

## 3.15 PUBLIC SERVICES AND RECREATION

### 3.15.1 INTRODUCTION

This discussion provides an evaluation of K Line Northern Extension (KNE) as it relates to public services and recreational facilities. 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 maintenance and storage facility (MSF), as well as mitigation measures where applicable. For more detailed information, refer to the KNE Public Services and Recreation Technical Report (Appendix 3.15-A).

### 3.15.2 REGULATORY FRAMEWORK

#### 3.15.2.1 FEDERAL

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

- Land and Water Conservation Fund Act of 1965
- Uniform Fire Code

#### 3.15.2.2 STATE

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

- California Public Park Preservation Act of 1971

#### 3.15.2.3 REGIONAL

No regional regulations are applicable to the project regarding public services and recreational facilities.

#### 3.15.2.4 LOCAL

The general plans for the City of Los Angeles and City of West Hollywood contain goals, objectives, and policies that guide long-term growth in the respective cities. Specific elements of the general plans related to parks, safety, and infrastructure are relevant to public services and recreation. These policies include preserving and enhancing public parks, open spaces, and recreational facilities for community use; monitoring school service demand and improving the quality of educational facilities; and maintaining adequate police, fire, and emergency medical service levels for the public safety needs of every neighborhood.

### 3.15.3 METHODOLOGY

#### 3.15.3.1 CEQA METHODOLOGY

This analysis evaluates the project against California Environmental Quality Act (CEQA) thresholds of significance as the basis for determining the level of impacts related to public services and recreational facilities.

#### 3.15.3.2 SIGNIFICANCE THRESHOLDS

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

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

#### 3.15.4 RESOURCE STUDY AREA

The resource study area (RSA) for the public services and recreational facilities analysis is delineated as 100 feet from each side of the underground tunnel portions of the alignments and design option and a 0.25-mile radius around the stations and the MSF.

#### 3.15.5 EXISTING SETTING

This existing setting discussion summarizes current conditions related to public services and recreational facilities within and near the KNE RSA.

##### 3.15.5.1 REGIONAL SETTING

KNE is located within several jurisdictions, including the Cities of Los Angeles and West Hollywood, in Los Angeles County. The analysis below presents information on existing parklands and recreational facilities, community facilities, and public service facilities within the identified RSAs for the alignments and stations, the design option, and the MSF.

### 3.15.5.1.1 PARKLANDS AND RECREATIONAL FACILITIES

Within the RSA, there are 10 parkland and recreation facilities, totaling approximately 43 acres, and two public entertainment venues, the Hollywood Bowl and Ford Theatre, totaling approximately 102 acres. Each identified parkland is owned and managed by local government jurisdictions. No national parks, state parks, or wildlife refuges are located within the RSA. Table 3.15-1 and Figure 3.15-1 identify the parklands and recreational facilities within the 100-foot alignment RSA and the 0.25-mile station RSA. Parks and recreational facilities closest to KNE are West Hollywood Park (KNE San Vicente–Fairfax Alignment) and Plummer Park (KNE San Vicente–Fairfax and Fairfax Alignments).

**TABLE 3.15-1. PARKLANDS AND RECREATIONAL FACILITIES WITHIN KNE RESOURCE STUDY AREAS**

MAP ID <sup>1</sup>	NAME	SIZE (ACRES)	JURISDICTION	KNE ALIGNMENT RSA
1	Eleanor Green Roberts Aquatic Center	0.7	LADRP	San Vicente–Fairfax, Fairfax, La Brea
2	Hancock Park	23	LADRP, Los Angeles County	San Vicente–Fairfax, Fairfax
3	West Hollywood Park	5.3	LADRP	San Vicente–Fairfax
4	West Hollywood Aquatic and Recreation Center	1.0	WHRS	San Vicente–Fairfax
5	Plummer Park	7.3	WHRS	San Vicente–Fairfax, Fairfax
6	Formosa Park	0.1	WHRS	San Vicente–Fairfax, Fairfax, La Brea
7	De Longpre Park	1.5	LADRP	San Vicente–Fairfax, Fairfax, La Brea
8	Dorothy J. and Benjamin B. Smith Park	0.5	LADRP	San Vicente–Fairfax, Fairfax, La Brea
9	Highland Camrose Park	2.1	LA County	Hollywood Bowl Design Option
10	Yucca Community Center	1.0	LADRP	San Vicente–Fairfax, Fairfax, La Brea
11	Hollywood Bowl	69.7	Los Angeles County, LA Philharmonic	Hollywood Bowl Design Option
12	The Ford Theatre	32.0	Los Angeles County	Hollywood Bowl Design Option

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

<sup>1</sup> Map identification numbers correspond to Figure 3.15-1.

LADRP = City of Los Angeles Department of Recreation and Parks; RSA = resource study area; WHRS = City of West Hollywood Recreational Services

FIGURE 3.15-1. PARKLANDS AND RECREATIONAL FACILITIES WITHIN KNE RESOURCE STUDY AREA



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

### 3.15.5.1.1.1 ALIGNMENTS AND STATIONS

#### **KNE SAN VICENTE–FAIRFAX ALIGNMENT**

The KNE San Vicente–Fairfax Alignment has nine parks and recreational facilities within the 100-foot alignment RSA and 0.25-mile station RSA, as shown in Table 3.15-1 and depicted on Figure 3.15-1. The parks and recreational facilities include Eleanor Green Roberts Aquatic Center, Hancock Park, West Hollywood Park, West Hollywood Aquatic and Recreation Center, Plummer Park, Formosa Park, De Longpre Park, Dorothy J. and Benjamin B. Smith Park, and Yucca Community Center.

#### **KNE FAIRFAX ALIGNMENT**

The KNE Fairfax Alignment has seven parks and recreational facilities within the 100-foot alignment RSA and 0.25-mile station RSA, as shown in Table 3.15-1 and depicted on Figure 3.15-1. The parks and recreational facilities include Eleanor Green Roberts Aquatic Center, Hancock Park, Plummer Park, Formosa Park, De Longpre Park, Dorothy J. and Benjamin B. Smith Park, and Yucca Community Center.

