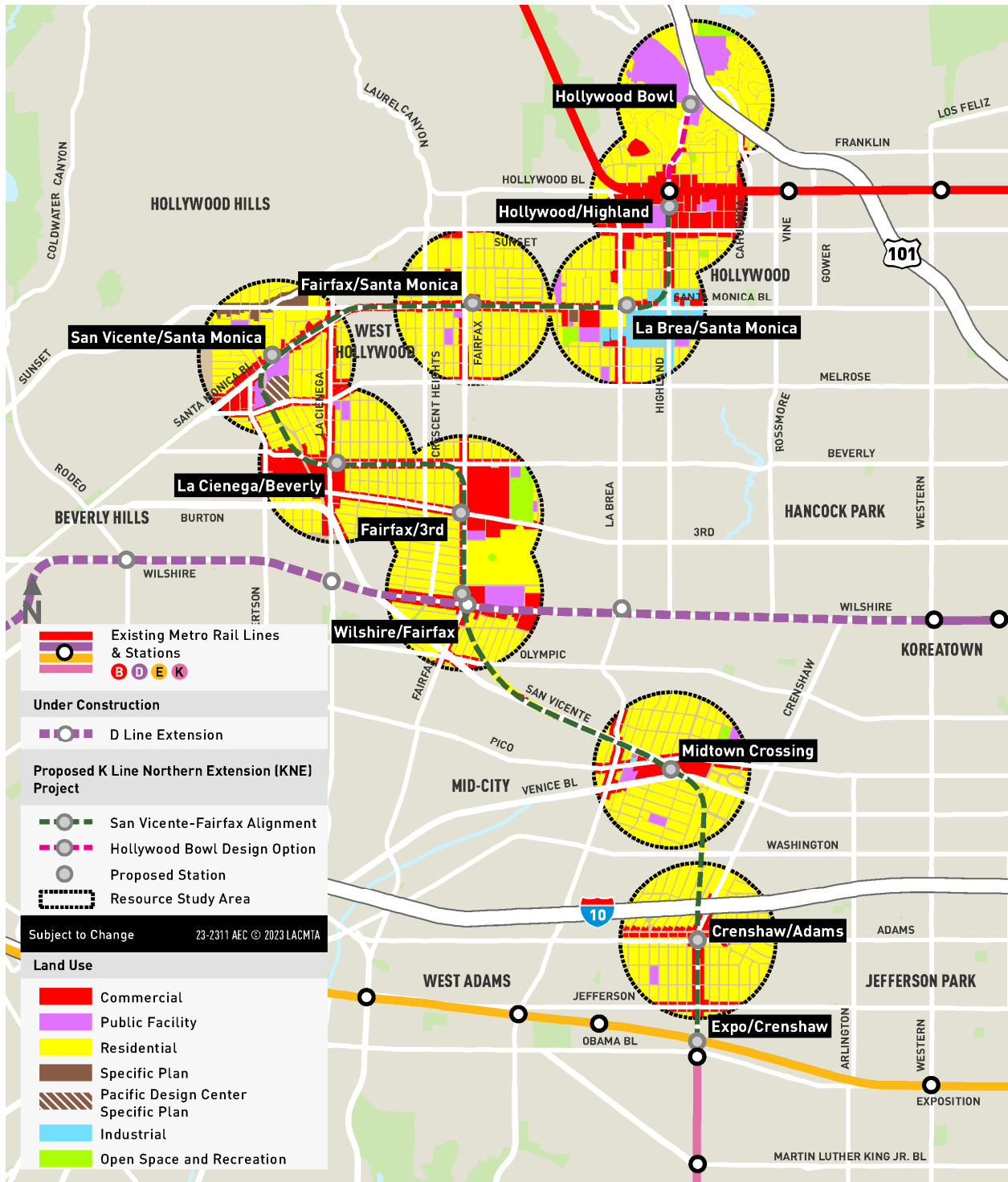
Existing land uses within the RSA for the KNE San Vicente-Fairfax Alignment, shown in Figure 3.13-2, include commercial, residential, office, open space and recreation, public facilities, transportation/communications/utilities, industrial, vacant, and under construction land uses. Future land uses within the RSA for the KNE San Vicente-Fairfax Alignment, shown in Figure 3.13-3, include commercial, public facility, residential, specific plan, open space, and industrial land uses. Existing land uses within the RSA for the proposed stations are described in the following sections.

FIGURE 3.13-2. EXISTING LAND USES WITHIN KNE SAN VICENTE–FAIRFAX ALIGNMENT RESOURCE STUDY AREAS



Source: SCAG 2020, ZIMAS 2024

FIGURE 3.13-3. PLANNED LAND USES WITHIN KNE SAN VICENTE–FAIRFAX ALIGNMENT RESOURCE STUDY AREAS

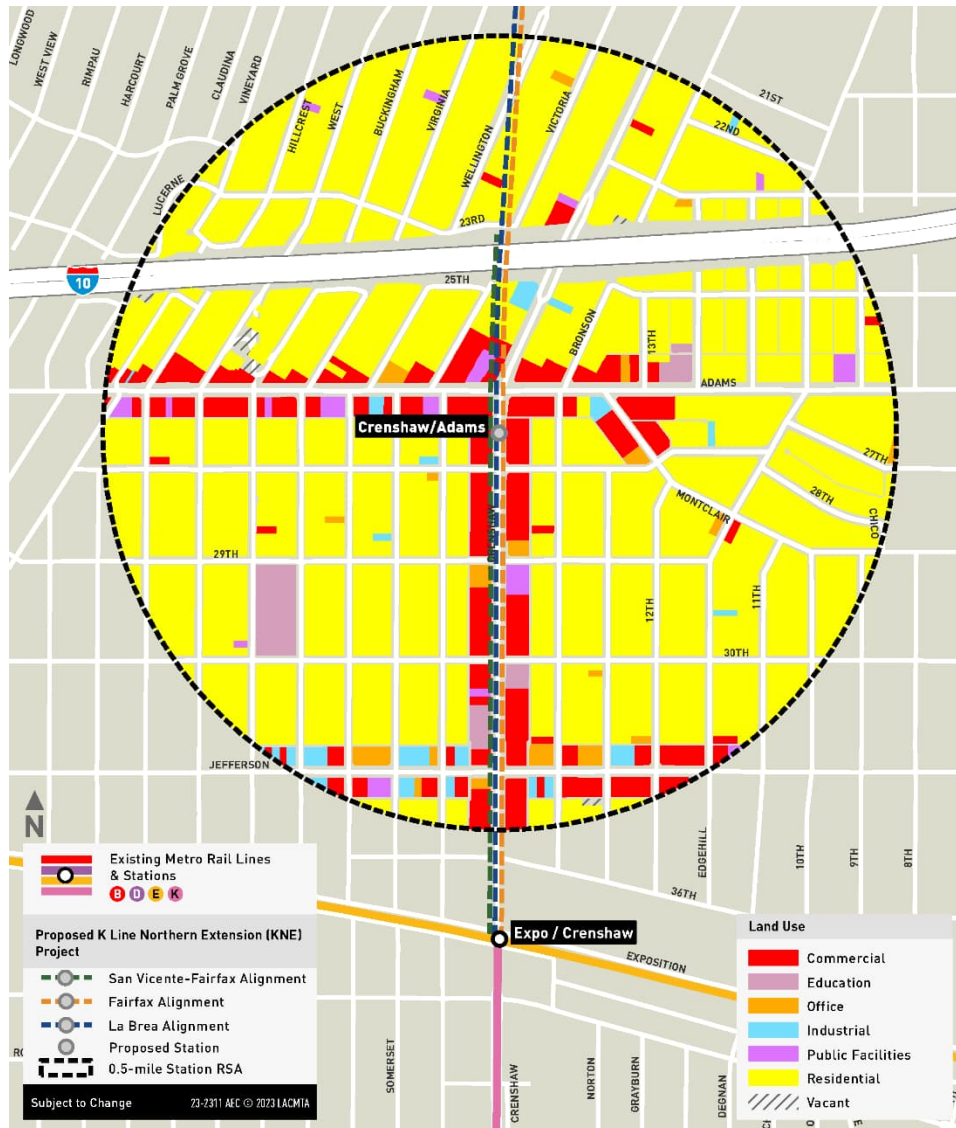


Source: SCAG 2020, ZIMAS 2024

CRENSHAW/ADAMS STATION

Land uses along Adams and Crenshaw Boulevards are primarily designated as commercial and residential, with some public facilities uses throughout the RSA. Commercial land uses are mostly concentrated along the intersection of Adams and Crenshaw Boulevards adjacent to the proposed station, as shown in Figure 3.13-4. Activity centers within the station RSA include Virginia Road Elementary School, Little Stars Pre-School, and religious institutions.

FIGURE 3.13-4. EXISTING LAND USES WITHIN CRENSHAW/ADAMS STATION RESOURCE STUDY AREA

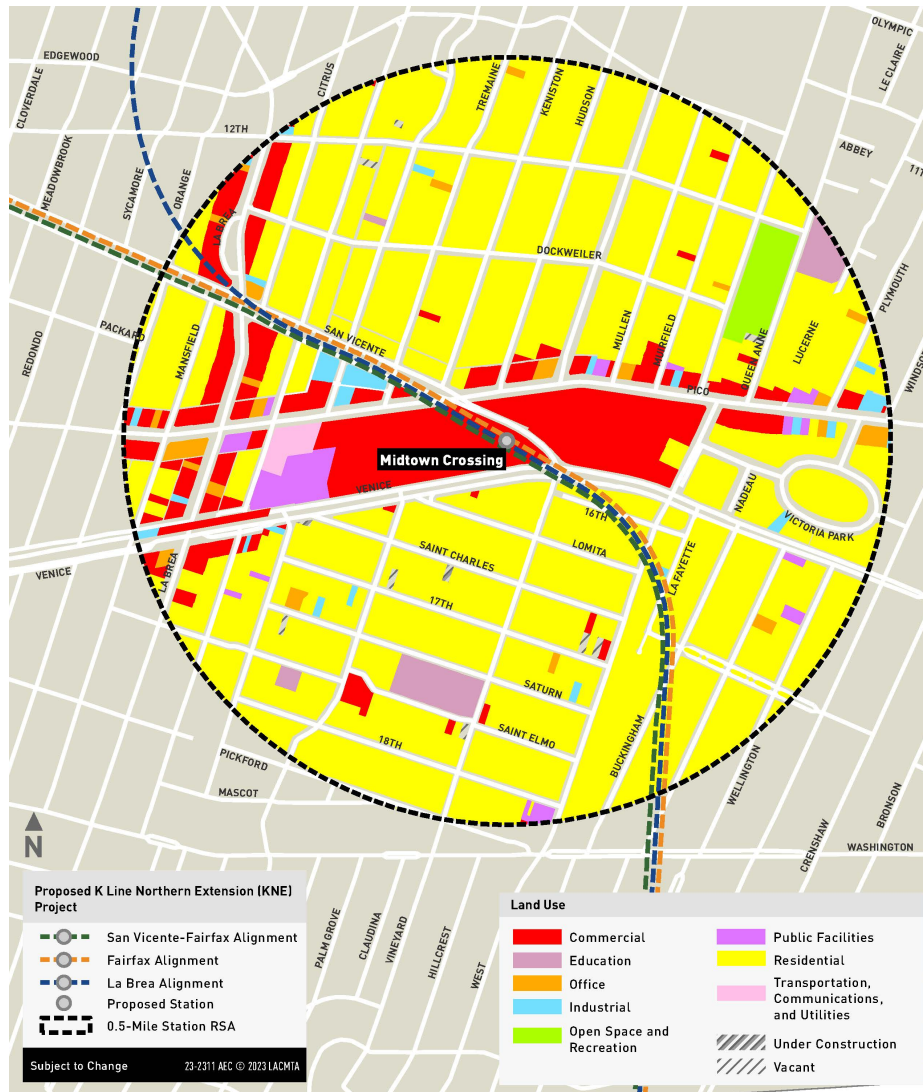


Source: SCAG 2020, ZIMAS 2024

MIDTOWN CROSSING STATION

Land uses along Pico Boulevard, Venice Boulevard, and La Brea Avenue are primarily designated as commercial and residential land uses, as shown in Figure 3.13-5. Additionally, public facilities and open space uses are located throughout the station RSA.