#### **KNE LA BREA ALIGNMENT**

The KNE La Brea Alignment has five parks and recreational facilities within the 100-foot alignment RSA and 0.25-mile station RSA, as shown in Table 3.15-1 and depicted on Figure 3.15-1. The parks and recreational facilities include Eleanor Green Roberts Aquatic Center, Hancock Park, De Longpre Park, Dorothy J. and Benjamin B. Smith Park, and Yucca Community Center.

### 3.15.5.1.1.2 HOLLYWOOD BOWL DESIGN OPTION

The Hollywood Bowl Design Option has three parks and recreational facilities within the 100-foot alignment RSA and 0.25-mile station RSA, as shown in Table 3.15-1 and depicted on Figure 3.15-1. The parks and recreational facilities include the Hollywood Bowl, Highland Camrose Park, and Ford Amphitheater.

### 3.15.5.1.1.3 MAINTENANCE AND STORAGE FACILITY

There are no parklands or recreational facilities located within the 0.25-mile MSF RSA.

#### **3.15.5.1.2 MUNICIPAL FACILITIES**

Municipal facilities identified within the RSAs for the KNE San Vicente–Fairfax, Fairfax, and La Brea Alignments include municipal buildings and courthouses, fire stations, police stations, and libraries. Table 3.15-2 and Figure 3.15-2 show the municipal facilities identified within the 100-foot alignment RSA and 0.25-mile station RSA. The municipal facilities closest to KNE are the West Hollywood Sheriff’s Station and Los Angeles County Library – West Hollywood Library (KNE San Vicente–Fairfax Alignment) and Los Angeles County Fire Department (LACFD) – Station 8 (KNE San Vicente–Fairfax and Fairfax Alignments).

**TABLE 3.15-2. MUNICIPAL FACILITIES WITHIN KNE RESOURCE STUDY AREAS**

MAP ID <sup>1</sup>	NAME	ADDRESS	JURISDICTION	KNE ALIGNMENT RSA
<b>MUNICIPAL BUILDINGS AND COURTHOUSES</b>				
1	West Hollywood City Hall	8300 Santa Monica Blvd	City of West Hollywood	San Vicente–Fairfax
<b>FIRE STATIONS</b>				
2	LACFD – Station 8	7643 Santa Monica Blvd	LACFD	San Vicente–Fairfax, Fairfax
3	LACFD – Station 7 (Battalion 1 Headquarters)	864 N San Vicente Blvd	LACFD	San Vicente–Fairfax
<b>POLICE STATIONS</b>				
4	Wilshire Community Police Station	4861 W Venice Blvd	LAPD	San Vicente–Fairfax, Fairfax, La Brea
5	West Hollywood Sheriff's Station	780 N San Vicente Blvd	Los Angeles County Sheriff	San Vicente–Fairfax
<b>LIBRARIES</b>				
6	Los Angeles County Library – West Hollywood Library	625 N San Vicente Blvd	Los Angeles County	San Vicente–Fairfax

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

<sup>1</sup> Map identification numbers correspond to Figure 3.15-2.

LACFD = Los Angeles County Fire Department; LAPD = Los Angeles Police Department; RSA = resource study area

### 3.15.5.1.2.1 ALIGNMENTS AND STATIONS

#### KNE SAN VICENTE–FAIRFAX ALIGNMENT

The KNE San Vicente–Fairfax Alignment has six municipal facilities within the 100-foot alignment RSA and 0.25-mile station RSA, as shown in Table 3.15-2 and depicted on Figure 3.15-2. The municipal facilities include West Hollywood City Hall, LACFD – Station 8, LACFD – Station 7 (Battalion 1 Headquarters), Wilshire Community Police Station, West Hollywood Sheriff's Station, and Los Angeles County Library – West Hollywood Library.

#### KNE FAIRFAX ALIGNMENT

The KNE Fairfax Alignment has two municipal facilities within the 100-foot alignment RSA and 0.25-mile station RSA, as shown in Table 3.15-2 and depicted on Figure 3.15-2. The municipal facilities include LACFD – Station 8 and the Wilshire Community Police Station.

#### KNE LA BREA ALIGNMENT

The KNE La Brea Alignment has one municipal facilities within the 100-foot alignment RSA and 0.25-mile station RSA, as shown in Table 3.15-2 and depicted on Figure 3.15-2. The municipal facility is the Wilshire Community Police Station at 4861 W Venice Boulevard.

FIGURE 3.15-2. MUNICIPAL FACILITIES WITHIN KNE RESOURCE STUDY AREAS



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

### 3.15.5.1.2.2 HOLLYWOOD BOWL DESIGN OPTION

There are no municipal facilities located within the 100-foot alignment RSA or 0.25-mile station RSA of the Hollywood Bowl Design Option.

### 3.15.5.1.2.3 MAINTENANCE AND STORAGE FACILITY

There are no municipal facilities located within the 0.25-mile MSF RSA.

### 3.15.5.1.3 EMERGENCY SERVICE PROVIDERS

Emergency services for fire and police protection within the RSAs for the KNE San Vicente–Fairfax, Fairfax, and La Brea Alignments are provided by LACFD, Los Angeles County Sheriff’s Department, Los Angeles Fire Department (LAFD), and Los Angeles Police Department (LAPD). Table 3.15-3 shows the police and fire department service areas.

**TABLE 3.15-3. POLICE AND FIRE DEPARTMENT SERVICE AREA DETAILS**

NAME	STATION/MSF RSA
<b>FIRE PROTECTION</b>	
Los Angeles Fire Department Battalion 5	La Brea/Santa Monica, Hollywood/Highland, Hollywood Bowl
Los Angeles Fire Department Battalion 18	Expo/Crenshaw, Crenshaw/Adams, Midtown Crossing, Wilshire/Fairfax, Wilshire/La Brea, Fairfax/3 <sup>rd</sup> , La Cienega/Beverly, La Brea/Beverly
Los Angeles Fire Department Battalion 4	MSF
LACFD Battalion 1	San Vicente/Santa Monica, Fairfax/Santa Monica, La Brea/Santa Monica
LACFD Battalion 20	MSF
<b>POLICE PROTECTION</b>	
LAPD – Southwest Division	Expo/Crenshaw, Crenshaw/Adams
LAPD – Wilshire Division	Midtown Crossing, Wilshire/Fairfax, Wilshire/La Brea, Fairfax/3 <sup>rd</sup> , La Cienega/Beverly, La Brea/Beverly
LAPD – Hollywood Division	La Brea/Santa Monica, Hollywood/Highland, Hollywood Bowl
LAPD – Pacific Division	MSF
West Hollywood Sheriff	San Vicente/Santa Monica, Fairfax/Santa Monica, La Brea/Santa Monica
Inglewood Police Department	MSF

Source: Los Angeles County Fire Department; Los Angeles County Sheriff’s Department; Los Angeles Fire Department; Los Angeles Police Department, 2023

LACFD = Los Angeles County Fire Department; LAFD = Los Angeles Fire Department; LAPD = Los Angeles Police Department; MSF = maintenance and storage facility; RSA = resource study area

### 3.15.5.1.3.1 ALIGNMENTS AND STATIONS

#### **KNE SAN VICENTE–FAIRFAX ALIGNMENT**

The KNE San Vicente–Fairfax Alignment RSA is served by LAFD Battalions 5 and 18; LAPD Southwest, Wilshire, and Hollywood Divisions; and the West Hollywood Sheriff.

#### **KNE FAIRFAX ALIGNMENT**

The KNE Fairfax Alignment RSA is served by LAFD Battalions 5 and 18; LAPD Southwest, Wilshire, and Hollywood Divisions; and the West Hollywood Sheriff.

#### **KNE LA BREA ALIGNMENT**

The KNE La Brea Alignment RSA is served by LAFD Battalions 5 and 18; LACFD Battalion 1; LAPD Southwest, Wilshire, and Hollywood Divisions; and the West Hollywood Sheriff.

### 3.15.5.1.3.2 HOLLYWOOD BOWL DESIGN OPTION

The Hollywood Bowl Design Option RSA is served by LAFD Battalion 5 and LAPD Hollywood Division.

### 3.15.5.1.3.3 MAINTENANCE AND STORAGE FACILITY

As shown in Figure 3.15-3 and Figure 3.15-4, the majority of the MSF RSA is served by the LAPD Pacific Division and LAFD Battalion 4. The northeast portion of the MSF RSA is located in the City of Inglewood and served by the Inglewood Police Department and LACFD Battalion 20 (City of Inglewood 2023; LACFD 2021).

FIGURE 3.15-3. POLICE FACILITIES WITHIN MSF RESOURCE STUDY AREA



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

FIGURE 3.15-4. FIRE FACILITIES WITHIN MSF RESOURCE STUDY AREA



Source: Los Angeles County Fire Department 2023

### 3.15.5.1.4 EDUCATIONAL FACILITIES

Educational facilities identified within the 100-foot alignment RSA of the KNE alignments and 0.25-mile station RSAs for the KNE San Vicente–Fairfax, Fairfax, and La Brea Alignments include 10 public and 11 private schools, which are identified in Table 3.15-4 and Figure 3.15-5.

**TABLE 3.15-4. EDUCATIONAL FACILITIES WITHIN KNE RESOURCE STUDY AREAS**

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

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

<sup>1</sup> Map identification numbers correspond to Figure 3.15-5.

LAUSD = Los Angeles Unified School District; RSA = resource study area

FIGURE 3.15-5. EDUCATIONAL FACILITIES WITHIN KNE RESOURCE STUDY AREAS



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

### 3.15.5.1.4.1 ALIGNMENTS AND STATIONS

#### **KNE SAN VICENTE–FAIRFAX ALIGNMENT**

The KNE San Vicente–Fairfax Alignment has 15 educational facilities within the 100-foot alignment RSA and 0.25-mile station RSA, as shown in Table 3.15-4 and depicted on Figure 3.15-5. The public educational facilities include Virginia Road Elementary School, Hancock Park Elementary School, West Hollywood Elementary School, Laurel Early Education Center, Laurel Cinematic Arts & Creative Technologies Magnet, Larchmont Charter School, Selma Avenue Elementary School, and Hollywood High School. The private educational facilities include Montessori Academy of West Adams, Machon LA, Shalhevet High School, Gindi Maimonides Academy, ABC Little School, Fountain Day School, and The Oaks School.

#### **KNE FAIRFAX ALIGNMENT**

The KNE Fairfax Alignment has 14 educational facilities within the 100-foot alignment RSA and 0.25-mile station RSA, as shown in Table 3.15-4 and depicted on Figure 3.15-5. The public educational facilities include Virginia Road Elementary School, Hancock Park Elementary School, Fairfax High School, Laurel Early Education Center, Laurel Cinematic Arts & Creative Technologies Magnet, Larchmont Charter School, Selma Avenue Elementary School, and Hollywood High School. The private educational facilities include Montessori Academy of West Adams, Machon LA, Shalhevet High School, ABC Little School, Fountain Day School, and The Oaks School.

#### **KNE LA BREA ALIGNMENT**

The KNE La Brea Alignment has 10 educational facilities within the 100-foot alignment RSA and 0.25-mile station RSA, as shown in Table 3.15-4 and depicted on Figure 3.15-5. The public educational facilities include Virginia Road Elementary School, Wilshire Crest Elementary School, Selma Avenue Elementary School, and Hollywood High School. The private educational facilities include Montessori Academy of West Adams, Cathedral Chapel School, Ohr Eliyahu Academy (Yeshiva Aharon Yaakov Ohr Eliyahu), Cheder of Los Angeles, Yeshiva Rav Isacsohn/Toras Emes Academy, and The Oaks School.