FIGURE 3.13-5. EXISTING LAND USES WITHIN MIDTOWN CROSSING STATION RESOURCE STUDY AREA



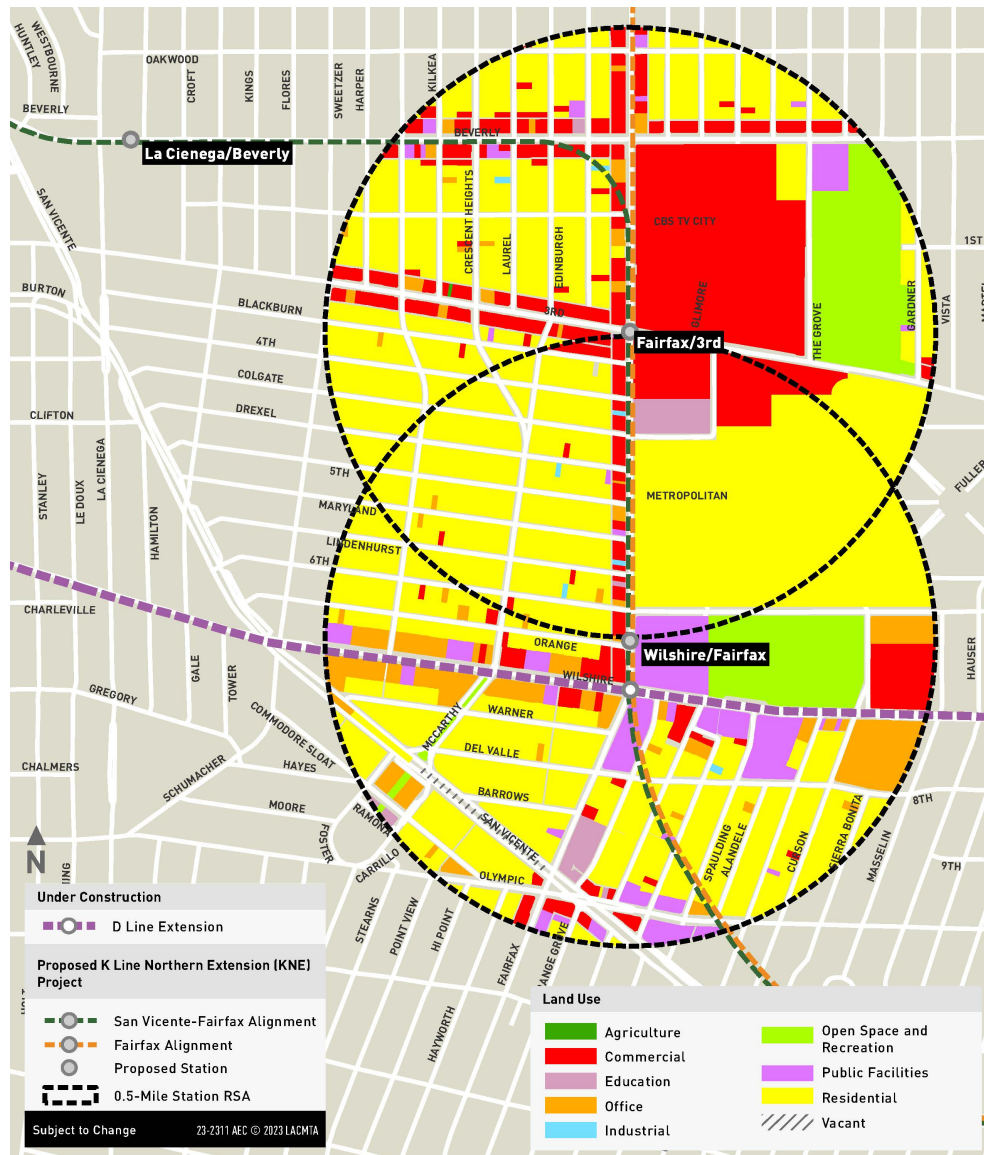
Source: SCAG 2020, ZIMAS 2024

Activity centers within the Midtown Crossing Station RSA include Queen Anne Park and Recreation Center, Alta Loma Elementary School, and Manna Methodist Church of Los Angeles. The Pico-Rimpau Transit Center located on the east side of San Vicente Boulevard serves over 10 Metro and municipal lines. The proposed Midtown Crossing Station is also located within and adjacent to the Midtown Shopping Center and Midtown Crossing Shopping Center; both commercial shopping centers are designated as Community Commercial sites (City of Los Angeles 2016d).

WILSHIRE/FAIRFAX STATION

The Wilshire/Fairfax Station RSA includes major commercial throughfares along Wilshire Boulevard and Fairfax Avenue. Land uses along Wilshire Boulevard and Fairfax Avenue are designated as commercial, residential, public facilities, open space, and office, as shown in Figure 3.13-6. Cultural attractions make up “Museum Row” on Wilshire Boulevard, which is a popular destination and major activity center that includes LACMA, the Academy Museum of Motion Pictures, the Petersen Automotive Museum, and the La Brea Tar Pits. Parcels along Wilshire Boulevard are designated as Regional Center Commercial, a commercial land use designation that allows for both commercial and residential uses (City of Los Angeles 2016d). Fairfax Avenue is primarily designated for commercial and residential uses.

FIGURE 3.13-6. EXISTING LAND USES WITHIN WILSHIRE/FAIRFAX STATION AND FAIRFAX/3RD STATION RESOURCE STUDY AREAS



Source: SCAG 2020, ZIMAS 2024

The Wilshire/Fairfax Station RSA is primarily comprised of residential land uses. Park La Brea is a residential complex with townhomes and high-rise apartments located on the east side of Fairfax Avenue north of 6th Street. The City of Los Angeles designates the La Brea Tar Pits, LACMA, and the Petersen Automotive Museum as public facilities, and the Academy Museum of Motion Pictures is designated as a commercial use.

The future Wilshire/Fairfax Station for the Metro D Line is currently under construction and scheduled to open in 2025 (Metro 2022). Once complete, the Wilshire/Fairfax Station entrance for the Metro D Line would be on the southeast corner of Wilshire Boulevard and Orange Grove Avenue.

FAIRFAX/3RD STATION

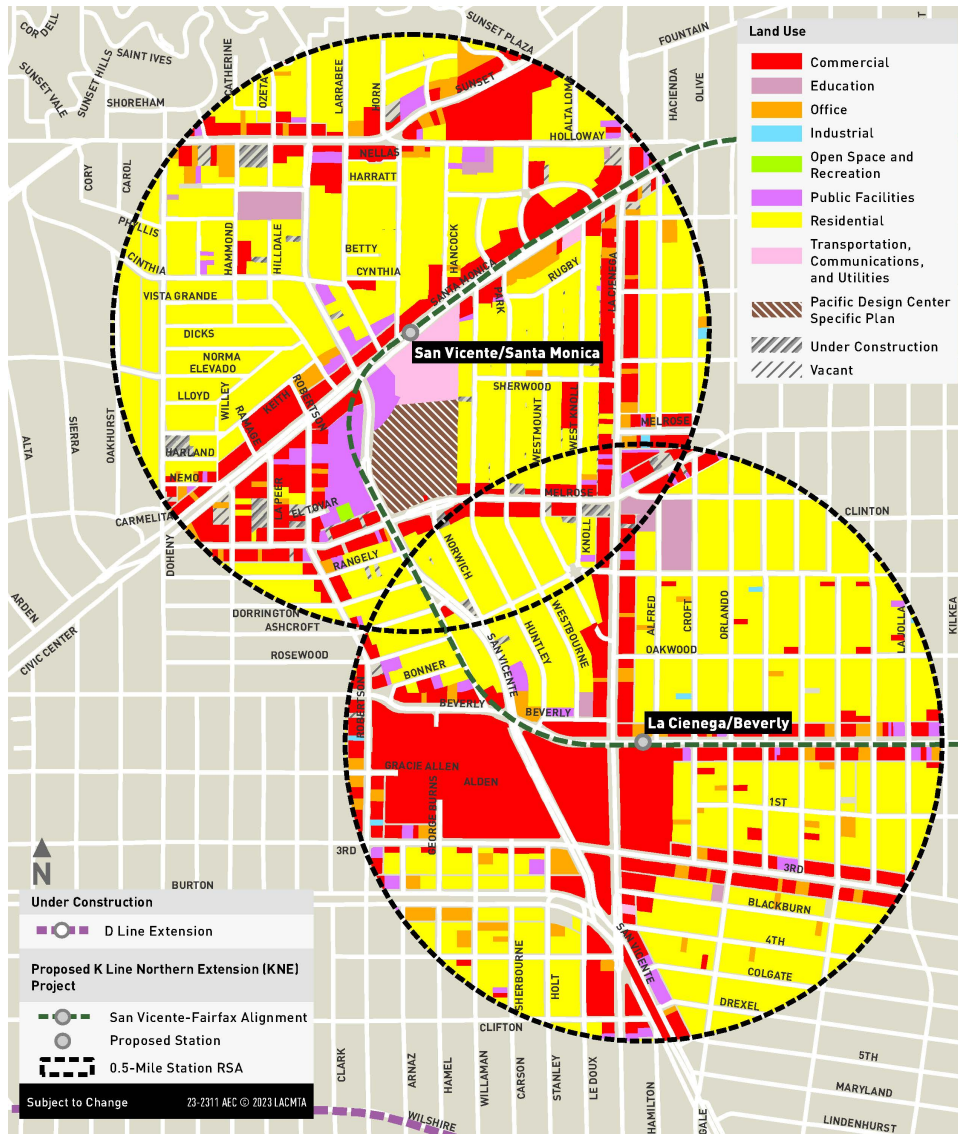
Land uses along Fairfax Avenue and 3rd Street are designated as commercial, residential, public facilities (including education), open space, and recreation, as shown in Figure 3.13-6. Large community commercial areas are distributed on the east side of Fairfax Avenue between Beverly Boulevard and 4th Street and along 3rd Street between Fairfax Avenue and Gardner Street (City of Los Angeles 2016d). The Original Farmers Market and the Grove Shopping Center are major destinations that draw approximately 20 million annual visitors and are within the Fairfax/3rd Station RSA. According to the TVC2050 Project Initial Study (Television City Studios 2022), Television City located approximately 0.25 mile north of the proposed station, is projected to employ up to 7,000 people by 2043 and would serve as a major activity center. Pan Pacific Park and the Holocaust Museum LA are located on 3rd Street approximately 0.3 mile east of the proposed station and are open spaces with recreation facilities. Other major destinations and activity centers include LACMA, which is 0.5 mile south of the Fairfax/3rd Station.

LA CIENEGA/BEVERLY STATION

Land uses along La Cienega and Beverly Boulevards are primarily commercial with some office and public facility uses, as shown in Figure 3.13-7. Cedars-Sinai Medical Center and regional shopping centers, the Beverly Center, and Beverly Connection are located within the La Cienega/Beverly Station RSA. The retail destinations along Beverly Boulevard and 3rd Street create a regional retail center. Land use within the La Cienega/Beverly Station RSA is characterized by Regional Commercial and Community Commercial uses, particularly south of Beverly Boulevard (City of Los Angeles 2016d). The La Cienega Boulevard and Beverly Boulevard corridors are characterized by Neighborhood Office Commercial land uses. Cedar-Sinai Medical Center, approximately 725 feet west of the proposed La Cienega/Beverly Station, serves as a regional medical center that attracts nearly 944,000 outpatient visits and 91,000 emergency visits annually, and has 14,000 full-time staff and 3,500 active volunteers (Cedars-Sinai 2022).

Although the proposed La Cienega/Beverly Station is located within the City of Los Angeles, the station RSA falls within both the City of Los Angeles and the City of West Hollywood. Residential land uses exist within the station RSA for both the City of Los Angeles and the City of West Hollywood (City of West Hollywood 2011b). Figure 3.13-7 illustrates land use patterns within the RSA of both the La Cienega/Beverly Station and the San Vicente/Santa Monica Station.

FIGURE 3.13-7. EXISTING LAND USES WITHIN LA CIENEGA/BEVERLY STATION AND SAN VICENTE/SANTA MONICA STATION RESOURCE STUDY AREAS



Source: SCAG 2020, ZIMAS 2024

SAN VICENTE/SANTA MONICA STATION

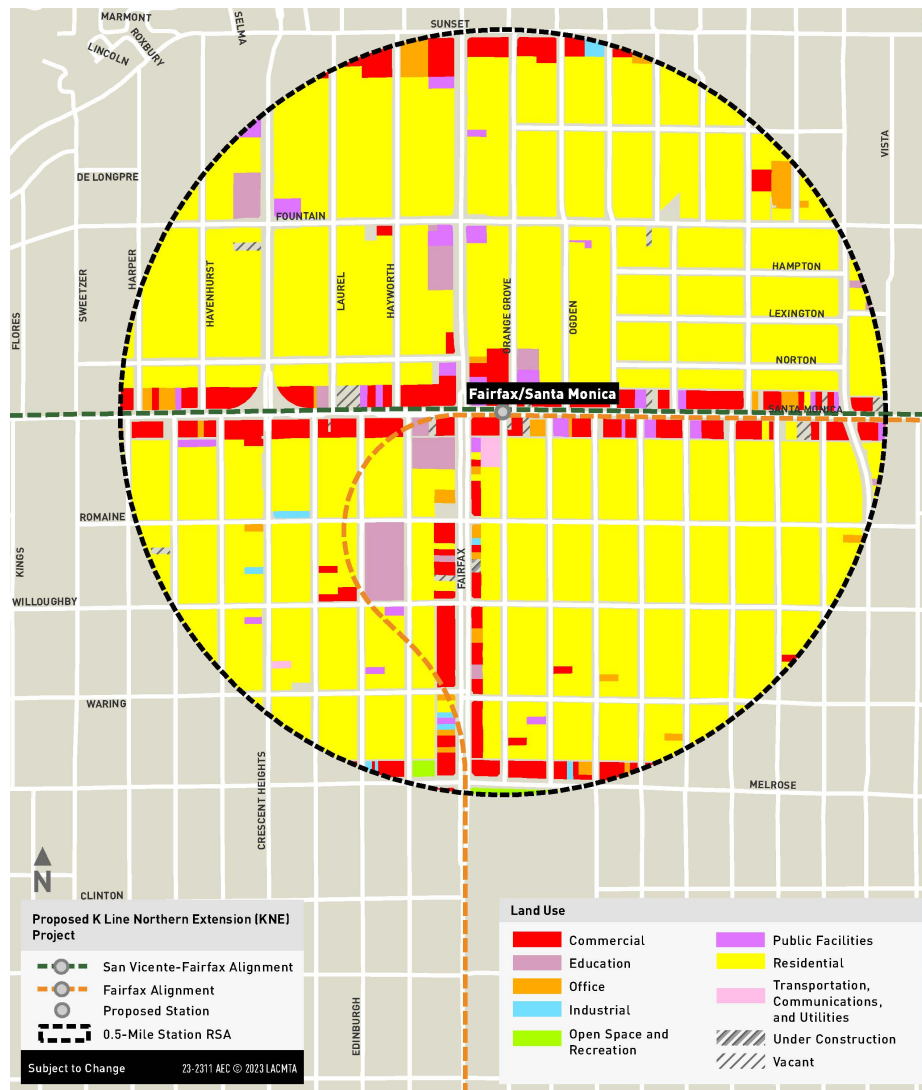
The RSA is characterized by land uses, including commercial, office, residential, public facilities, transportation/communications/utilities, and open space and recreation, as shown in Figure 3.13-7. Commercial and office sites are located along Santa Monica Boulevard. A concentration of single-family residential neighborhoods is located within the station RSA. The San Vicente/Santa Monica Station RSA is located in the City of West Hollywood and contains major destinations, including the West Hollywood Rainbow District along Santa Monica Boulevard, the Melrose Avenue commercial corridor to the south, the Sunset Strip to the north, and the Pacific Design Center. The City of West Hollywood designates the

Pacific Design Center with its own Pacific Design Center Specific Plan. The station would also provide access to public facilities, including West Hollywood Park, the West Hollywood Aquatic and Recreation Center, and the West Hollywood Library.