### 3.15.5.1.4.2 HOLLYWOOD BOWL DESIGN OPTION

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

### 3.15.5.1.4.3 MAINTENANCE AND STORAGE FACILITY

There are no educational facilities located within the 0.25-mile MSF RSA.

#### **3.15.5.1.5 HOSPITALS/MEDICAL CENTERS AND CHILDREN'S/FAMILY SERVICES**

Hospitals/medical centers and children's/family services facilities identified within the KNE San Vicente–Fairfax, Fairfax, and La Brea Alignments RSAs include one hospital and one children's/family services facility. Table 3.15-5 and Figure 3.15-6 identify the hospital and children's/family services facility within the 100-foot alignment RSA of the KNE alignments and 0.25-mile station RSA.

**TABLE 3.15-5. HOSPITALS/MEDICAL CENTERS AND CHILDREN’S/FAMILY SERVICES WITHIN KNE RESOURCE STUDY AREAS**

MAP ID <sup>1</sup>	NAME	ADDRESS	KNE ALIGNMENT RSA
<b>HOSPITALS AND MEDICAL CENTERS</b>			
1	Cedars-Sinai Medical Center	8700 Beverly Blvd	San Vicente–Fairfax
<b>CHILDREN’S AND FAMILY SERVICES</b>			
2	Saban Community Clinic	8405 Beverly Blvd	San Vicente–Fairfax

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

<sup>1</sup> Map identification numbers correspond to Figure 3.15-6.

RSA = resource study area

### 3.15.5.1.5.1 ALIGNMENTS AND STATIONS

#### **KNE SAN VICENTE–FAIRFAX ALIGNMENT**

The KNE San Vicente–Fairfax Alignment has one hospital/medical center and one children’s/family services facility within the 100-foot alignment RSA and 0.25-mile station RSA, as shown in Table 3.15-5 and depicted on Figure 3.15-6. The hospital/medical center is the Cedars-Sinai Medical Center and the children’s/family services facility is the Saban Community Clinic.

#### **KNE FAIRFAX ALIGNMENT**

There are no hospitals/medical centers or children’s/family services facilities within the KNE Fairfax Alignment RSA.

#### **KNE LA BREA ALIGNMENT**

There are no hospitals/medical centers or children’s/family services facilities within the KNE La Brea Alignment RSA.

### 3.15.5.1.5.2 HOLLYWOOD BOWL DESIGN OPTION

There are no hospitals/medical centers or children’s/family services facilities within the Hollywood Bowl Design Option RSA.

### 3.15.5.1.5.3 MAINTENANCE AND STORAGE FACILITY

There are no hospitals/medical centers or children’s/family services facilities within the 0.25-mile MSF RSA.

FIGURE 3.15-6. HOSPITALS/MEDICAL CENTERS AND CHILDREN'S/FAMILY SERVICES WITHIN KNE RESOURCE STUDY AREAS



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

### 3.15.5.1.6 SENIOR CENTERS AND SENIOR SERVICES

Senior centers and senior services identified within the RSAs for the KNE San Vicente–Fairfax, Fairfax, and La Brea Alignments include three senior centers and two senior services facilities. Table 3.15-6 and Figure 3.15-7 identify the senior centers and senior services within the 100-foot alignment RSA of the KNE alignments and 0.25-mile station RSA. The senior centers and senior services closest to KNE are the Westside Jewish Community Center (KNE San Vicente–Fairfax, Fairfax, and La Brea Alignments) and the West Hollywood Senior Center (KNE San Vicente–Fairfax and Fairfax Alignments).

**TABLE 3.15-6. SENIOR CENTERS AND SENIOR SERVICES WITHIN KNE RESOURCE STUDY AREAS**

MAP ID <sup>1</sup>	NAME	ADDRESS	KNE ALIGNMENT RSA
<b>SENIOR CENTERS</b>			
1	Las Palmas Senior Citizen Center	1820 N Las Palmas Ave	San Vicente–Fairfax, Fairfax, La Brea
2	Westside Jewish Community Center	5870 W Olympic Blvd	San Vicente–Fairfax, Fairfax
3	West Hollywood Senior Center	7377 Santa Monica Blvd	San Vicente–Fairfax, Fairfax
<b>SENIOR SERVICES</b>			
4	Jewish Family Service of Los Angeles – Multipurpose Senior Services Program	330 N Fairfax Ave	San Vicente–Fairfax, Fairfax
5	Jewish Family Service of Los Angeles – Senior Nutrition Program – West Knoll Apartments	838 W Knoll Dr	San Vicente–Fairfax, Fairfax

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

<sup>1</sup> Map identification numbers correspond to Figure 3.15-7.

RSA = resource study area

FIGURE 3.15-7. SENIOR CENTERS AND SENIOR SERVICES NEAR KNE



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

### 3.15.5.1.6.1 ALIGNMENTS AND STATIONS

#### **KNE SAN VICENTE–FAIRFAX ALIGNMENT**

The KNE San Vicente–Fairfax Alignment has three senior centers and two senior services facilities within the 100-foot alignment RSA and 0.25-mile station RSA, as shown in Table 3.15-6 and depicted on Figure 3.15-7. The senior centers include the Las Palmas Senior Citizen Center, Westside Jewish Community Center, and West Hollywood Senior Center. The senior services facilities include the Jewish Family Service of Los Angeles – Multipurpose Senior Services Program and Jewish Family Service of Los Angeles – Senior Nutrition Program – West Knoll Apartments.

#### **KNE FAIRFAX ALIGNMENT**

The senior centers and services facilities within the KNE Fairfax Alignment RSA are the same as the KNE San Vicente–Fairfax Alignment.

#### **KNE LA BREA ALIGNMENT**

The KNE La Brea Alignment has one senior center within the 100-foot alignment RSA and 0.25-mile station RSA, as shown in Table 3.15-6 and depicted on Figure 3.15-7. The senior center in the RSA is the Las Palmas Senior Citizen Center at 1820 N Las Palmas Avenue.

### 3.15.5.1.6.2 HOLLYWOOD BOWL DESIGN OPTION

There are no senior centers or senior services facilities within the 100-foot alignment RSA and 0.25-mile station RSA for the Hollywood Bowl Design Option.

### 3.15.5.1.6.3 MAINTENANCE AND STORAGE FACILITY

There are no senior centers or senior services facilities within the 0.25-mile station MSF RSA.

## **3.15.6 PROJECT MEASURES**

Project measures are design features, best management practices, or other commitments that Metro would implement as part of all proposed alignments, 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 3.15.7 as part of the evaluation of environmental impacts.

### 3.15.6.1 PM TRA-2: CONSTRUCTION BEST MANAGEMENT PRACTICES (TRANSPORTATION)

Transportation BMPs during construction of the alignments, the design option, and the MSF shall include the following:

- Cooperation with the corridor cities and the California Department of Transportation shall occur throughout the construction process. Restrictions on haul routes may be incorporated into the construction specifications according to local permitting requirements.
- Pedestrian access to adjacent properties along the alignments, the design option, and the MSF shall be maintained during construction.
- Construction activities shall comply with the U.S. Occupational Safety and Health Administration (OSHA), California OSHA, and Metro safety and security programs.
- Safety for pedestrians, bicyclists, and motorists shall be maintained during construction using signage, partial lane closures, construction barriers, and supervision by safety and security personnel at access points and throughout construction sites.
- Metro shall prepare a Traffic Management Plan (TMP) in coordination with Caltrans, cities, and local fire and police departments prior to initiating construction activities that include the following:
  - ▶ Standard practices shall be followed that include scheduling of lane and/or road closures to minimize disruptions.
  - ▶ Detour plans shall be prepared for any streets requiring a full closure to provide safe alternate routes to vehicular traffic, pedestrians, and bicyclists during these closures.
  - ▶ Traffic control plans shall be prepared to route vehicles, bicyclists, and pedestrians around any partial closures of streets, bicycle facilities, and sidewalks.
  - ▶ Information on bus stop relocation and modification to bus routes, as applicable, shall be provided. Signs shall be posted to inform transit users in advance of street closures.
  - ▶ Construction timings and street closure information shall be available to the public through media alerts, the project's website, and changeable message signs.
  - ▶ The nearest local first responders shall be notified, as appropriate, of traffic control measures in the TMP during construction to coordinate emergency response routing.
  - ▶ The delivery and pick up of construction material during non-peak travel periods shall be scheduled to the extent possible to reduce the potential of conflicts between construction trucks and commuter traffic.
  - ▶ Coordination shall occur with other construction projects in the vicinity.
- The project shall be designed and constructed per applicable state, Metro, and city design criteria and standards, including adherence to design codes and standards such as the OSHA, California OSHA, California Public Utilities Commission, California Manual on Uniform Traffic Control Devices, and Metro safety and security programs and standards (i.e., Metro Rail Design Criteria and Metro Systemwide Station Design Standards Policy). The construction TMP will be prepared in compliance with these standards.

- Financial assistance may be provided to small businesses along the proposed alignments, the design option, and the MSF that are directly affected by construction activities through grants to cover certain fixed operating expenses such as utilities, rent or mortgage, and insurance.
- Metro shall coordinate with the Hollywood Bowl to maintain circulation and access to the Hollywood Bowl during construction of the optional Hollywood Bowl Station.

### 3.15.7 IMPACT EVALUATION AND MITIGATION MEASURES

This analysis presents the construction and operational impacts for public services and recreational facilities, as well as any applicable mitigation measures associated with KNE. A summary of the impact conclusions and applicable mitigation measures is found in Table 3.15-7 in Section 3.15.7.5.

#### 3.15.7.1 IMPACT PUB-1: PUBLIC FACILITIES

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

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

##### 3.15.7.1.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

###### 3.15.7.1.1.1 CONSTRUCTION IMPACTS

**Significant Impact.** Construction activities associated with the KNE San Vicente–Fairfax Alignment would require property acquisition and construction easements. No schools or parks would be temporarily or permanently acquired. Construction of the San Vicente/Santa Monica Station would require the full acquisition of the Los Angeles County Sheriff’s Department West Hollywood Station for a construction staging and tunnel boring machine (TBM) launch site. No other land from fire stations, schools, parks, or hospitals would be required for construction of the San Vicente–Fairfax Alignment.

Pedestrian and bicycle access routes would be temporarily disrupted during construction (bicycle and pedestrian effects are discussed in Section 3.17, Transportation). To reduce potential effects of construction traffic and lane closures on emergency response times, Metro would coordinate with service providers for information on upcoming traffic conditions to allow for response planning. These requirements would be included in the TMP, as discussed in project measure PM TRA-2.

Off-street parking used by parkland, recreational facility, and community facility visitors may be temporarily removed for the duration of construction, which would require users to find alternative

parking. However, access to parklands and community facilities during construction would be maintained as practicable; construction detour route signage would be provided; and appropriate signage, barriers, and fencing for pedestrian and bicycle detour routes would be posted to prevent pedestrians and bicyclists from entering the construction zones, as identified in the TMP under project measure PM TRA-2. Construction activities would be temporary; therefore, construction of the alignment would not result in permanent impacts to parklands, recreation facilities, community facilities, and bicycle facilities that would require the need for new facilities.

As described above, construction of the alignment would require full acquisition of the Los Angeles County Sheriff's Department West Hollywood Station. Therefore, the KNE San Vicente–Fairfax Alignment would have a significant impact during construction, and mitigation would be required.