FAIRFAX/SANTA MONICA STATION

Land uses within the Fairfax/Santa Monica Station RSA consist of commercial, public facilities, education, office, and residential, as shown in Figure 3.13-8, with medium and high-density multifamily neighborhoods and commercial and retail land uses along Santa Monica Boulevard and Fairfax Avenue. In addition to the Santa Monica Commercial Corridor and Fairfax Commercial Corridor, activity centers in the station RSA include multiple synagogues that serve as the historic center of Los Angeles’ Jewish community. Figure 3.13-8 illustrates land use patterns within the 0.5-mile RSA of the Fairfax/Santa Monica Station.

FIGURE 3.13-8. EXISTING LAND USES WITHIN FAIRFAX/SANTA MONICA STATION RESOURCE STUDY AREA

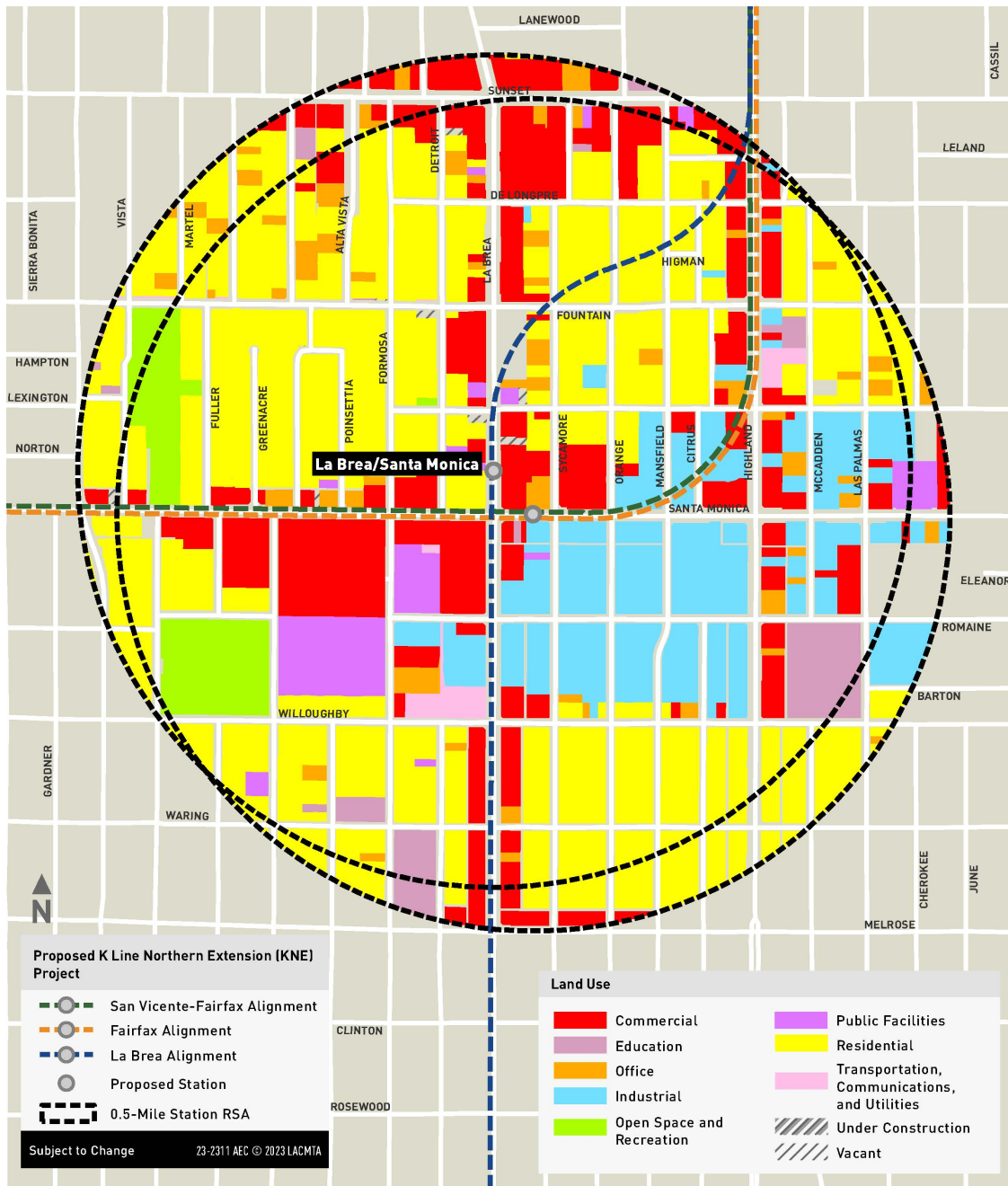


Source: SCAG 2020, ZIMAS 2024

LA BREA/SANTA MONICA STATION

Land uses along Santa Monica Boulevard and La Brea Avenue within the station RSA include commercial, industrial, transportation/communications/utilities, public facilities, office, and residential, as shown in Figure 3.13-9. Industrial land use is concentrated mostly east of La Brea Avenue, between Willoughby Avenue and Lexington Avenue within the City of Los Angeles. Commercial land use is located along Santa Monica Boulevard, La Brea Avenue, Sunset Boulevard, and Melrose Avenue. The rest of the station RSA is characterized by residential land use. The West Hollywood Gateway shopping mall is a large commercial area located on the southwest corner of the La Brea/Santa Monica intersection. Other activity centers include neighborhood-scale recreational areas such as Plummer Park and the Poinsettia Recreation Center, and commercial areas such as the Sycamore District, as well as the American Academy of Dramatic Arts, elementary schools, and synagogues. The La Brea Avenue and Santa Monica Boulevard corridors are characterized by Commercial Arterial uses and Neighborhood Office Commercial uses (City of West Hollywood 2011c).

FIGURE 3.13-9. EXISTING LAND USES WITHIN LA BREA/SANTA MONICA STATION RESOURCE STUDY AREA



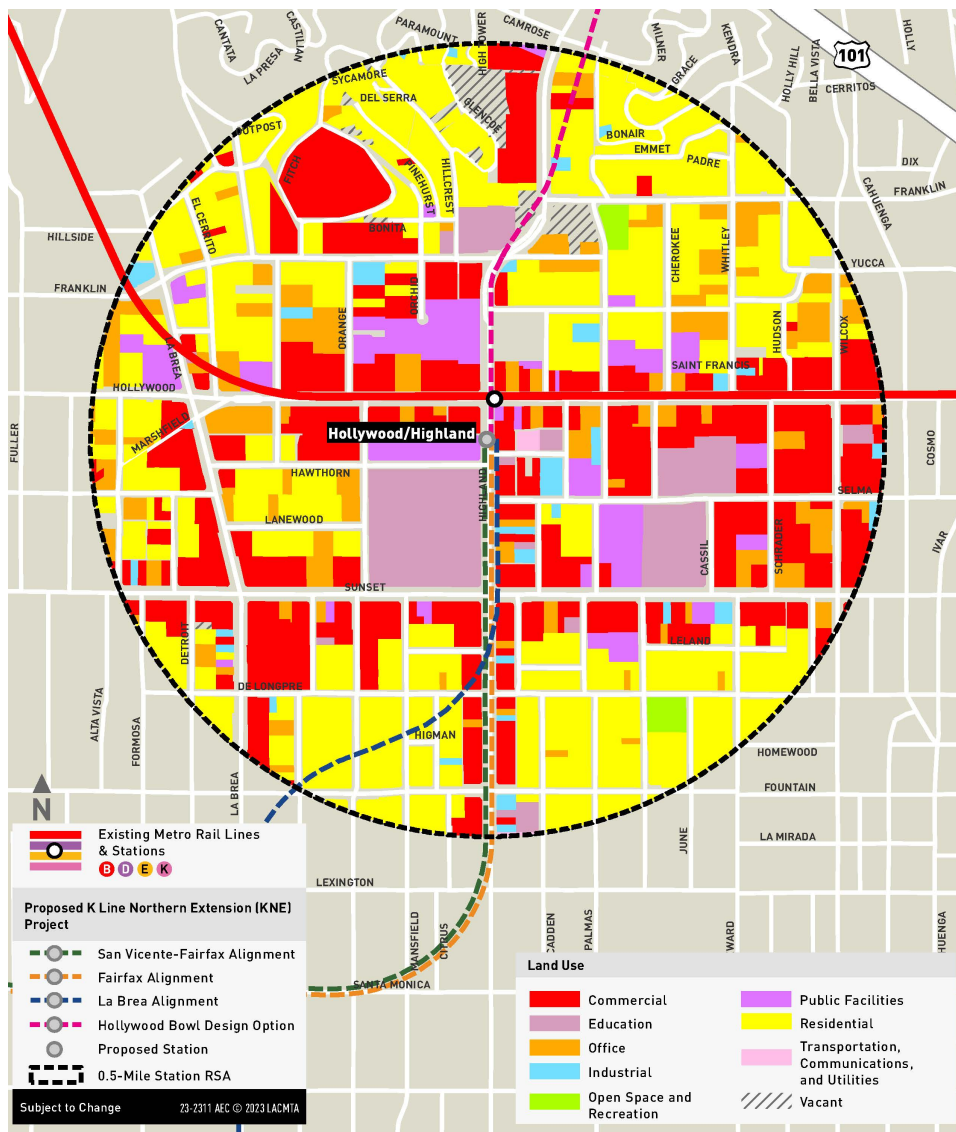
Source: SCAG 2020, ZIMAS 2024

Note: The two 0.5-mile station RSA buffers represent the two station configurations for the KNE San Vicente-Fairfax and Fairfax Alignments and KNE La Brea Alignment.

HOLLYWOOD/HIGHLAND STATION

The Hollywood/Highland Station has a high concentration of commercial land use throughout the 0.5-mile station RSA. Residential land uses are present toward the periphery of the station RSA, primarily north of Franklin Avenue and south of De Longpre Avenue. Other land uses include public facilities and educational facilities. Regional Commercial is the most common land use surrounding the Hollywood/Highland Station, extending along Hollywood Boulevard west to La Brea Avenue with High-Medium density residential as the second-most prevalent land use within the 0.5-mile station RSA (City of Los Angeles 1988), as shown in Figure 3.13-10.

FIGURE 3.13-10. EXISTING LAND USES WITHIN HOLLYWOOD/HIGHLAND STATION RESOURCE STUDY AREA



Source: SCAG 2020, ZIMAS 2024

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

3.13.5.1.1.2 KNE FAIRFAX ALIGNMENT

Existing land uses within the RSA for the KNE Fairfax Alignment, shown in Figure 3.13-11, include commercial, residential, education, office, public facilities, open space and recreation, transportation/communities/ utilities, and industrial land uses. Future land uses within the RSA for the KNE Fairfax Alignment, shown in Figure 3.13-12, include commercial, public facility, residential, specific plan, open space and recreation, and industrial land uses.

CRENSHAW/ADAMS STATION

The Crenshaw/Adams Station is the same as the KNE San Vicente–Fairfax Alignment.

MIDTOWN CROSSING STATION

The Midtown Crossing Station is the same as the KNE San Vicente–Fairfax Alignment.

WILSHIRE/FAIRFAX STATION

The Wilshire/Fairfax Station is the same the KNE San Vicente–Fairfax Alignment.

FAIRFAX/3RD STATION

The Fairfax/3rd Station is the same as the KNE San Vicente–Fairfax Alignment.

FAIRFAX/SANTA MONICA STATION

The Fairfax/Santa Monica Station is the same as the KNE San Vicente–Fairfax Alignment.

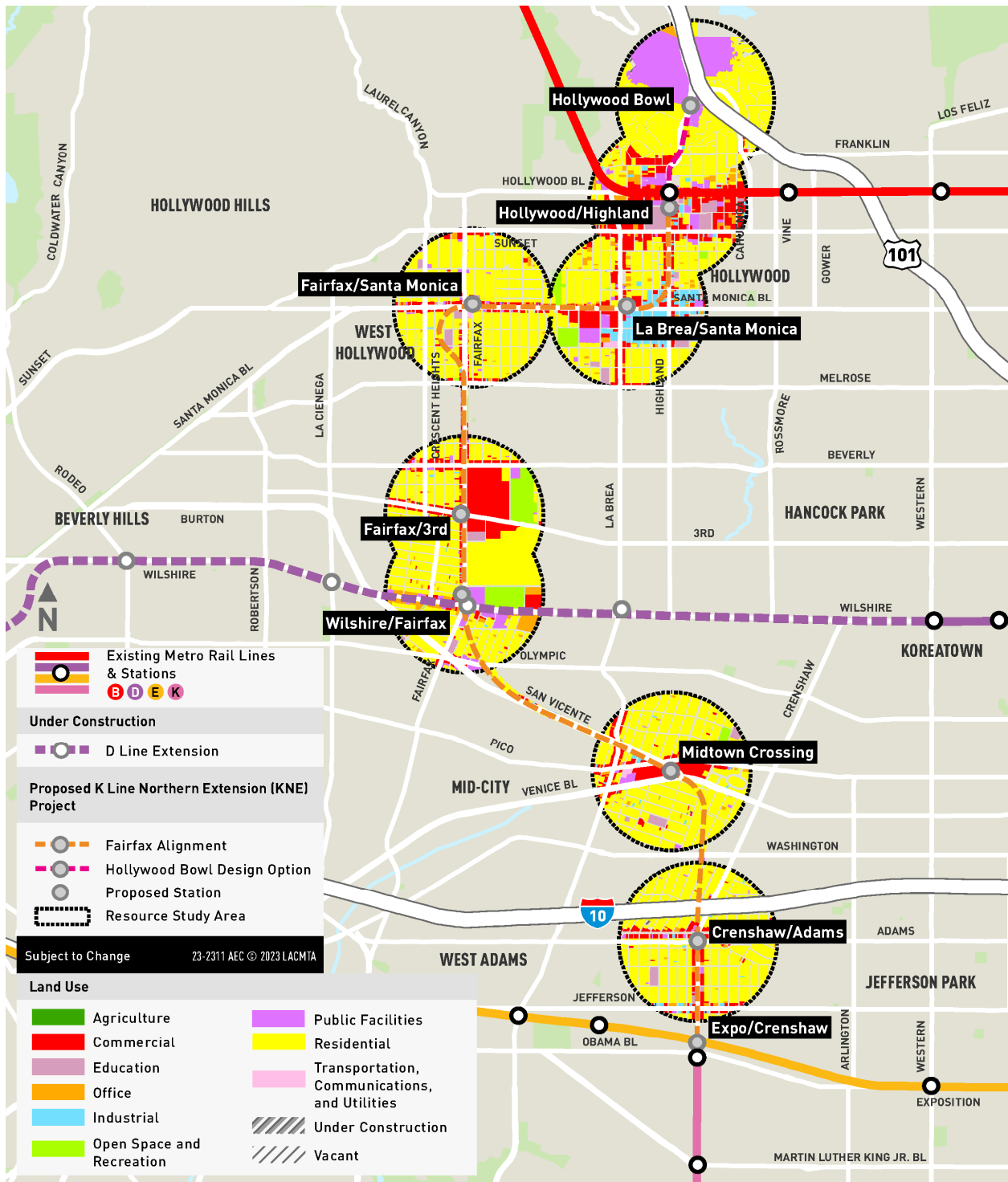
LA BREA/SANTA MONICA STATION

The La Brea/Santa Monica Station is the same as the KNE San Vicente–Fairfax Alignment.

HOLLYWOOD/HIGHLAND STATION

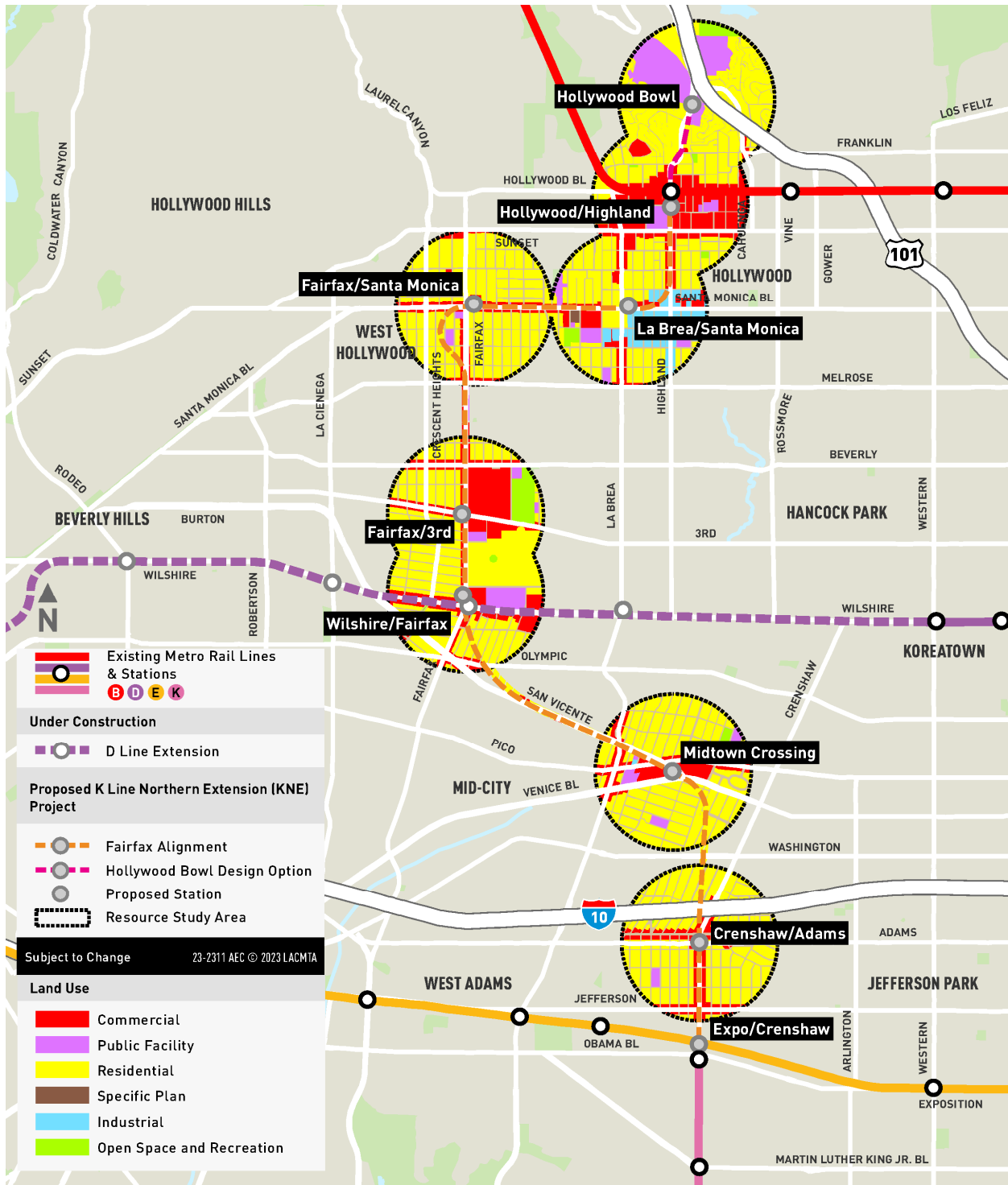
The Hollywood/Highland Station is the same as the KNE San Vicente–Fairfax Alignment.

FIGURE 3.13-11. EXISTING LAND USES WITHIN KNE FAIRFAX ALIGNMENT RESOURCE STUDY AREAS



Source: SCAG 2020, ZIMAS 2024

FIGURE 3.13-12. PLANNED LAND USES WITHIN KNE FAIRFAX ALIGNMENT RESOURCE STUDY AREAS



Source: SCAG 2020, ZIMAS 2024

3.13.5.1.1.3 KNE LA BREA ALIGNMENT

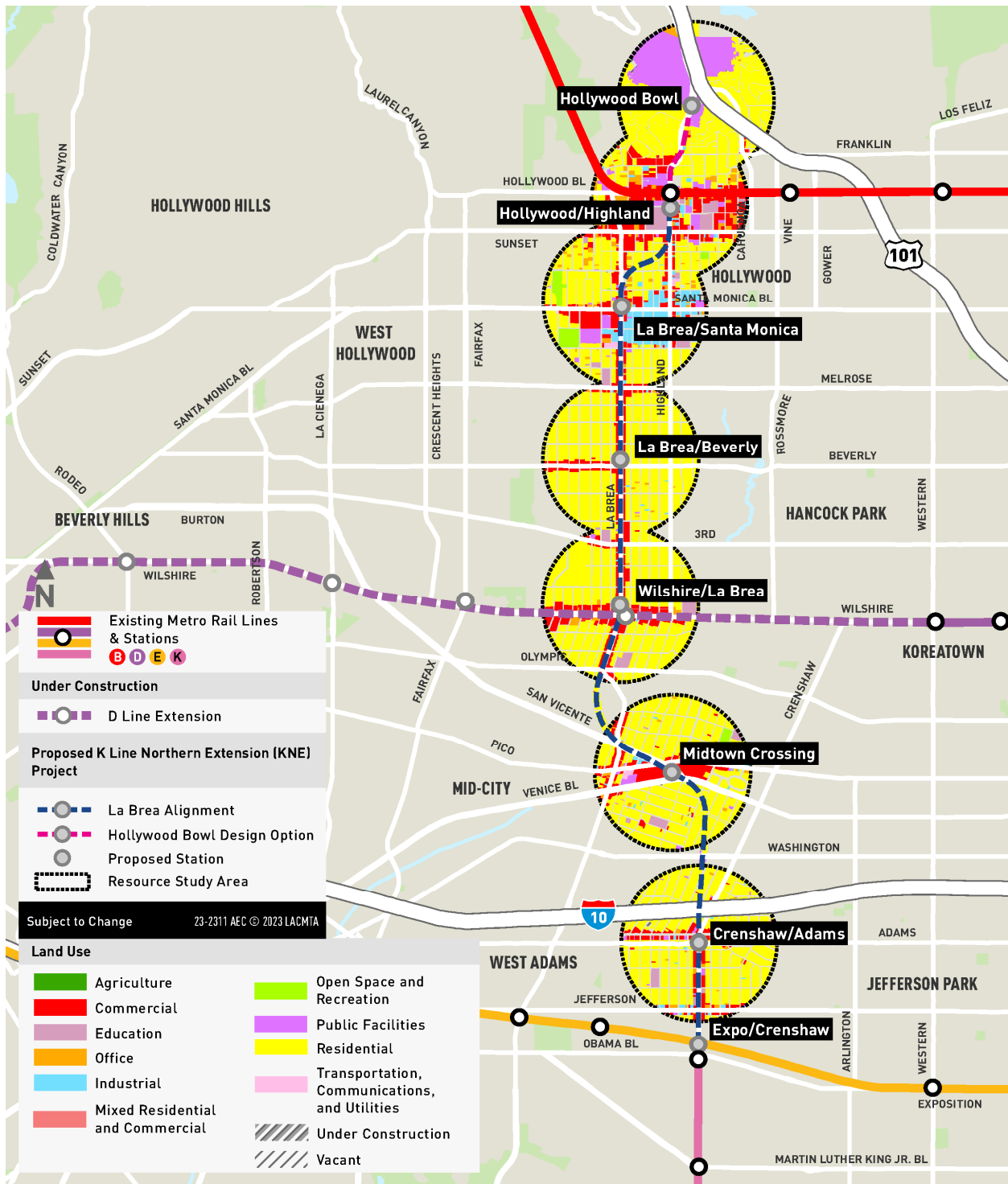
Existing land uses within the RSA for the KNE La Brea Alignment, shown in Figure 3.13-13, include commercial, education, office, mixed residential and commercial, open space and recreation, public facilities, transportation/communications/utilities, residential, and industrial land uses. Future land uses within the RSA for the KNE La Brea Alignment, shown in Figure 3.13-14, include commercial, public facility, residential, specific plan, open space and recreation, and industrial land uses.

CRENSHAW/ADAMS STATION

The Crenshaw/Adams Station is the same as the KNE San Vicente–Fairfax Alignment.

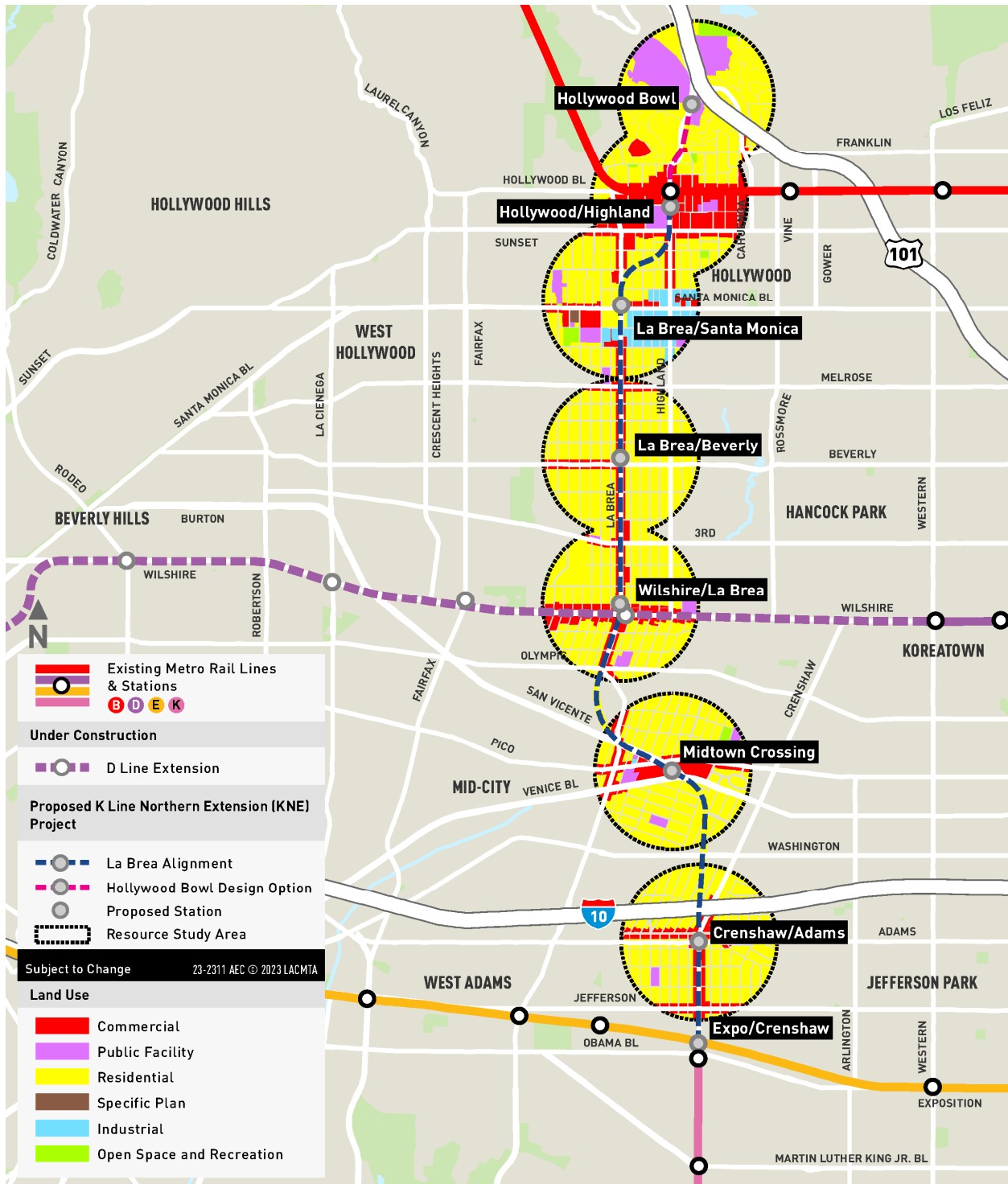
MIDTOWN CROSSING STATION

The Midtown Crossing Station is the same as the KNE San Vicente–Fairfax Alignment.