### 3.15.7.1.1.2 OPERATIONAL IMPACTS

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

Operation of the alignment would create a new transit line that would require security, including support from local police and fire departments. Metro provides Metro-employed and Metro-contracted security staff for transit vehicles and facilities. Metro is evaluating additional options to address safety and security on Metro systems, including potentially forming its own transit police force. While operation of the alignment would require an increase in Metro security staff and would place some additional demand on other police services, the new demands are expected to be accommodated with current resources and would not significantly affect the ability of public service providers to maintain acceptable service ratios, response times, or other performance objectives. Operation of the alignment would not generate new residential populations greater than what is anticipated in the Southern California Association of Governments' regional growth projections, which would not result in the need for new public recreational facilities or increase the use of existing parks or government facilities. With the additional transit access provided by KNE, there would be opportunity to increase access to better accommodate demand for parks and recreational facilities.

As described above, operation of the alignment would not affect the functionality of fire protection, schools, parks, or other public facilities. Therefore, the KNE San Vicente–Fairfax Alignment would have a less than significant impact during operation.

### 3.15.7.1.2 KNE FAIRFAX ALIGNMENT

#### 3.15.7.1.2.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** Construction activities associated with the KNE Fairfax Alignment would require property acquisition and construction easements. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, schools, or parks would be temporarily or permanently acquired. The property acquisition for construction under the KNE Fairfax Alignment would not include land from fire stations, police stations, schools, parks, or other public facilities that would affect public services.

Pedestrian and bicycle access routes would be temporarily disrupted during construction (bicycle and pedestrian effects are discussed in Section 3.17, Transportation). To reduce potential effects of construction traffic and lane closures on emergency response times, Metro would coordinate with service providers for information on upcoming traffic conditions to allow for response planning. These requirements would be included in the TMP, as discussed in project measure PM TRA-2.

Off-street parking used by parkland, recreational facility, and community facility visitors may be temporarily removed for the duration of construction, which would require users to find alternative parking. However, access to parklands and community facilities during construction would be maintained as practicable; construction detour route signage would be provided; and appropriate signage, barriers, and fencing for pedestrian and bicycle detour routes would be posted to prevent pedestrians and bicyclists from entering the construction zones, as identified in the TMP under project measure PM TRA-2. Construction activities would be temporary; therefore, construction of the alignment would not result in permanent impacts to parklands, recreation facilities, community facilities, and bicycle facilities that would require the need for new facilities.

As described above, construction of the alignment would not have substantial adverse physical impacts associated with new or physically altered governmental facilities needed to maintain acceptable public services. Therefore, the KNE Fairfax Alignment would have a less than significant impact during construction.

#### 3.15.7.1.2.2 OPERATIONAL IMPACTS

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

Operation of the alignment would create a new transit line that would require security, including support from local police and fire departments. Metro provides Metro-employed and Metro-contracted security

staff for transit vehicles and facilities. Metro is evaluating additional options to address safety and security on Metro systems, including potentially forming its own transit police force. While operation of the alignment would require an increase in Metro security staff and would place some additional demand on other police services, the new demands are expected to be accommodated with current resources and would not significantly affect the ability of public service providers to maintain acceptable service ratios, response times, or other performance objectives. Operation of the alignment would not generate new residential populations greater than what is anticipated in the Southern California Association of Governments' regional growth projections, which would not result in the need for new public recreational facilities or increase the use of existing parks or government facilities. With the additional transit access provided by KNE, there would be opportunity to increase access to better accommodate demand for parks and recreational facilities.

As described above, operation of the alignment would not affect the functionality of fire protection, schools, parks, or other public facilities. Therefore, the KNE Fairfax Alignment would have a less than significant impact during operation.

### 3.15.7.1.3 KNE LA BREA ALIGNMENT

#### 3.15.7.1.3.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** Construction activities associated with the KNE La Brea Alignment would require property acquisition and construction easements. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, schools, or parks would be temporarily or permanently acquired. The property acquisition for construction under the KNE La Brea Alignment would not include land from fire stations, police stations, schools, parks, or other public facilities that would affect public services.

Pedestrian and bicycle access routes would be temporarily disrupted during construction (bicycle and pedestrian effects are discussed in Section 3.17, Transportation). To reduce potential effects of construction traffic and lane closures on emergency response times, Metro would coordinate with service providers for information on upcoming traffic conditions to allow for response planning. These requirements would be included in the TMP, as discussed in project measure PM TRA-2.

Off-street parking used by parkland, recreational facility, and community facility visitors may be temporarily removed for the duration of construction, which would require users to find alternative parking. However, access to parklands and community facilities during construction would be maintained as practicable; construction detour route signage would be provided; and appropriate signage, barriers, and fencing for pedestrian and bicycle detour routes would be posted to prevent pedestrians and bicyclists from entering the construction zones, as identified in the TMP under project measure PM TRA-2. Construction activities would be temporary; therefore, construction of the alignment would not result in permanent impacts to parklands, recreation facilities, community facilities, and bicycle facilities that would require the need for new facilities.

As described above, construction of the alignment would not have substantial adverse physical impacts associated with new or physically altered governmental facilities needed to maintain acceptable public services. Therefore, the KNE La Brea Alignment would have a less than significant impact during construction.

### 3.15.7.1.3.2 OPERATIONAL IMPACTS

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

Operation of the alignment would create a new transit line that would require security, including support from local police and fire departments. Metro provides Metro-employed and Metro-contracted security staff for transit vehicles and facilities. Metro is evaluating additional options to address safety and security on Metro systems, including potentially forming its own transit police force. While operation of the alignment would require an increase in Metro security staff and would place some additional demand on other police services, the new demands are expected to be accommodated with current resources and would not significantly affect the ability of public service providers to maintain acceptable service ratios, response times, or other performance objectives. Operation of the alignment would not generate new residential populations greater than what is anticipated in the Southern California Association of Governments' regional growth projections, which would not result in the need for new public recreational facilities or increase the use of existing parks or government facilities. With the additional transit access provided by KNE, there would be opportunity to increase access to better accommodate demand for parks and recreational facilities.

As described above, operation of the alignment would not affect the functionality of fire protection, schools, parks, or other public facilities. Therefore, the KNE La Brea Alignment would have a less than significant impact during operation.

### 3.15.7.1.4 HOLLYWOOD BOWL DESIGN OPTION

#### 3.15.7.1.4.1 CONSTRUCTION IMPACTS

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

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

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

#### 3.15.7.1.4.2 OPERATIONAL IMPACTS

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

#### 3.15.7.1.5 MAINTENANCE AND STORAGE FACILITY

##### 3.15.7.1.5.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** No residential uses, public schools, or parks would be permanently acquired for construction of the MSF, and the property acquisition for construction would not affect vehicular, bicycle, or pedestrian access. Construction of the MSF would not conflict with access to parklands, recreational facilities, and governmental facilities and would not be located on or disrupt parklands, recreational facilities, off-street bike facilities, or community facility properties. Construction-related traffic on regional roadways could incidentally contribute to delays for users accessing parks or governmental facilities, as discussed in Section 3.17, Transportation. Therefore, the MSF would have a less than significant impact during construction.

##### 3.15.7.1.5.2 OPERATIONAL IMPACTS

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

the RSA. Additional KNE light rail vehicles would enter and exit service at the MSF via the existing grade crossing for Division 16, consistent with how the current K Line light rail vehicles enter and exit service. The increase in at-grade crossings in the vicinity of the MSF would be spread over time periods when light rail vehicles enter and exit the yard, but could occur during an emergency service response. Any traffic delays would be short, taking only the time for the train to make the roadway crossing. Emergency service dispatch has real-time traffic conditions, so the potential for emergency service response delay is small. Therefore, the MSF would have a less than significant impact during operation.

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

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

#### 3.15.7.2.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

##### 3.15.7.2.1.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** Construction of the KNE San Vicente–Fairfax Alignment would be temporary and would not generate permanent residences that would increase the use of existing neighborhood and regional parks or other recreational facilities resulting in accelerated physical deterioration of the facilities. Construction workers may use nearby parks or recreational facilities when not working, but such use would be temporary and incidental. Therefore, the KNE San Vicente–Fairfax Alignment would have a less than significant impact during construction.

##### 3.15.7.2.1.2 OPERATIONAL IMPACTS

**Less than Significant Impact.** Operation of the KNE San Vicente–Fairfax Alignment would improve accessibility to existing neighborhood parks and recreational facilities identified in Figure 3.15-1. The KNE San Vicente–Fairfax Alignment would not result in a direct increase to the local residential population that may result in an increased use of the parklands and recreational facilities that would accelerate their physical deterioration. The alignment would improve accessibility to the recreational facilities by providing a nearby transit station, which could increase use. The increase in use would be minimal and would not result in substantial physical deterioration of parklands and recreational facilities. Therefore, the KNE San Vicente–Fairfax Alignment would have a less than significant impact during operation.

### 3.15.7.2.2 KNE FAIRFAX ALIGNMENT

#### 3.15.7.2.2.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** Construction of the KNE Fairfax Alignment would be temporary and would not generate permanent residences that would increase the use of existing neighborhood and regional parks or other recreational facilities resulting in accelerated physical deterioration of the facilities. Construction workers may use nearby parks or recreational facilities when not working, but such use would be temporary and incidental. Therefore, the KNE Fairfax Alignment would have a less than significant impact during construction.

#### 3.15.7.2.2.2 OPERATIONAL IMPACTS

**Less than Significant Impact.** Operation of the KNE Fairfax Alignment would improve accessibility to existing neighborhood parks and recreational facilities identified in Figure 3.15-1. The KNE Fairfax Alignment would not result in a direct increase to the local residential population that may result in an increased use of the parklands and recreational facilities that would accelerate their physical deterioration. The alignment would improve accessibility to the recreational facilities by providing a nearby transit station, which could increase use. The increase in use would be minimal and would not result in substantial physical deterioration of parklands and recreational facilities. Therefore, the KNE Fairfax Alignment would have a less than significant impact during operation.

### 3.15.7.2.3 KNE LA BREA ALIGNMENT

#### 3.15.7.2.3.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** Construction of the KNE La Brea Alignment would be temporary and would not generate permanent residences that would increase the use of existing neighborhood and regional parks or other recreational facilities resulting in accelerated physical deterioration of the facilities. Construction workers may use nearby parks or recreational facilities when not working, but such use would be temporary and incidental. Therefore, the KNE La Brea Alignment would have a less than significant impact during construction.

#### 3.15.7.2.3.2 OPERATIONAL IMPACTS

**Less than Significant Impact.** Operation of the KNE La Brea Alignment would improve accessibility to existing neighborhood parks and recreational facilities identified in Figure 3.15-1. The KNE La Brea Alignment would not result in a direct increase to the local residential population that may result in an increased use of the parklands and recreational facilities that would accelerate their physical deterioration. The alignment would improve accessibility to the recreational facilities by providing a nearby transit station, which could increase use. The increase in use would be minimal and would not result in substantial physical deterioration of parklands and recreational facilities. Therefore, the KNE La Brea Alignment would have a less than significant impact during operation.

### 3.15.7.2.4 HOLLYWOOD BOWL DESIGN OPTION

#### 3.15.7.2.4.1 CONSTRUCTION IMPACTS

**Less than Significant Impact.** Construction activities for the Hollywood Bowl Design Option would be temporary and would not generate new residential populations that would significantly increase the use of existing parks and community facilities in a way that would result in accelerated physical deterioration of the facilities. Construction workers may use nearby parks or recreational facilities when not working, but such use would be temporary and incidental. Therefore, the Hollywood Bowl Design Option would have a less than significant impact during construction.