FIGURE 3.13-13. EXISTING LAND USES WITHIN KNE LA BREA ALIGNMENT RESOURCE STUDY AREAS


Source: SCAG 2020, ZIMAS 2024

FIGURE 3.13-14. PLANNED LAND USES WITHIN KNE LA BREA ALIGNMENT RESOURCE STUDY AREAS



Source: SCAG 2020, ZIMAS 2024

WILSHIRE/LA BREA STATION

Land uses along Wilshire Boulevard and La Brea Avenue are mostly classified as residential, with commercial, office, and public facilities uses along Wilshire Boulevard and La Brea Avenue, as shown in Figure 3.13-15. A General Commercial corridor extends north and south along La Brea Avenue, and east and west along Wilshire Boulevard. The highest intensity commercial uses are focused along Wilshire Boulevard, primarily west of La Brea Avenue. Lower intensity commercial uses occur along La Brea Avenue, north of Carling Way and south of 8th Street. Low-density and medium-density housing districts comprise the two most significant portions of the Wilshire/La Brea Station RSA (City of Los Angeles 2016d). Activity centers include the Korean Cultural Center, which is a space dedicated to celebrating Korean culture and heritage within the greater Los Angeles community. The Korean Cultural Center is 0.25 mile west of the proposed Wilshire/La Brea Station.

LA BREA/BEVERLY STATION

Land uses within the proposed La Brea/Beverly Station RSA include residential, commercial, office, public facilities, and open space, as shown in Figure 3.13-15. The proposed station is located at the intersection of two low-intensity commercial corridors and surrounded by neighborhoods of primary low-density housing. Per the Wilshire Community Plan (City of Los Angeles 2016d), other uses within the station RSA include mixed commercial uses and public facilities, particularly along Beverly Boulevard concentrated west of La Brea Avenue, and along La Brea Avenue north and south of Beverly Boulevard. Located within the center of a major Jewish community, the area surrounding the proposed La Brea/Beverly Station is characterized by several Jewish institutions, including synagogues and Jewish day schools, or *yeshivas*.

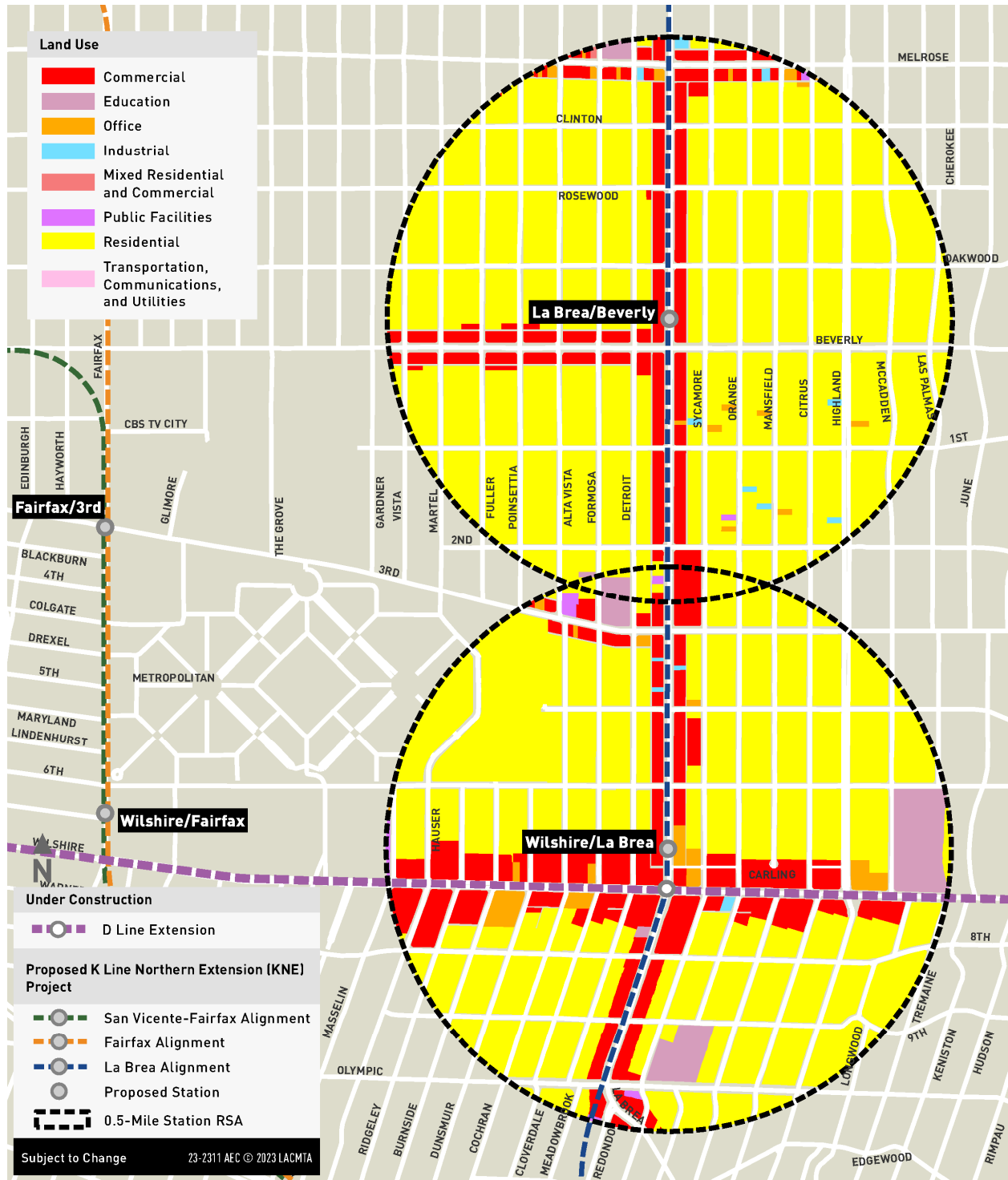
LA BREA/SANTA MONICA STATION

The La Brea/Santa Monica Station is the same as the KNE San Vicente–Fairfax Alignment.

HOLLYWOOD/HIGHLAND STATION

The Hollywood/Highland Station is the same as the KNE San Vicente–Fairfax Alignment.

FIGURE 3.13-15. EXISTING LAND USES WITHIN WILSHIRE/LA BREA STATION AND LA BREA/BEVERLY STATION RESOURCE STUDY AREAS

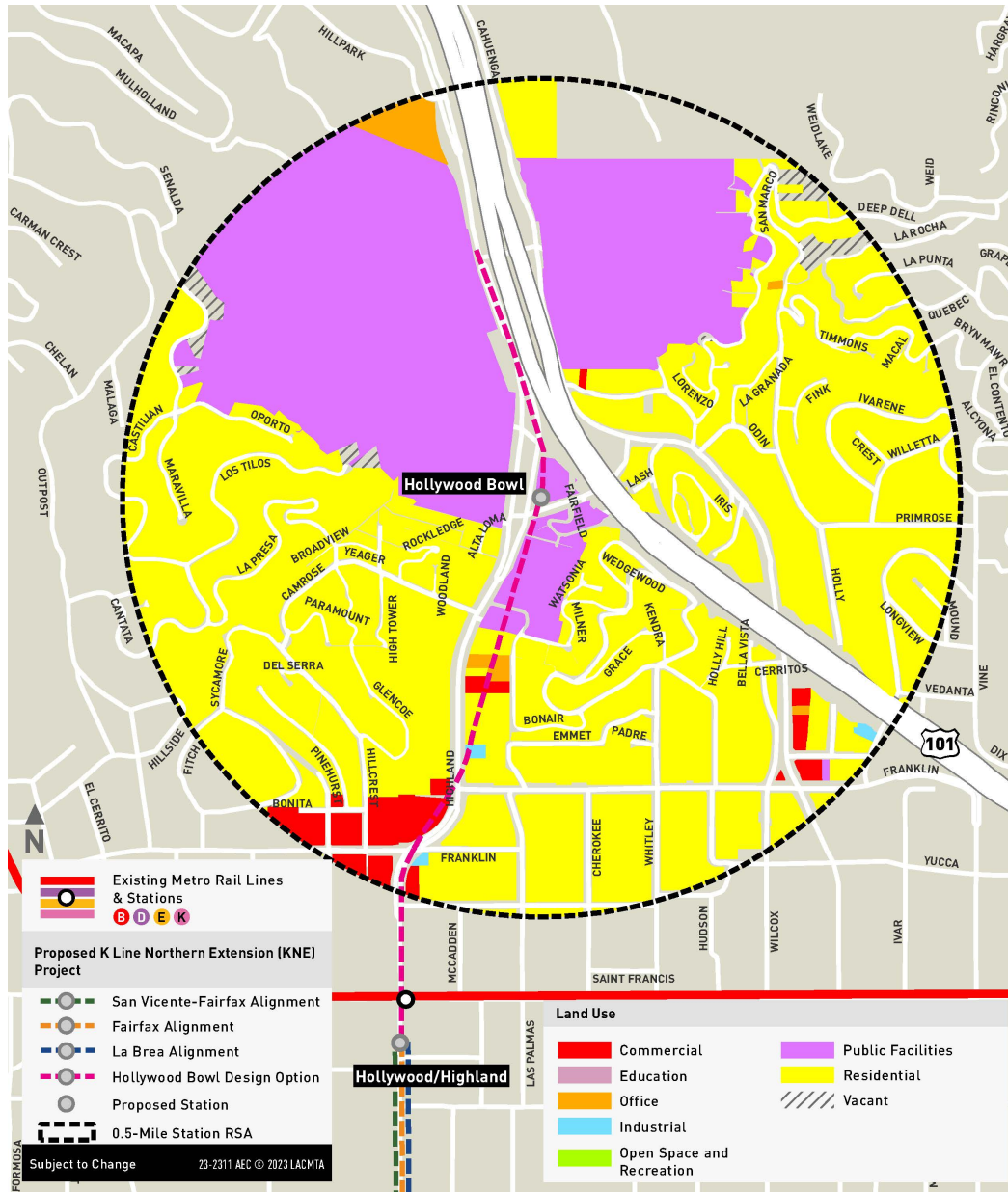


Source: SCAG 2020, ZIMAS 2024

3.13.5.1.2 HOLLYWOOD BOWL DESIGN OPTION

The Hollywood Bowl Design Option RSA is largely characterized by public facilities and residential land uses, as well as some commercial and office uses, as shown in Figure 3.13-16. The Hollywood Bowl serves as a major regional activity center for entertainment and live music. Other activity centers include the Hollywood Heritage Museum to the southeast of the proposed Hollywood Bowl Station.

FIGURE 3.13-16. EXISTING LAND USES WITHIN HOLLYWOOD BOWL DESIGN OPTION RESOURCE STUDY AREA



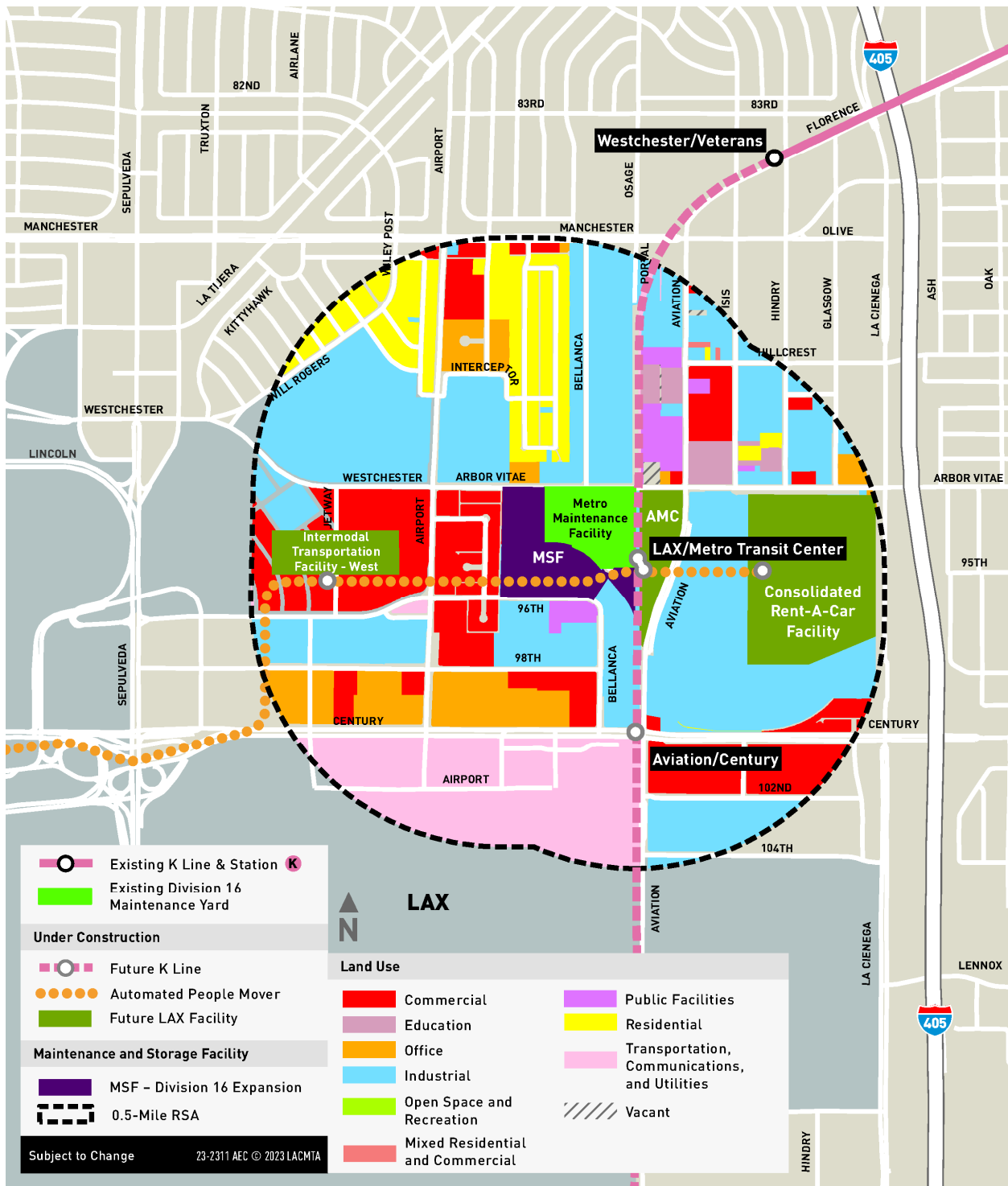
Source: SCAG 2020, ZIMAS 2024

3.13.5.1.3 MAINTENANCE AND STORAGE FACILITY

The proposed MSF is located between Arbor Vitae Street, 96th Street, Portal Avenue, and Airport Boulevard adjacent to Metro’s Division 16 yard. The parcels identified for the proposed MSF are designated as industrial. Data from SCAG and the City of Los Angeles Zone Information and Map Access System (ZIMAS) were both used to verify parcel information (ZIMAS 2024). Within the MSF RSA, multiple parcels are also characterized as commercial, industrial, office, residential, and public facilities, including Metro’s Division 16 yard, the K Line tracks, the Carl Nielsen Youth Park, and a U.S. Postal Service branch. Metro’s Division 16 yard is located on the northeastern parcel identified for the proposed MSF site. Figure 3.13-17 shows the various land use designations within the MSF RSA.

The area surrounding the MSF is characterized largely by industrial and residential land uses with multiple car rental companies and hotels within a 0.5-mile radius. The existing K Line tracks run along the eastern border of the proposed MSF, and the Carl Nielsen Youth Park is about a 0.5 mile northwest of the MSF. The U.S. Postal Service branch is located approximately 0.25 mile north of the MSF. The Westchester–Playa del Rey Community Plan Area identifies future land use for this area as light industrial, and it is zoned as manufacturing (City of Los Angeles 2004a).

FIGURE 3.13-17. EXISTING LAND USES WITHIN MSF RESOURCE STUDY AREA



Source: SCAG 2020, ZIMAS 2024

3.13.6 PROJECT MEASURES

Project measures are design features, best management practices, or other commitments that Metro would implement as part of all proposed alignments and stations, the design option, and the MSF to reduce or avoid environmental effects associated with project construction and operation. Project measures are not the same as mitigation measures, which are used to reduce an environmental impact's significance level. Where applicable, project measures are also discussed in Section 3.13.7 as part of the evaluation of environmental impacts.

No project measures specific to land use and planning have been identified.

3.13.7 IMPACT EVALUATION AND MITIGATION MEASURES

This analysis presents the construction and operational impacts for land use and planning, as well as any applicable mitigation measures associated with KNE. A summary of the impact conclusions and applicable mitigation measures is found in Table 3.13-2 in Section 3.13.7.4.

3.13.7.1 IMPACT LUP-1: PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY

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

3.13.7.1.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

3.13.7.1.1.1 CONSTRUCTION IMPACTS

Less than Significant Impact. Construction activities associated with the KNE San Vicente–Fairfax Alignment would not result in permanent physical divisions of established communities in the RSA. Full and partial street closures would be required during construction to accommodate cut-and-cover construction at proposed stations. Sidewalk closures and the installation of safety barriers to delineate construction work zones would temporarily limit property access. However, these closures would be temporary and periodic, and safe access and crossings throughout the community would be maintained. In addition, as set forth in project measure PM TRA-2, as described in Section 3.16, Transportation, the project shall follow Metro standard practices that include scheduling of lane and/or road closures to minimize disruptions and require preparation of a construction transportation management plan (TMP) to reduce the disruption caused by construction work zones. Metro would notify and work with surrounding communities regarding the construction schedule and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. Section 3.16, Transportation, further analyzes impacts on circulation and pedestrian access to adjoining or nearby properties.

Construction of the alignment would require property acquisition and temporary construction easements for some construction activities, including construction staging, cut-and-cover activities, street reconstruction, demolition, and utility relocation and installation. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the KNE San Vicente–Fairfax Alignment depending on the type of construction and adjacent land use. The right-of-way (ROW) drawings in Appendix 2-B, Advanced Conceptual Engineering Drawings,

provide more details regarding potential property acquisitions. The properties under construction easements would not undergo any zoning classification changes as part of KNE.

Properties acquired for construction activities could, upon completion of the construction activities, be available for joint development, which integrates development of transit and non-transit improvements with transit projects physically or functionally related to commercial, residential, or mixed-use development. These improvements would be subject to standard planning and permitting review processes separate from this environmental review process. Temporary property acquisitions would be limited to properties currently designated for commercial, public facilities, transportation/communications/utilities, office, industrial, and vacant land uses. Metro is working to avoid acquisitions of residential properties, educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Metro would also work to protect access to private properties. Temporary property acquisition for construction of the alignment would not physically divide an established community.

The stations proposed with the alignment are located primarily on land designated for commercial, public facilities, office, transportation/communications/utilities, vacant, and industrial uses. Each of the station entrance options, where project components would be aboveground, are primarily located within the public ROW or on private properties where existing land use is designated as commercial, industrial, public facility, and transportation/communications/utilities. Therefore, the KNE San Vicente–Fairfax Alignment would have a less than significant impact during construction.

3.13.7.1.1.2 OPERATIONAL IMPACTS

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

Operation of the alignment would require property acquisitions for some operational systems, including ventilation and egress shafts. All operational systems would be located within the public ROW or on properties already acquired for construction of the alignment. Property acquisitions would be limited to land uses designated for commercial, public facilities, or industrial uses. Metro is working to avoid acquisitions of residential properties, educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Operation of the alignment would be consistent with future commercial, public facility, and industrial uses. As described in Section 3.16, Transportation, and as set forth in project measure PM TRA-1 in that section, Metro would enhance access to the proposed stations by providing first/last mile improvements to key destinations and transit connections. As a result, operation of the project would have a positive effect on transportation access to the surrounding areas. Operations would support the future land use characteristics of the transportation corridor, would not affect access to existing properties, and would not physically divide an established community.

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

3.13.7.1.2 KNE FAIRFAX ALIGNMENT

3.13.7.1.2.1 CONSTRUCTION IMPACTS

Less than Significant Impact. Construction activities associated with the KNE Fairfax Alignment would not result in permanent physical divisions of established communities in the RSA. Full and partial street closures would be required during construction to accommodate cut-and-cover construction at proposed stations. Sidewalk closures and the installation of safety barriers to delineate construction work zones would temporarily limit property access. However, these closures would be temporary and periodic, and safe access and crossings throughout the community would be maintained. In addition, as set forth in project measure PM TRA-2, as described in Section 3.16, Transportation, the project shall follow Metro standard practices that include scheduling of lane and/or road closures to minimize disruptions and require preparation of a construction TMP to reduce the disruption caused by construction work zones. Metro would notify and work with surrounding communities regarding the construction schedule and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. Section 3.16, Transportation, further analyzes impacts on circulation and pedestrian access to adjoining or nearby properties.

Construction of the alignment would require property acquisition and temporary construction easements for some construction activities, including construction staging, cut-and-cover activities, street reconstruction, demolition, and utility relocation and installation. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the KNE Fairfax Alignment depending on the type of construction and adjacent land use. The ROW drawings in Appendix 2-B, Advanced Conceptual Engineering Drawings, provide more details regarding potential property acquisitions. The properties under construction easements would not undergo any zoning classification changes as part of KNE.

¹ Section 3.5, Communities, Population and Housing, further discusses the potential for impacts related to property acquisitions.

Properties acquired for construction activities could, upon completion of the construction activities, be available for joint development, which integrates development of transit and non-transit improvements with transit projects physically or functionally related to commercial, residential, or mixed-use development. These improvements would be subject to standard planning and permitting review processes separate from this environmental review process. Temporary property acquisitions would be limited to properties currently designated for commercial, public facilities, transportation/communications/utilities, office, industrial, and vacant land uses. Metro is working to avoid acquisitions of residential properties, educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Metro would also work to protect access to private properties. Temporary property acquisition for construction of the alignment would not physically divide an established community.

The stations proposed with the alignment are located primarily on land designated for commercial, public facilities, office, transportation/communications/utilities, vacant, and industrial uses. Each of the station entrance options, where project components would be aboveground, are primarily located within the public ROW or on private properties where existing land use is designated as commercial, industrial, public facility, and transportation/communications/utilities. Therefore, the KNE Fairfax Alignment would have a less than significant impact during construction.

3.13.7.1.2.2 OPERATIONAL IMPACTS

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

Operation of the alignment would require property acquisitions for some operational systems, including ventilation and egress shafts. All operational systems would be located within the public ROW or on properties already acquired for construction of the alignment. Property acquisitions would be limited to land uses designated for commercial, public facilities, or industrial uses. Metro is working to avoid acquisitions of residential properties, educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Operation of the alignment would be consistent with future commercial, public facility, and industrial uses. As described in Section 3.16, Transportation, and as set forth in project measure PM TRA-1 in that section, Metro would enhance access to the proposed stations by providing first/last mile improvements to key destinations and transit connections. As a result, operation of the project would have a positive effect on transportation access to the surrounding areas. Operations would support the future land use characteristics of the transportation corridor, would not affect access to existing properties, and would not physically divide an established community.

The stations proposed with the alignment are located primarily on land planned for commercial, public facility, and industrial land uses. Property acquisitions would be limited to properties designated as commercial, public facilities, office, transportation/communications/utilities, vacant, or industrial uses. Metro is working to avoid acquisitions of educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities.² Operation of the proposed stations would be consistent with future commercial, public facility, and industrial land uses as well as the land use characteristics of the transportation corridor. Each of the station entrance options, where project components would be aboveground, are primarily located within the public ROW or on private properties where existing land use is designated as commercial, industrial, public facility, and transportation/communications/utilities, and would not physically divide an established community. Operation of the stations would not affect property access and would not physically divide an established community. Therefore, the KNE Fairfax Alignment would have a less than significant impact during operation.

3.13.7.1.3 KNE LA BREA ALIGNMENT

3.13.7.1.3.1 CONSTRUCTION IMPACTS

Less than Significant Impact. Construction activities associated with the KNE La Brea Alignment would not result in permanent physical divisions of established communities in the RSA. Full and partial street closures would be required during construction to accommodate cut-and-cover construction at proposed stations. Sidewalk closures and the installation of safety barriers to delineate construction work zones would temporarily limit property access. However, these closures would be temporary and periodic, and safe access and crossings throughout the community would be maintained. In addition, as set forth in project measure PM TRA-2, as described in Section 3.16, Transportation, the project shall follow Metro standard practices that include scheduling of lane and/or road closures to minimize disruptions and require preparation of a construction TMP to reduce the disruption caused by construction work zones. Metro would notify and work with surrounding communities regarding the construction schedule and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. Section 3.16, Transportation, further analyzes impacts on circulation and pedestrian access to adjoining or nearby properties.

Construction of the alignment would require property acquisition and temporary construction easements for some construction activities, including construction staging, cut-and-cover activities, street reconstruction, demolition, and utility relocation and installation. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the KNE La Brea Alignment depending on the type of construction and adjacent land use. The ROW drawings in Appendix 2-B, Advanced Conceptual Engineering Drawings, provide more details regarding potential property acquisitions. The properties under construction easements would not undergo any zoning classification changes as part of KNE.

² Section 3.5, Communities, Population and Housing, further discusses the potential for impacts related to property acquisitions.

Properties acquired for construction activities could, upon completion of the construction activities, be available for joint development, which integrates development of transit and non-transit improvements with transit projects physically or functionally related to commercial, residential, or mixed-use development. These improvements would be subject to standard planning and permitting review processes separate from this environmental review process. Temporary property acquisitions would be limited to properties currently designated for commercial, public facilities, transportation/communications/utilities, office, industrial, and vacant land uses. Metro is working to avoid acquisitions of residential properties, educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Metro would also work to protect access to private properties. Temporary property acquisition for construction of the alignment would not physically divide an established community.

The stations proposed with the alignment are located primarily on land designated for commercial, public facilities, office, transportation/communications/utilities, vacant, and industrial uses. Each of the station entrance options, where project components would be aboveground, are primarily located within the public ROW or on private properties where existing land use is designated as commercial, industrial, public facility, and transportation/communications/utilities. Therefore, the KNE La Brea Alignment would have a less than significant impact during construction.

3.13.7.1.3.2 OPERATIONAL IMPACTS

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

Operation of the alignment would require property acquisitions for some operational systems, including ventilation and egress shafts. All operational systems would be located within the public ROW or on properties already acquired for construction of the alignment. Property acquisitions would be limited to land uses designated for commercial, public facilities, or industrial uses. Metro is working to avoid acquisitions of residential properties, educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Operation of the alignment would be consistent with future commercial, public facility, and industrial uses. As described in Section 3.16, Transportation, and as set forth in project measure PM TRA-1 in that section, Metro would enhance access to the proposed stations by providing first/last mile improvements to key destinations and transit connections. As a result, operation of the project would have a positive effect on transportation access to the surrounding areas. Operations would support the future land use characteristics of the transportation corridor, would not affect access to existing properties, and would not physically divide an established community.

The stations proposed with the alignment are located primarily on land planned for commercial, public facility, and industrial land uses. Property acquisitions would be limited to properties designated as commercial, public facilities, office, transportation/communications/utilities, vacant, or industrial uses. Metro is working to avoid acquisitions of educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities.³ Operation of the proposed stations would be consistent with future commercial, public facility, and industrial land uses as well as the land use characteristics of the transportation corridor. Each of the station entrance options, where project components would be aboveground, are primarily located within the public ROW or on private properties where existing land use is designated as commercial, industrial, public facility, and transportation/communications/utilities, and would not physically divide an established community. Operation of the stations would not affect property access and would not physically divide an established community. Therefore, the KNE La Brea Alignment would have a less than significant impact during operation.

3.13.7.1.4 HOLLYWOOD BOWL DESIGN OPTION

3.13.7.1.4.1 CONSTRUCTION IMPACTS

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

Construction activities for the Hollywood Bowl Design Option would not result in permanent physical divisions of established communities in the RSA. Full and partial street closures would be required for construction staging areas. Sidewalk closures and the installation of safety barriers to delineate construction work zones would temporarily limit property access. However, these closures would be temporary and periodic, and safe access and crossings throughout the community would be maintained. As set forth in PM TRA-2, as described in Section 3.16, Transportation, the project shall follow Metro standard practices that include scheduling of lane and/or road closures to minimize disruptions and require preparation of a construction TMP to reduce the disruption caused by construction work zones. Temporary construction detours would provide similar access during street and sidewalk closures.

Construction of the Hollywood Bowl Design Option would require property acquisition and temporary construction easements for some construction activities, including construction staging, installation of systems and facilities, street reconstruction, demolition, and utility relocation and installation work. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the design option depending on the type of construction and adjacent land use. The ROW drawings in Appendix 2-B, Advanced Conceptual Engineering Drawings, provide more details regarding potential property acquisitions. The properties under construction easements would not undergo any zoning classification changes as part of KNE.

³ Section 3.5, Communities, Population and Housing, further discusses the potential for impacts related to property acquisitions.