#### 3.15.7.2.4.2 OPERATIONAL IMPACTS

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

### 3.15.7.2.5 MAINTENANCE AND STORAGE FACILITY

#### 3.15.7.2.5.1 CONSTRUCTION IMPACTS

**No Impact.** The MSF is located in an industrial area with aviation- and manufacturing-related land uses. There are no existing neighborhood and regional parks or other recreational facilities within the MSF RSA. Therefore, the MSF would have no impact during construction.

#### 3.15.7.2.5.2 OPERATIONAL IMPACTS

**No Impact.** The MSF is located in an industrial area with aviation- and manufacturing-related land uses. There are no existing neighborhood and regional parks or other recreational facilities within the MSF RSA. The MSF would not create new residential populations that would increase the use of existing parks, recreational facilities, and bike facilities in the surrounding communities. The MSF would provide maintenance and storage services for KNE and would not provide improved access to parks, recreational facilities, and bike facilities that could result in increased use. Therefore, the MSF would have no impact during operation.

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

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

### 3.15.7.3.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

#### 3.15.7.3.1.1 CONSTRUCTION IMPACTS

**No Impact.** Construction of the KNE San Vicente–Fairfax Alignment would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, the KNE San Vicente–Fairfax Alignment would have no impact during construction.

#### 3.15.7.3.1.2 OPERATIONAL IMPACTS

**No Impact.** Operation of the KNE San Vicente–Fairfax Alignment would not include construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, the KNE San Vicente–Fairfax Alignment would have no impact during operation.

### 3.15.7.3.2 KNE FAIRFAX ALIGNMENT

#### 3.15.7.3.2.1 CONSTRUCTION IMPACTS

**No Impact.** Construction of the KNE Fairfax Alignment would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, the KNE Fairfax Alignment would have no impact during construction.

#### 3.15.7.3.2.2 OPERATIONAL IMPACTS

**No Impact.** Operation of the KNE Fairfax Alignment would not include construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, the KNE Fairfax Alignment would have no impact during operation.

### 3.15.7.3.3 KNE LA BREA ALIGNMENT

#### 3.15.7.3.3.1 CONSTRUCTION IMPACTS

**No Impact.** Construction of the KNE La Brea Alignment would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, the KNE La Brea Alignment would have no impact during construction.

#### 3.15.7.3.3.2 OPERATIONAL IMPACTS

**No Impact.** Operation of the KNE La Brea Alignment would not include construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, the KNE La Brea Alignment would have no impact during operation.

### 3.15.7.3.4 HOLLYWOOD BOWL DESIGN OPTION

#### 3.15.7.3.4.1 CONSTRUCTION IMPACTS

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

#### 3.15.7.3.4.2 OPERATIONAL IMPACTS

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

### 3.15.7.3.5 MAINTENANCE AND STORAGE FACILITY

#### 3.15.7.3.5.1 CONSTRUCTION IMPACTS

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

#### 3.15.7.3.5.2 OPERATIONAL IMPACTS

**No Impact.** Operation of the MSF would not include construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, the MSF would have no impact during operation.

### 3.15.7.4 MITIGATION MEASURES

The mitigation measure described below is provided to reduce significant impacts related to public services and recreational facilities. Section 3.15.7.4.2 discusses impact significance after mitigation.

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

This mitigation measure is only applicable to the KNE San Vicente–Fairfax Alignment.

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

Prior to displacement of the station, Metro shall coordinate with the City of West Hollywood, Los Angeles County, and the Los Angeles County Sheriff's Department to create a relocation plan. The relocation plan shall assess and identify potential new location options for the Sheriff's Station and identify funding to develop an appropriate replacement property, such that police service levels would not deteriorate. The relocated Sheriff's Station would be operational prior to construction of the San Vicente/Santa Monica

Station. Relocation considerations in the plan shall include potential sites, costs and financing structures, development and ownership structures, and minimum required physical development components and amenities.

Details on displacement of the Los Angeles County West Hollywood Sheriff's Station are included in the KNE right-of-way plans provided as part of the Advanced Conceptual Engineering Drawings in Appendix 2-B.

#### **3.15.7.4.2 IMPACT SIGNIFICANCE AFTER MITIGATION**

As described in Section 3.15.7.1.1.1, there would be a significant impact related to full acquisition of the Los Angeles County Sheriff's Department West Hollywood Station (Impact PUB-1).

##### **3.15.7.4.2.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT**

#### **IMPACT PUB-1: PUBLIC FACILITIES**

Implementation of mitigation measure MM PUB-1 (Relocation Plan for West Hollywood Sheriff's Station) during construction of the KNE San Vicente–Fairfax Alignment would reduce the significant construction impact identified under Impact PUB-1 to a less than significant level. With mitigation, a relocated Sheriff's Station would be operational prior to construction of the San Vicente/Santa Monica Station and the provision of community police services would not be affected. However, the physical change in the environment as a result of development of the future Sheriff's Station is not reasonably foreseeable because the replacement location is currently unknown. Once a preferred location and site-specific details are identified, a project-specific CEQA analysis would be conducted for the relocated Sheriff's Station site.

#### **3.15.7.5 SUMMARY OF IMPACT SIGNIFICANCE CONCLUSIONS AND MITIGATION MEASURES**

Table 3.15-7 summarizes the public services and recreational facilities impact significance conclusions and applicable mitigation measures.

**TABLE 3.15-7. 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
<b>Impact PUB-1:</b> Public Facilities	Impact Before Mitigation	Construction: Significant Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS
	Mitigation Measures	Construction: MM PUB-1 Operation: 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
<b>Impact PUB-2:</b> Increased Use of Recreational Facilities	Impact Before Mitigation	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: No Impact Operation: No Impact
	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: No Impact Operation: No Impact
<b>Impact PUB-3:</b> New Recreational Facilities	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