Properties acquired for construction activities would, upon completion of the construction activities, be available for joint development, which integrates development of transit and non-transit improvements with transit projects physically or functionally related to commercial, residential, or mixed-use development. These improvements would be subject to standard planning and permitting review processes separate from this environmental review process. Temporary property acquisition would be limited to properties designated for commercial, public facility, and vacant land uses. Metro is working to avoid acquisitions of residential properties, educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Metro would also work to protect access to private properties. Temporary property acquisition for construction of the alignment would not physically divide an established community. Therefore, the Hollywood Bowl Design Option would have a less than significant impact during construction.

3.13.7.1.4.2 OPERATIONAL IMPACTS

Less than Significant Impact. The Hollywood Bowl Design Option would operate mostly under the public ROW on Highland Avenue. Since the underground segment is below grade, it would not physically disrupt future land uses. Operation of the design option would require property acquisitions for some operational systems and facilities. Property acquisitions would be limited to properties currently zoned for commercial, public facility, and vacant land uses. Metro is working to avoid acquisitions of educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Operation of the design option would be consistent with future public facility land uses and the land use characteristics of the transportation corridor. Operation of the design option would not affect property access and would not physically divide an established community. Therefore, the Hollywood Bowl Design Option would have a less than significant impact during operation.

3.13.7.1.5 MAINTENANCE AND STORAGE FACILITY

3.13.7.1.5.1 CONSTRUCTION IMPACTS

Less than Significant Impact. Construction of the proposed MSF would require site preparation, demolition of existing structures, utility relocation, construction of storage tracks and lead tracks, grading, paving, and building construction. Construction would occur entirely within parcels identified within the MSF RSA. Temporary barriers and fencing would be placed along the perimeter of the construction areas. Construction activities associated with the MSF would not permanently physically divide any established communities in the RSA. Public roadways leading to the MSF would remain open. Any limitations on access would be temporary, alternative routes would be provided, and an established community would not be permanently divided.

Construction of the MSF would not create any permanent physical divisions within the surrounding community because construction activities would be temporary. Full and partial street and sidewalk closures during the construction period may be required. However, the closures would be temporary and periodic, and safe access and crossings throughout the community would be maintained. As described in PM TRA-2, discussed in Section 3.16, Transportation, Metro standard practices require lane and/or road closures to be scheduled to minimize disruptions, and they require preparation of a TMP to reduce the

disruption caused by construction work zones. The TMP would require Metro to work with surrounding communities to establish a construction schedule that notifies the public of construction in advance and to develop wayfinding signage (e.g., closed pedestrian areas, rerouting directions). Section 3.16, Transportation, further analyzes potential impacts to circulation and pedestrian access to adjoining or nearby properties.

Construction of the MSF would require property acquisition and construction easements for some construction activities, including construction staging, installation of systems and facilities, demolition, and utility relocation and installation work. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) could vary depending on the type of construction and adjacent land use. The ROW drawings in Appendix 2-B, Advanced Conceptual Engineering Drawings, provide more details regarding potential property acquisitions. The properties under construction easements would not undergo any zoning classification changes as part of KNE.

Metro is working to avoid acquisitions of sensitive land uses and does not anticipate acquiring residential properties, churches, schools, parks, or other sensitive land uses for construction activities of the MSF. Construction of the MSF would not affect access to existing properties and would not physically divide an established community. Public roadways leading to the MSF would remain open. Therefore, the MSF would have a less than significant impact during construction.

3.13.7.1.5.2 OPERATIONAL IMPACTS

Less than Significant Impact. Operation of the MSF would require the acquisition of properties that are located on land designated as industrial, commercial, office, and transportation/communications/utilities south and west of the Division 16 maintenance yard. The ROW drawings in Appendix 2-B, Advanced Conceptual Engineering Drawings, provide greater detail on potential property acquisitions. Surrounding land uses would continue to have property access since operations are limited to parcels identified for the MSF footprint and would not physically divide an established community. Operation of the MSF would not require the closure of any public roads critical to circulation within a community or between communities, and would be located primarily on existing parcels designated for commercial, office, transportation/communications/utilities, and industrial uses. As a result, the MSF would not physically divide an established community. Therefore, the MSF would have a less than significant impact during operation.

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

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

3.13.7.2.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

3.13.7.2.1.1 CONSTRUCTION IMPACTS

No Impact. Construction activities for the KNE San Vicente–Fairfax Alignment and proposed stations would be temporary and would not conflict with applicable regional and local land use plans, policies, and regulations identified above and summarized in Table 3.13-1. Construction of the alignment and proposed stations would support the policies of the SCAG 2020-2045 RTP/SCS (SCAG 2020) by providing jurisdictions the opportunity to develop compact communities around the public transit system; by providing an alternative to automobile travel; by providing another mode of transportation to residents, visitors, and employees within the vicinity of the project to access regional destinations and employment areas; and by reducing overall air quality emissions and traffic congestion.

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

Temporary property acquisitions would be limited to properties currently zoned for commercial, public facilities, transportation/communications/utilities, office, or industrial uses. Metro is working to avoid acquisitions of residential properties, educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Temporary property acquisitions during construction of the alignment and proposed stations would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, as summarized in Table 3.13-1. Therefore, the KNE San Vicente–Fairfax Alignment would have no impact during construction.

TABLE 3.13-1. CONSISTENCY WITH PLANS AND POLICIES

PLANNING JURISDICTION	ADOPTED PLANS	DESCRIPTION OF PLAN	CONSISTENCY WITH PLANS AND POLICIES
City of Los Angeles	City of Los Angeles General Plan	The City of Los Angeles General Plan establishes land use designations and policies that help inform planning decisions within the City of Los Angeles. The General Plan has 11 elements, including the land use and mobility elements. The Land Use Element is comprised of 35 Community Plans.	The project is consistent with the City of Los Angeles General Plan's various elements. Relevant elements to this report include the Land Use and Mobility Elements. Conformity to these elements is described in the respective entries below.
City of Los Angeles	City of Los Angeles General Plan - Framework Element	The General Plan Framework Element is intended to guide the city's long-term growth and development based on forecasted population growth through the year 2010. The Framework's transportation policies seek to develop transit alignments and station locations that maximize transit service in activity centers.	The project furthers the Framework's intentions by providing high-capacity transit to high activity centers in Los Angeles, a goal of the Framework Element.
City of Los Angeles	City of Los Angeles General Plan Mobility Plan 2035	The Mobility Plan 2035 is the element of the General Plan that lays the foundation for balancing the need of all road users in a multimodal network. The Mobility Plan identifies the project as a key regional connection that would increase travel options among major destinations, job centers, and intermodal facilities.	The Mobility Plan 2035 explicitly supports the project as outlined in Chapter 3.7, "Regional Transit Connections." The project furthers the plan's goal of "improv[ing] transit access and service to major regional destinations, job centers, and intermodal facilities." Thus, the project is in direct alignment with the Mobility Plan 2035's goal of realizing a new light rail within the region, thereby addressing a critical connection between the current Metro B, D, and E Lines and the regional destinations in between.
City of Los Angeles	City of Los Angeles Municipal Code	The City of Los Angeles Municipal Code (LAMC) provides detailed requirements that implement General Plan policies. Chapter 1 of the LAMC is the Zoning Code, which presents standards for different uses and identifies which uses are allowed in various zoning districts.	The project is in alignment with the LAMC and Zoning Code since the project proposes stations near or at locations that conform or complement the zoning of the respective locations.
City of Los Angeles Community and Neighborhood Plans	Crenshaw Corridor Specific Plan	The Crenshaw Corridor Specific Plan describes standards, compliances, exemptions, and limitations for development while encouraging economic revitalization and special considerations for pedestrian-oriented areas.	The project conforms with the Crenshaw Corridor Specific Plan. In particular, the project supports pedestrian-oriented areas by providing pedestrian-friendly infrastructure near the Metro K Line Expo/Crenshaw and Crenshaw/Adams Stations.

PLANNING JURISDICTION	ADOPTED PLANS	DESCRIPTION OF PLAN	CONSISTENCY WITH PLANS AND POLICES
City of Los Angeles Community and Neighborhood Plans	Exposition Corridor Transit Neighborhood Plan	The Exposition Corridor Transit Neighborhood Plan (TNP) establishes guidelines for future development around each station on the E Line transit corridor. The TNP promotes greater transit ridership along the corridor, as well as reduced automobile reliance and vibrant transit stations.	The project furthers the TNP's goals by creating new transit connections within the transit network, thereby creating higher transit ridership and reduced automobile dependency.
City of Los Angeles Community and Neighborhood Plans	Hollywood Community Plan	Although currently undergoing an update, the Hollywood Community Plan's framework policies encourage compact, mixed-use development in proximity to transit infrastructure and activity centers. It seeks to protect existing residential neighborhoods while enhancing safe, accessible transportation options.	The project does not conflict with the Hollywood Community Plan as the project does not propose removing any existing residential properties and enhances safe transportation options.
City of Los Angeles Community and Neighborhood Plans	Hollywood Redevelopment Plan	The Hollywood Redevelopment Plan sets forth a series of land use and development policies aimed for the redevelopment, rehabilitation, and revitalization within its plan boundaries. Relevant policies to the project encourage a circulation system that will improve the quality of life in Hollywood, which includes improving pedestrian, automobile, parking, and mass transit systems with an emphasis on serving existing facilities and meeting future needs.	The project furthers the Hollywood Redevelopment Plan by furthering its policy that encourages a circulation system that will improve the quality of life in Hollywood, including improvements to pedestrian and mass transit systems to meet future needs.
City of Los Angeles Community and Neighborhood Plans	Hollywood Walk of Fame Master Plan	The Hollywood Walk of Fame Master Plan envisions a "street for everyone" through policies that create an inclusive space with wider sidewalks, additional shade trees, and pedestrian safety enhancements.	The project does not conflict with the Hollywood Walk of Fame Master Plan as the project would provide enhanced pedestrian facilities near transit stations.
City of Los Angeles Community and Neighborhood Plans	Miracle Mile Community Design Overlay	The Miracle Mile Community Design Overlay provides guidance and standards for public and private projects in commercially zoned areas along Miracle Mile with the objective to enhance the identity and promote the pedestrian environment within Miracle Mile.	The project does not conflict with the Miracle Mile Community Design Overlay as the project would provide enhanced pedestrian facilities near transit stations.
City of Los Angeles Community and Neighborhood Plans	Neighborhood Stabilization Overlay District	The City of Los Angeles Neighborhood Stabilization Overlay District applies to areas of Los Angeles that are proximate to colleges and universities. The purpose is to protect and preserve the existing low-density housing stock, to maintain and enhance the quality of life of area residents, to promote well-planned student housing, and to address inadequate parking.	The project would further the Neighborhood Stabilization Overlay District's goals by enhancing pedestrian facilities.

PLANNING JURISDICTION	ADOPTED PLANS	DESCRIPTION OF PLAN	CONSISTENCY WITH PLANS AND POLICES
City of Los Angeles Community and Neighborhood Plans	Park Mile Specific Plan	The Park Mile Specific Plan provides quantitative and qualitative standards for development within plan boundaries. The Park Mile Specific Plan includes ordinances that regulate floor area ratios, use of land and buildings, height and bulk of buildings, architectural and landscape treatment, signage, and vehicular and pedestrian circulation.	The project would not conflict with the Park Mile Specific Plan and would be built in accordance with applicable Park Mile Specific Plan guidelines.
City of Los Angeles Community and Neighborhood Plans	Purple Line Extension Transit Neighborhood Plan	The primary goals of establishing the Purple Line Extension Transit Neighborhood Plan are to create balance while accommodating growth, ensure sustainable patterns of development, provide community benefits, and conserve thriving multi-family neighborhoods. The Plan identifies the D Line corridor as one where people can live and work near transit through transit-oriented communities.	The project furthers the Purple Line Extension Transit Neighborhood Plan by providing enhanced transit opportunities through connections with the D Line.
City of Los Angeles Community and Neighborhood Plans	Plan for a Healthy Los Angeles	The Plan for a Healthy Los Angeles is the Health Element of the City of Los Angeles General Plan and provides a high-level policy vision in addition to measurable objectives and implementation programs to create healthier communities within the city. It provides a roadmap for addressing the most basic and essential quality-of-life issues: safe neighborhoods, a clean environment, access to transit, and the opportunity to thrive.	The project supports the Plan for a Healthy Los Angeles enhancing the health quality of Angelenos through access to safe, reliable, and new transit options.
City of Los Angeles Community and Neighborhood Plans	Tourism District Overlay Zone	The Tourism District Overlay Zone funds programs and initiatives ensuring the cleanliness, safety, beautification, and economic vitality of the district beyond what is provided by the City of Los Angeles.	The project does not conflict with the Tourism District Overlay Zone as the project seeks to provide clean, safe transit with visually pleasing transit stations that promote the overall economic vitality of the region.
City of Los Angeles Community and Neighborhood Plans	Transit Oriented Communities Affordable Housing Incentive Program	The Transit Oriented Communities Affordable Housing Incentive Program and corresponding Guidelines encourage the development of affordable housing for all housing developments within a 0.5-mile radius of a major transit stop.	The project furthers the goals of the Transit Oriented Communities Affordable Housing Incentive Program by creating new opportunities for transit-oriented communities.

PLANNING JURISDICTION	ADOPTED PLANS	DESCRIPTION OF PLAN	CONSISTENCY WITH PLANS AND POLICES
City of Los Angeles Community and Neighborhood Plans	West Adams – Baldwin Hills – Leimert Community Plan	The West Adams – Baldwin Hills – Leimert Community Plan describes policies and programs that advance goals and objectives to maintain the community’s individual character while promoting future development. This Community Plan takes into consideration residents and travelers who can alight at one of the five Metro E Line or K Line light rail stations located within the Community Plan Area. It includes new development compatible with the existing and pedestrian-friendly character of the commercial corridors that have replaced “strip” development at key corner sites. The Plan also provides guiding principles for supporting a transit-friendly area through redevelopment.	The project furthers the goals of the West Adams – Baldwin Hills – Leimert Community Plan through enhanced pedestrian-friendly facilities and improved transit connections.
City of Los Angeles Community and Neighborhood Plans	Wilshire Community Plan	The Wilshire Community Plan describes policies and programs that advance goals and objectives to maintain the community’s distinctive character. Relevant policies include encouraging higher-density residential uses near major public transportation centers and historic preservation of buildings with architectural merit and/or historic significance.	The project does not conflict with the Wilshire Community Plan as the project promotes higher-density residential use near transit stations and the preservation of buildings of architectural merit and/or historic significance.

PLANNING JURISDICTION	ADOPTED PLANS	DESCRIPTION OF PLAN	CONSISTENCY WITH PLANS AND POLICES
City of West Hollywood	General Plan	The City of West Hollywood General Plan addresses land use and mobility strategies that comply with established city policies and objectives while preserving and enhancing residential neighborhoods, limiting most future development to transit-accessible commercial corridors, and creating a balanced and multimodal transportation system. The Land Use section of the General Plan lists goals and policies that guide the City of West Hollywood's urban form and land use patterns, as well how the buildings and public spaces should be organized within the city. The Land Use section also designates the area around Santa Monica Boulevard and Fairfax Avenue, and Santa Monica Boulevard and La Brea Avenue as transit districts. Transit districts support the following goals and policies: Goal LU-13 support a vibrant, high-density transit-oriented commercial district centered around the intersection of Santa Monica Boulevard and Fairfax Avenue; and Policy LU-13.1 support the location of a transit station near the intersection of Santa Monica Boulevard and Fairfax Avenue.	The project aligns with the City of West Hollywood General Plan's goal of creating transit-accessible commercial corridors through a multimodal transportation system. The project also aids West Hollywood's transit districts goals of having high-density transit-oriented districts and having transit stations at these transit districts. The two transit districts in the project's RSA are the Santa Monica Boulevard and Fairfax Avenue, and Santa Monica Boulevard and La Brea Avenue transit districts. The KNE San Vicente–Fairfax, Fairfax, and La Brea Alignments would provide a transit station at the Santa Monica Boulevard/La Brea Avenue transit district. The KNE San Vicente–Fairfax and Fairfax Alignments would provide a transit station at the Santa Monica Boulevard/Fairfax Avenue transit district.
City of West Hollywood	Climate Action Plan	The Climate Action Plan is a planning document that outlines a course of action to address climate change and reduce greenhouse gas emissions in the city. Specific measures within the land use and community design strategies include developing mixed-used, pedestrian- and transit-oriented development along commercial corridors and in transit overlay zones (TOZs); and explicitly supporting fixed-rail transit to the City of West Hollywood's TOZ areas.	The project aligns with the City of West Hollywood's Climate Action Plan furthering the plan's goal of providing pedestrian- and transit-oriented development along commercial corridors and in TOZs. The project also supports the Climate Action Plan goal of having fixed-rail transit in the City of West Hollywood's TOZ areas.
City of West Hollywood	Design District Streetscape Master Plan	The West Hollywood Design District Streetscape Master Plan is designed to improve the overall aesthetics and mobility of the West Hollywood Design Commercial District. Its goal is to strengthen the district's economic vitality by improving the pedestrian environment, adding bicycle infrastructure, public gathering spaces, and landscaping, while improving the streets' overall aesthetics and functionality.	The project aligns with the Design District Streetscape Master Plan's goal of improving the overall mobility of the City of West Hollywood's Design Commercial District. The project supports the plan's goal of improving existing pedestrian-oriented facilities and the Design District's economic vitality.

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

Source: Connect Los Angeles Partners 2024

LAMC = City of Los Angeles Municipal Code; RSA = resource study area; TNP = Exposition Corridor Transit Neighborhood Plan; TOZ = transit overlay zone

3.13.7.2.1.2 OPERATIONAL IMPACTS

No Impact. The KNE San Vicente–Fairfax Alignment would traverse portions of the City of Los Angeles and the City of West Hollywood. Operation of the alignment would be consistent with the local land use plans, community/specific plans, and general plans described in Table 3.13-1, which prioritize circulation improvements and transit connections, encourage economic development and improved access along major roadway corridors, and reduce vehicle trips, air pollutant emissions, and greenhouse gas emissions. The KNE San Vicente–Fairfax Alignment and proposed stations would be consistent with Metro’s plans and policies, including the 2020 Long Range Transportation Plan, Countywide Sustainability Planning Policy, Active Transportation Strategic Plan, and Complete Streets Policy, that encourage sustainable design of public facilities, expansion of existing transportation options, and increased rail service.

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

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

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

Operation of the alignment and proposed stations would require property acquisition for some operational systems and facilities. The acquisitions would be limited to properties currently zoned for commercial, public facilities, office, transportation/communications/utilities, vacant, or industrial uses.

Metro is working to avoid acquisitions of residential properties, educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Operation would be consistent with future commercial, public facilities, and industrial uses, and with the land use characteristics of the transportation corridor. The property acquisitions required for the alignment and proposed stations would not introduce new uses that are incompatible with future and surrounding uses, and would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

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

3.13.7.2.2 KNE FAIRFAX ALIGNMENT

3.13.7.2.2.1 CONSTRUCTION IMPACTS

No Impact. Construction activities for the KNE Fairfax Alignment and proposed stations would be temporary and would not conflict with applicable regional and local land use plans, policies, and regulations identified above and summarized in Table 3.13-1. Construction of the alignment and proposed stations would support the policies of the SCAG 2020-2045 RTP/SCS (SCAG 2020) by providing jurisdictions the opportunity to develop compact communities around the public transit system; by providing an alternative to automobile travel; by providing residents, visitors, and employees within the vicinity of the project another mode of transportation to access regional destinations and employment areas; and by reducing overall air quality emissions and traffic congestion.

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

Temporary property acquisitions would be limited to properties currently zoned for commercial, public facilities, transportation/communications/utilities, office, or industrial uses. Metro is working to avoid acquisitions of residential properties, educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Temporary property acquisitions during construction of the alignment and proposed stations would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, as summarized in Table 3.13-1. Therefore, the KNE Fairfax Alignment would have no impact during construction.

3.13.7.2.2.2 OPERATIONAL IMPACTS

No Impact. The KNE Fairfax Alignment would traverse portions of the City of Los Angeles and the City of West Hollywood. Operation of the alignment would be consistent with the local land use plans, community/specific plans, and general plans described in Table 3.13-1, which prioritize circulation improvements and transit connections, encourage economic development and improved access along major roadway corridors, and reduce vehicle trips, air pollutant emissions, and greenhouse gas emissions. The KNE Fairfax Alignment and proposed stations would be consistent with Metro’s plans and policies, including the 2020 Long Range Transportation Plan, Countywide Sustainability Planning Policy, Active Transportation Strategic Plan, and Complete Streets Policy, that encourage sustainable design of public facilities, expansion of existing transportation options, and increased rail service.

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

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

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

Operation of the alignment and proposed stations would require property acquisition for some operational systems and facilities. The acquisitions would be limited to properties currently zoned for commercial, public facilities, office, transportation/communications/utilities, vacant, or industrial uses. Metro is working to avoid acquisitions of residential properties, educational institutions, recreational

facilities, health and medical services, cultural institutions, places of worship, and government facilities. Operation would be consistent with future commercial, public facilities, and industrial uses, and with the land use characteristics of the transportation corridor. The property acquisitions required for the alignment and proposed stations would not introduce new uses that are incompatible with future and surrounding uses, and would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

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

3.13.7.2.3 KNE LA BREA ALIGNMENT

3.13.7.2.3.1 CONSTRUCTION IMPACTS

No Impact. Construction activities for the KNE La Brea Alignment and proposed stations would be temporary and would not conflict with applicable regional and local land use plans, policies, and regulations identified above and summarized in Table 3.13-1. Construction of the alignment and proposed stations would support the policies of the SCAG 2020-2045 RTP/SCS (SCAG 2020) by providing jurisdictions the opportunity to develop compact communities around the public transit system; by providing an alternative to automobile travel; by providing residents, visitors, and employees within the vicinity of the project another mode of transportation to access regional destinations and employment areas; and by reducing overall air quality emissions and traffic congestion.

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

Temporary property acquisitions would be limited to properties currently zoned for commercial, public facilities, transportation/communications/utilities, office, or industrial uses. Metro is working to avoid acquisitions of residential properties, educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Temporary property acquisitions during construction of the alignment and proposed stations would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, as summarized in Table 3.13-1. Therefore, the KNE La Brea Alignment would have no impact during construction.

3.13.7.2.3.2 OPERATIONAL IMPACTS

No Impact. The KNE La Brea Alignment would traverse portions of the City of Los Angeles and the City of West Hollywood. Operation of the alignment would be consistent with the local land use plans, community/specific plans, and general plans described in Table 3.13-1, which prioritize circulation improvements and transit connections, encourage economic development and improved access along major roadway corridors, and reduce vehicle trips, air pollutant emissions, and greenhouse gas emissions. The KNE La Brea Alignment and proposed stations would be consistent with Metro’s plans and policies, including the 2020 Long Range Transportation Plan, Countywide Sustainability Planning Policy, Active Transportation Strategic Plan, and Complete Streets Policy, that encourage sustainable design of public facilities, expansion of existing transportation options, and increased rail service.

Operation of the alignment and proposed stations directly supports the City of West Hollywood General Plan’s Land Use Element, which designates the area around the La Brea/Santa Monica intersection as a transit district. Transit districts are areas with rich transit access near activity centers. As such, the alignment would advance the Land Use Element through the construction and operation of the La Brea/Santa Monica Station.

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

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

Operation of the alignment and proposed stations would require property acquisition for some operational systems and facilities. The acquisitions would be limited to properties currently zoned for commercial, public facilities, office, transportation/communications/utilities, vacant, or industrial uses. Metro is working to avoid acquisitions of residential properties, educational institutions, recreational facilities, health and medical services, cultural institutions, places of worship, and government facilities. Operation would be consistent with future commercial, public facilities, and industrial uses, and with the land use characteristics of the transportation corridor. The property acquisitions required for the

alignment and proposed stations would not introduce new uses that are incompatible with future and surrounding uses, and would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Operation of the alignment and proposed stations would improve rail service and would provide interconnectivity to the existing and planned Metro system. The alignment and proposed stations would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the KNE La Brea Alignment would have no impact during operation.

3.13.7.2.4 HOLLYWOOD BOWL DESIGN OPTION

3.13.7.2.4.1 CONSTRUCTION IMPACTS

No Impact. Construction activities for the Hollywood Bowl Design Option would be temporary and would not conflict with the applicable land use plans, policies, or regulations described above and summarized in Table 3.13-1. Construction of the design option would support the policies of the SCAG 2020-2045 RTP/SCS by providing jurisdictions with opportunities to develop compact communities around the public transit system; by providing an alternative to automobile travel; by providing residents, visitors, and employees within the vicinity of the project another mode of transportation to access regional destinations and employment areas; and by reducing overall air quality emissions and traffic congestion.

The properties under construction easements would not undergo any zoning classification changes as part of KNE. The property acquisitions for construction of the design option would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Construction of the design option would be conducted in compliance with applicable land use plans, policies, or regulations. Construction of the design option would not conflict with applicable land use plans, policies, or regulations. Therefore, the Hollywood Bowl Design Option would have no impact during construction.

3.13.7.2.4.2 OPERATIONAL IMPACTS

No Impact. Operation of the Hollywood Bowl Design Option would support the policies of the SCAG 2020-2045 RTP/SCS, providing an alternative to automobile travel by providing residents, visitors, and employees within the vicinity of the project another mode of transportation to access regional destinations and employment areas, as well as by reducing overall air quality emissions and traffic congestion. The design option would not require the removal of existing residential properties and would encourage a circulation system that would improve the quality of life in Hollywood through enhancements to pedestrian and mass transit systems to meet future needs, which is consistent with local land use plans, community/specific plans, and general plans in Table 3.13-1. Operation of the design option would not conflict with local land use plans, policies, or regulations. Therefore, the Hollywood Bowl Design Option would have no impact during operation.

3.13.7.2.5 MAINTENANCE AND STORAGE FACILITY

3.13.7.2.5.1 CONSTRUCTION IMPACTS

No Impact. Construction activities for the MSF would be temporary and would not conflict with the applicable plans, policies, or regulations described above and summarized in Table 3.13-1.

The MSF would be aligned with the LAMC and Zoning Code since the MSF would be located on parcels designated for commercial, office, industrial, and transportation/communications/utilities that conform or complement the zoning of the respective locations. The physical MSF site would occupy parcels south of Arbor Vitae Street along the existing K Line ROW and would be located in a highly industrialized and commercial area. The parcels within the MSF RSA in the surrounding vicinity are designated as commercial, office, industrial, education, public facility, and residential (Figure 3.13-17). Given the existing industrial, public facility, and commercial uses in the area, construction of the MSF would not result in a significant change in land use type and would not conflict with adjacent land uses or create any new land use incompatibilities in the surrounding area.

Construction of the MSF would not create any new land uses that could generate conflicts with land uses adjacent to the alignment or conflict with local land use plans, policies, or regulations. Therefore, the MSF would have no impact during construction.

3.13.7.2.5.2 OPERATIONAL IMPACTS

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

3.13.7.3 MITIGATION MEASURES

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

3.13.7.4 SUMMARY OF IMPACT SIGNIFICANCE CONCLUSIONS AND MITIGATION MEASURES

Table 3.13-2 summarizes the land use and planning impact significance conclusions and applicable mitigation measures. As indicated above, there are no significant land use and planning impacts that would require mitigation.

TABLE 3.13-2. KNE SUMMARY OF IMPACT SIGNIFICANCE CONCLUSIONS AND MITIGATION MEASURES

IMPACT		IMPACT SIGNIFICANCE CONCLUSIONS AND MITIGATION MEASURES				
		KNE SAN VICENTE–FAIRFAX ALIGNMENT	KNE FAIRFAX ALIGNMENT	KNE LA BREA ALIGNMENT	HOLLYWOOD BOWL DESIGN OPTION	MAINTENANCE AND STORAGE FACILITY
Impact LUP-1: Physically divide an established community	Impact Before Mitigation	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS
	Mitigation Measures	None Required	None Required	None Required	None Required	None Required
	Impact After Mitigation	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS
Impact LUP-2: Conflict with any land use plan, policy, or regulation	Impact Before Mitigation	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact
	Mitigation Measures	None Required	None Required	None Required	None Required	None Required
	Impact After Mitigation	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact

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